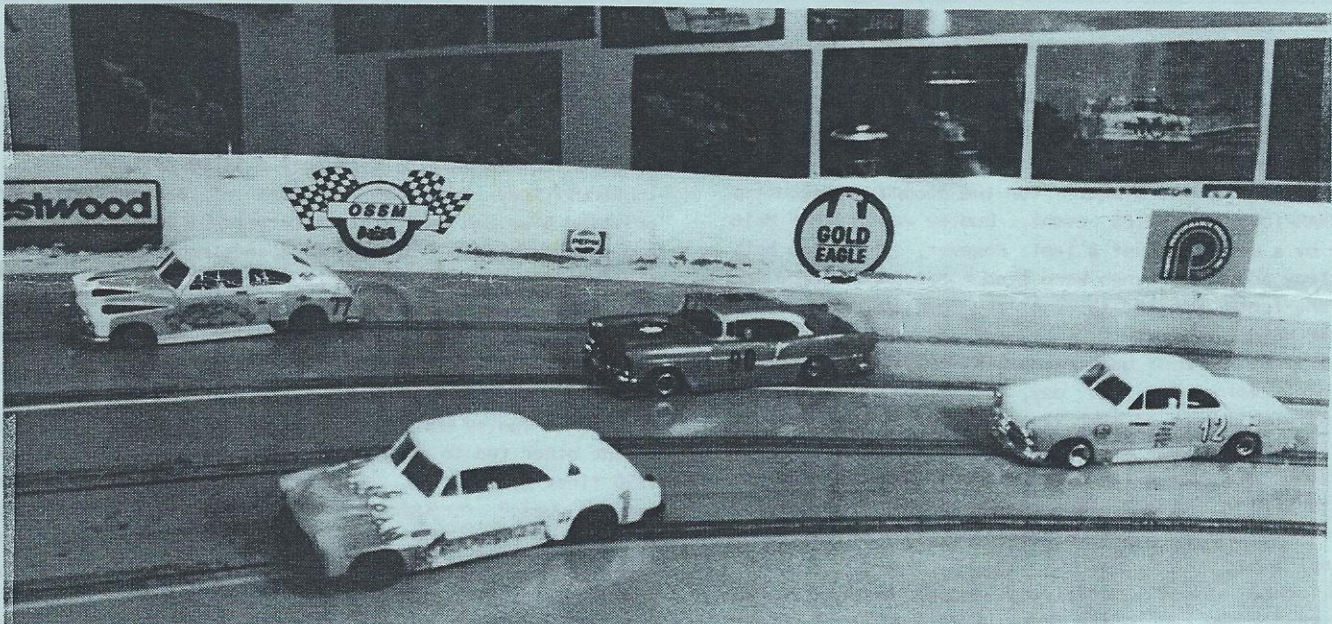


# THE RACING NEWS

\*\*\*\*\* AN OSSM PUBLICATION \*\*\*\*\* NO. 7



## REBEL 500



### VINTAGE IRON ROLLS IN OSSM 500 MINUTE ENDURANCE TEST!!

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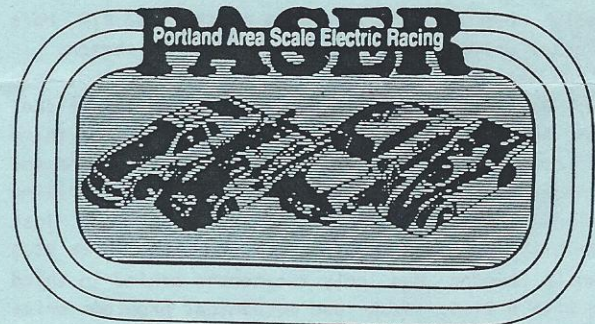
Eugene's Team Blu-Byu's flaming 1951 Chevy Bel Air edged the Racin' Rebels' 1951 Chevy Fleetline for victory in OSSM's first "VINTAGE NASCAR" Enduro on April 8 at PELICAN PARK SPEEDWAY. The Portland Ol' Slimers team 1955 Chev Bel Air finished third, just 32 laps behind the Rebs, while Bend's Over-the-Hill Gang posted a highly competitive showing in their 1949 Ford Tudor. A full report in the next issue of THE RACING NEWS.

### \* OSSM FINISH AT WILSONVILLE! \*

One-tenth of a lap covered the top three competitors as Dennis Dudley scored 95.8 laps to Randy Troy's and Doug Haynes' 95.7 laps in the final "Main Event" of the OSSM CHAMPIONSHIP SERIES on March 11th at LEE DUNDAS RACEWAY. A full report on this exciting race follows.

### \* NEW COMMERCIAL TRACK OPENS! \*

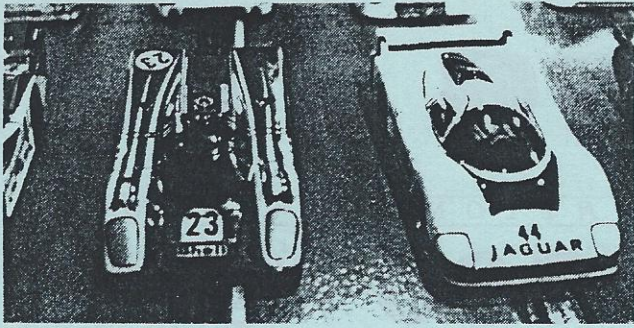
Ken and Debra Broeke have opened a new commercial slot car facility at 1238 South Sixth St. in Cottage Grove, Oregon. The business is known as Broeke's Corner and currently has a small figure-8 track and an excellent selection of parts and cars. Ken plans to build a larger track this summer. Phone: 942-8164.



### PASER SEASON ENDS ON HIGH NOTE!

Frank Crane Jr. won his second straight 1/24 Euro-Toy event at the season-ending PASER race March 24 LEE DUNDAS RACEWAY in Wilsonville. Jerry Palfenier took the victory in 1/24 NASCAR while Dennis Dudley scored again in 1/32 RTR.

The full story and the final season standings follow below.



\*\*\*\*\* OSSM CHAMPIONSHIP SERIES: RACE SIX \*\*\*\*\*

The 1988-89 OSSM CHAMPIONSHIP SERIES concluded on March 11th at LEE DUNDAS RACEWAY in Wilsonville. Although many changes occurred during the six race season, two factors remained constant. First, the racing was extremely competitive and second, Dennis Dudley somehow managed to end up the winner! For the second consecutive OSSM CHAMPIONSHIP SERIES event, Dudley won the "A" Main finale by a mere tenth of a lap! However, this time both Randy Troy and Doug Haynes were tied for second place and just one-tenth covered three of the four competitors in the OSSM Main Event!

The first round of qualifying established the pattern of close racing for the day, as the top six drivers finished with scores of over 91 laps. Dudley lead the way with 93.8 laps in his black and yellow "Quincy's" Porsche 914. Haynes was just a lap behind in his familiar "Rath's" Corvette with 92.8 laps. Then came a pack of competitors; third through sixth position covered by just seven-tenths of a lap!

In the second qualifying round, Dennis Dudley established a new record for three five-lap heats on the long track at LEE DUNDAS RACEWAY. Dudley smashed Doug Haynes' 95.2 lap mark with a fantastic 96.3 lap run! Haynes and Troy also bettered the old track record as they tied for second fastest with scores of 95.4 laps each. Doug Beddow was the final racer to make the "A" main with a 94.0 lap effort. At the OSSM CHAMPIONSHIP SERIES season opener at the Wilsonville circuit in October, Dennis Dudley won the event with a 93.3 lap total. Just six months later a 93.3 is three laps off the winning pace and not even enough to make the "A" Main! There has undoubtedly been some development of the 1/32 RTR cars and honing of driver skills during the 1988-89 season.

The "B" Main pitted veteran racers Bob McFarland, John Andersen, Hugh Beck and Lee Dundas. John, "King-of-the-"B" Main", Andersen emerged the winner for the third straight event. In a close battle with McFarland and Dundas, Andersen turned in a 92.0 score with his striking red, white, and black "IBM" Vette. "Bad Bob" was just behind in his silver and white IMSA Corvette with 91.6 laps, while Dundas was only two-tenths behind in third position with a 91.4. Beck had mechanical problems arise during the "B" Main and struggled home a distant fourth. Andersen's victory earned him yet another shot at the \$25 prize in the ten-lap "Dash for the Cash".

In the fifth OSSM race, held at PELICAN PARK SPEEDWAY in Eugene, top series regulars, Dennis Dudley, Doug Haynes and Doug Beddow fought right down to the wire, while Randy Troy trailed the front runners in fourth. This time it was Troy's turn to fight it out with Dudley and Haynes with Beddow just slightly off the pace. Although he won

only one heat in the "A" Main, Dudley put together three consistently fast heats and finished with a 95.8 total. Haynes and Troy had tied for second in qualifying, tied again for second place. They were just one-tenth behind Dudley with 95.7 laps apiece. The tie was decided in favor of Troy. In the "A" Main heats, Haynes and Troy had each bested the other in one race, so the deciding factor became individual heat totals. Troy's fastest "A" Main run was 32.2 laps while Haynes' best was 32.1.

In the "Dash for the Cash" Andersen just couldn't match Dudley's pace and gradually fell back in the ten-lap shoot-out. Dudley's luck failed him slightly in the drawing for the Eugene Toy and Hobby gift certificate as he selected the envelop with only a \$5.00 prize.

Randy Troy won the Concours d'Elegance with his pristine blue and white IMSA Corvette. Dudley's Porsche and John Andersen's Vette were also strong contenders for the Concours trophy. The five bonus points Troy received for qualifying for the "A" Main with the Concours champion, plus second place points for the event, were enough to move him past John Andersen to fourth overall in the season points standings.

Dennis Dudley won four OSSM events and finished second in the other two to claim the season championship and the \$250 first place prize. Although he was consistently "the man to beat" throughout the season, Dudley's combined margin of victory for all four races he won was just eight-tenths of a lap! He won three of his four races by just one tenth of a lap!

Doug Beddow and Doug Haynes were the only other OSSM competitors to win races. Despite a late-season challenge from Beddow, Haynes' third place finish in the final event allowed him to hang on to second place in the OSSM Championship Series.

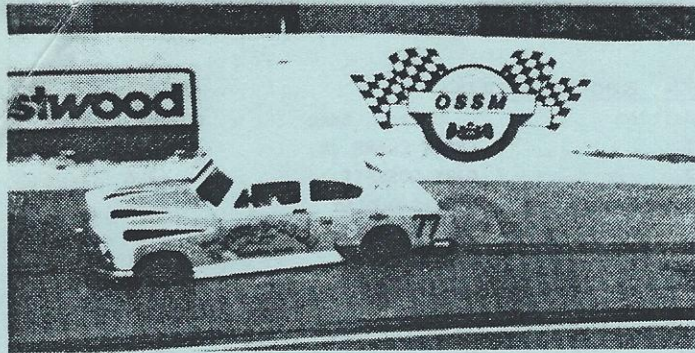
OSSM RACE RESULTS

Driver	Qualifying	Race	Points
DENNIS DUDLEY	1*	1	22
RANDY TROY	2	2**	21
DOUG HAYNES	3	3	14
DOUG BEDDOW	4	4	12
JOHN ANDERSEN	6	5	10
BOB MCFARLAND	5	6	8
LEE DUNDAS	7	7	6
HUGH BECK	8	8	5
MIKE NABER	9	9	4
LARRY COCKERHAM	10	10	3

\* 2 Bonus Points (Top Qualifier)

\*\* 5 Bonus Points (Concours Winner/"A" Main Qualifier)





1988-89 OSSM CHAMPIONSHIP SERIES  
SEASON SUMMARY

DRIVER	RACE 1	RACE 2	RACE 3	RACE 4	RACE 5	RACE 6	TOTAL
1. DENNIS DUDLEY	22	22	18	16	22	22	122
2. DOUG HAYNES	16	10	14	22	16	14	92
3. DOUG BEDDOW	3	16	32	8	14	12	85
4. RANDY TROY	6	12	6	14	12	21	71
5. JOHN ANDERSEN	12	8	12	10	10	10	62
6. LEE DUNDAS	14	-	8	6	-	6	34
7. BOB McFARLAND	10	5	5	-	5	8	33
8. FRANK CRANE JR.	5	6	4	12	4	-	31
9. HUGH BECK	8	-	3	5	-	5	21
10. JOE BETTIS	-	14	-	-	0	-	14
11. GARY GOSSETT	4	3	2	4	-	-	13
12. GLENN HEATH	-	-	10	-	-	-	10
13. JON THOMPSON	-	4	0	-	6	-	10
14. CORBIN DICKINSON	-	-	-	-	8	-	8
15. MIKE WABER	-	-	-	-	1	4	5
16. LARRY COCKERHAM	-	-	-	0	-	3	3
17. CHRIS SNYDER	2	-	-	-	-	-	2
18. GAYLAW GROSCHKE	-	2	-	-	-	-	2
19. ROY LANGENHENNIG	-	-	-	-	2	-	2
20. HUGH ELSWORTH	1	-	-	-	-	-	1
21. BART CURRIE	-	-	1	-	-	-	1
22. JERRY PALFENIER	-	-	0	-	-	-	0

\*\* SEASON REVIEW \*\* SEASON REVIEW \*\* SEASON REVIEW \*\*

OSSM INITIATES ANNUAL "AWARDS OF EXCELLENCE"

"Driver of the Year", "Craftsman of the Year", "Turn Marshal of the Year", and "Rookie of the Year" trophies were awarded at the OSSM Awards Ceremony prior to the REBEL 500 on April 8, 1989. With the exception of "Turn Marshal of the Year", the recipients of the each award were chosen by the OSSM Staff. Selection of the "Turn Marshal of the Year", was made by a vote of the top ten OSSM competitors for "the individual who consistently tried the hardest and did the best job of marshaling fellow competitor's cars".

Without any question, "Driver of the Year" went to Dennis Dudley. The picture of consistency throughout the season, Dudley was the only one of the 22 series entrants to make the "A" Main at all six OSSM Championship Series events in 1988-1989. On his way to the championship, Dudley recorded four wins, two second place finishes, and was top qualifier in five of the six races. He also anchored the four-person teams that won the fall and spring 500 minute enduros and the first two-person SUPERTEAM race. As a final note, although Dudley did not win a Concours d'Elegance, his cars were consistently judged to be in the top three at virtually every Concours and were as well detailed and authentic looking as they were fast.

The selection of the "Craftsman of the Year" was as equally clear cut as the driving award. Doug Beddow won three Concours d'Elegance competitions during the OSSM Championship Series and the Concours for the SUPERTEAM Race. Although Beddow's overall workmanship and attention to detail was occasionally equalled by other competitors, his best efforts were never surpassed. He also proved that his cars weren't just all show and no go, by winning the third race in the championship with the same car that won the Concours at that event. The bonus points Beddow picked up at that event boosted him to a third place finish for the season. As a result of his third place in the championship, Doug Beddow also became the "highest finishing driver who had never competed in an organized racing series prior to the 1988-1989 OSSM Championship Series". Accordingly, he received the OSSM "Rookie of the Year" trophy to go with his "Craftsman of the Year" award.

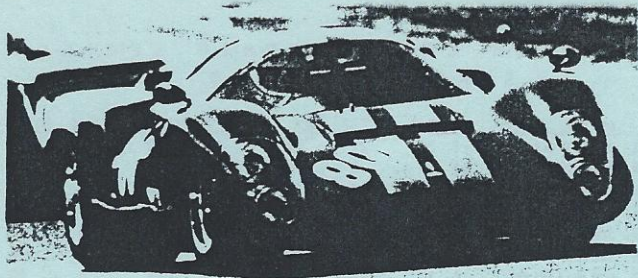
By a three to one margin, Frank Crane Jr. was judged by his fellow competitors to be the "Turn Marshal of the Year". Although Frank did not attend the OSSM awards presentation, when he was told that he won the award he said, "he was truly honored" and that he simply "tried to do his best" whenever he was called on to be a turn marshal. A fierce competitor on the track, Frank Crane set a standard of concentration and awareness that should inspire more racers to be the "Turn Marshal of the Year".



DUDLEY TOPS OSSM SEASON MONEY WINNERS

In 1988-1989, OSSM sanctioned nine events on 2 tracks in Portland and Eugene. 30 different individuals competed in over 40 hours of formal competition. During the season, 30 individual trophies, 3 team trophies, 40 brass plaques, and six new Parma hand controllers were awarded to competitors. Gift certificates from OSSM Championship Series sponsor, Eugene Toy and Hobby, were also awarded at individual events as well as to the top ten finishers for the season. Naturally, series champ, Dennis Dudley came away with the lion's share of the loot. In addition to the \$250 top prize, he won \$25 as co-winner of the SUPERTEAM race in January, and another \$50 in various "Dash for the Cash" sprint races during the season. The following is a complete breakdown of the \$740 in Eugene Toy and Hobby gift certificates awarded by OSSM during 1988-1989.

1.	DENNIS DUDLEY	\$325.00
2.	DOUG HAYNES	\$110.00
3.	DOUG BEDDOW	\$105.00
4.	RANDY TROY	\$60.00
5.	JOHN ANDERSEN	\$55.00
6.	LEE DUNDAS	\$30.00
7.	BOB McFARLAND	\$25.00
8.	LARRY BRUMWELL	\$25.00
9.	FRANK CRANE JR.	\$20.00
10.	HUGH BECK	\$15.00
11.	JOE BETTIS	\$10.00



\*\*\* HOT COMPETITION IN WILSONVILLE PASER RACE! \*\*\*

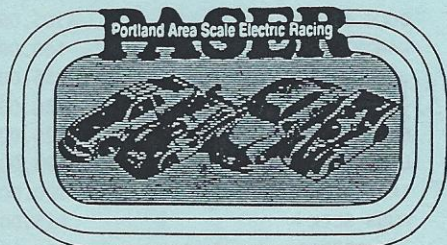
PASER: RACE SIX

Frank Crane Jr. proved that his victory in the previous PASER event was no fluke by winning his second straight 1/24 Euro-Toy race on March 24th in Wilsonville. Crane's margin of victory over second position was a fairly convincing one-half lap of the long track at LEE DUNDAS RACEWAY. In another close battle between the "double initial duo", Gary Gossett just edged, Dennis Dudley for second place by one-tenth of a lap. The race was highlighted by the appearance of Salem hot shoe, Dave Smith, who posted a typically competitive top ten finish with his vintage American Line "Le Mans" car.

The 1/24 NASCAR race featured a close battle between PASER veterans Jerry Palfenier, Bob McFarland, Gary Gossett and Lee Dundas. Driving a steady race in his Thunderbird, Palfenier won his third race of the four PASER events held at Wilsonville during the season. He also scored a whopping 37.5 lap total, which is no doubt a record for plastic-bodied scratchbuilt cars. McFarland held on for second place over Gossett by just three tenths. In an effort to promote interest in the newly-created "VINTAGE NASCAR" division and the upcoming "REBEL 500", Eugene racers Dennis Dudley and Doug Haynes were allowed to enter their 1951 Chevys against the modern NASCAR machines. The vintage, 16D powered stockers lumbered to respectable to eighth and ninth place finishes among the Group 12 powered competition.

The 1/32 RTR was another fierce battle from which Dennis Dudley emerged victorious. Just one-half lap covered the top three finishers with second place falling to Bob McFarland by one tenth. Doug Haynes took third with Lee Dundas and Glenn Heath in close pursuit.

PASER'S 1988-1989 season concluded as it began six months before; a big field of good looking cars and a strong group of hard core racers. As many as 18 drivers took the green flag at individual races during the six-event season. Drawing regular entries from Eugene and Salem, the Portland Area Scale Electric Racing group continued to set the standard for competitive slot car racing in Oregon. Although PASER didn't conduct a season championship, the "unofficial" results for the season, based on a competitor's top five finishes follows.



1/24 EURO-TOY RESULTS

Position	Driver Name	Number of Laps
1.	FRANK CRANE JR.	43.1
2.	GARY GOSSETT	42.6
3.	DENNIS DUDLEY	42.5
4.	GLENN HEATH	41.8
5.	LEE DUNDAS	40.4
6.	BOB MCFARLAND	40.1
7.	DOUG HAYNES	38.9
8.	JERRY PALFENIER	38.6
9.	DAVE SMITH	37.9
10.	DANA DENTON	36.0
11.	BERNIE KENNEBECK	35.3
12.	ANDY PLUNKETT	34.9
13.	BOB NOURSE	31.7

1/24 NASCAR RESULTS

Position	Driver Name	Number of Laps
1.	JERRY PALFENIER	37.5
2.	BOB MCFARLAND	36.8
3.	GARY GOSSETT	36.5
4.	LEE DUNDAS	35.8
5.	FRANK CRANE JR.	35.7
6.	GLENN HEATH	34.2
7.	DAVE SMITH	33.7
8.	DENNIS DUDLEY	33.3
9.	DOUG HAYNES	32.8
10.	ANDY PLUNKETT	32.1
11.	DANA DENTON	31.3
12.	BERNIE KENNEBECK	30.5
13.	BOB NOURSE	30.4
14.	RICK WARREN	24.2

1/32 RTR RESULTS

Position	Driver Name	Number of Laps
1.	DENNIS DUDLEY	37.9
2.	BOB MCFARLAND	37.5
3.	DOUG HAYNES	37.4
4.	LEE DUNDAS	36.5
6.	GLENN HEATH	36.4
6.	FRANK CRANE JR.	34.9
7.	GARY GOSSETT	33.1
8.	DAVE SMITH	31.3
9.	JERRY PALFENIER	30.4
10.	BOB NOURSE	29.5
11.	DANA DENTON	27.6
12.	RICK WARREN	22.1

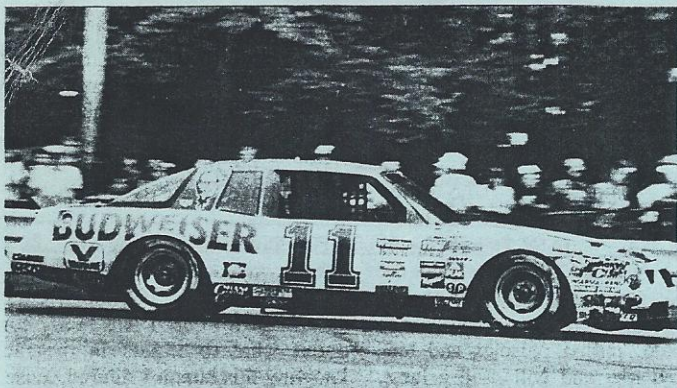
# PASER

Portland Area Scale Electric Racing

\*\*\* PASER KICKS OFF SEASON WITH EURO-TOY RACE!! \*\*\*

The short track at LEE DUNDAS RACEWAY in Wilsonville is the site of the first event of the 1989-1990 PASER season. PASER will use the two-man SUPERTeam format for this showdown of 1/32 Euro-Toy racers.

EVENT: SUPERTeam ENDURO  
 CLASS: "1/32 EURO-TOY"  
 LOCATION: DUNDAS RACEWAY, SHORT TRACK, WILSONVILLE  
 DATE: OCTOBER 7, 1989  
 TIME: WARM-UP; 9:00-11:00AM  
 RACE; 11:00AM



PASER UNOFFICIAL POINTS STANDINGS  
(1988-1989)

1/24 EURO-TOY

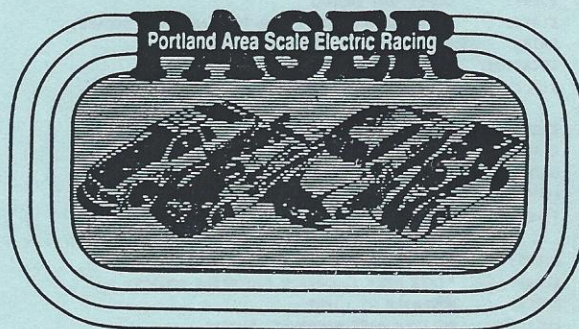
Position	Driver	Points
1.	DENNIS DUDLEY	71
2.	GARY GOSSETT	67
3.	FRANK CRANE JR.	66
4.	BOB McFARLAND	63
5.	LEE DUNDAS	59
6.	GLENN HEATH	58
7.	JERRY PALFENIER	53
8.	DOUG HAYNES	47
9.	KENNY PALFENIER	35
10.	JOHN ANDERSEN	33
11.	BART CURRIE	28
12.	HUGH BECK	23
13.	BOB NOURSE	16
14.	HUGH ELSWORTH	12
15. (Tie)	TIM RACKLEFF	11
15.	CHUCK McFARLAND	11
16.	BERNIE KENNABECK	10
17.	DAVE SMITH	7
18.	DANA DENTON	6
19. (Tie)	ANDY PLUNKETT	4
19.	KENNY BIBBINS	4

1/24 NASCAR

1.	BOB McFARLAND	72
2.	JERRY PALFENIER	71
3.	LEE DUNDAS	68
4.	DENNIS DUDLEY	55
5.	FRANK CRANE JR.	49
6.	HUGH BECK	48
7.	GLENN HEATH	47
8.	DOUG HAYNES	43
9.	GARY GOSSETT	37
10. (Tie)	JOHN ANDERSEN	36
10.	KENNY PALFENIER	36
11.	BOB NOURSE	16
12. (Tie)	BART CURRIE	13
12.	HUGH ELSWORTH	13
13. (Tie)	BERNIE KENNEBECK	11
13.	CHUCK McFARLAND	11
14.	DAVE SMITH	9
15.	ANDY PLUNKETT	7
16.	DANA DENTON	5
17.	RICK WARREN	2

1/32 RTR

1.	DENNIS DUDLEY	70
2.	BOB McFARLAND	69
3.	DOUG HAYNES	66
4. (Tie)	GLENN HEATH	58
4.	LEE DUNDAS	58
5. (Tie)	GARY GOSSETT	52
5.	JOHN ANDERSEN	52
6.	FRANK CRANE JR.	51
7.	JERRY PALFENIER	41
8.	LARRY COCKERHAM	25
9.	HUGH BECK	24
10.	BART CURRIE	23
11.	BOB NOURSE	17
12.	HUGH ELSWORTH	12
13. (Tie)	CHUCK McFARLAND	8
13.	KENNY PALFENIER	8
13.	DAVE SMITH	8
14.	TIM RACKLEFF	7
15.	BERNIE KENNABECK	6
16.	DANA DENTON	5
17. (Tie)	RICK WARREN	4
17.	DAVE STONE	4
18.	ANDY PLUNKETT	2



\*\*\*\*\* NEW PACER PASER LOGO SOLVES MYSTERY! \*\*\*\*\*

The attractive new PACER logo finally answers one of the long unanswered questions about slot car racing in Oregon. Is the name PORTLAND AREA CONTROLLED ELECTRIC RACERS or is it PORTLAND AREA SCALE ELECTRIC RACING?

PACER vs. PASER

The PACER "General Rules", partly reprinted below, is the only "official" publication THE RACING NEWS has ever received from the Portland group. It seems to suggest that at one time there may have been some disagreement about this issue within the club. However, the new logo eliminates any doubt. PACER has clearly received the official blessing. With the renewed emphasis on realism and authenticity these days, it seems only right that SCALE is PASER'S middle name!

PACER RACE RULES  
(Portland Area Controlled Electric Racers)  
September 10, 1984

GENERAL RULES FOR ALL CLASSES

- 1) All cars must have a minimum track clearance of .033 inches.
- 2) All four tires must touch the track.
- 3) Tires shall not protrude beyond the body.
- 4) No side air dams or extra front or rear spoilers.
- 5) Car taping to be done at random at the request of track owner.

- RTR (Parma & Champion kits with inline motors)
- 1) Width shall not exceed 2 5/8 inches.
  - 2) Stock motors can not be modified. Can be permanently mounted.
  - 3) The crown gear, pinion gear and tires can be changed.
  - 4) The axle must remain stock and stock bearings may be soldered or glued in place.
  - 5) Height may not be added.
  - 6) Stock chassis can not be modified, except for body mounting.

1/24 & 1/25 SCALE

- GRAND NATIONAL "NASCAR" Cars -1980 to date body styles
- 1) Injection molded bodies.
  - 2) Motor is large Mabuchi type 340, unmodified.
  - 3) Chassis may use springs or other modifications.
  - 4) Front and rear axles may be modified.
  - 5) Driveshafts may be modified.



\*\*\* OSSM ANNOUNCES 1989-1990 RACING SCHEDULE!! \*\*\*

A full schedule of events from September 1989 through April 1990 has been announced by OSSM. The OSSM CHAMPIONSHIP SERIES for 1/32 RTR class has been reduced from six races to four, however five events for OSSM's newly created "GROUP 7" class have been added. These include a two race Mini-Series for cars in the "GRAN SPORT" Division. The third annual "REBEL 500" will retain its traditional four-team endurance race format, however it will mark the debut of OSSM's Jalopy racers; the "OLD TIMERS" Division. The other four events for hard-plastic scratchbuilt racers will be run under the SUPERTeam format. This unique and popular style of endurance event allows as many as eight two-man teams to compete at one time. With the exception of the 1/32 RTR sprint races, all OSSM events will require pre-registration by mail.

1989-1990 SCHEDULE OF EVENTS

1. EVENT: SUPERTeam ENDURO  
CLASS: "VINTAGE NASCAR" (1949-1957 AMERICAN SEDANS)  
DATE: SEPTEMBER 23, 1989  
LOCATION: PELICAN PARK SPEEDWAY, EUGENE  
TIME: WARM-UP; 9:00-11:00AM  
RACE; 11:00AM
2. EVENT: OSSM CHAMPIONSHIP SERIES, RACE #1  
CLASS: "1/32 RTR" (ENDURANCE PROTOTYPE COUPES)  
DATE: OCTOBER 14, 1989  
LOCATION: PELICAN PARK SPEEDWAY, EUGENE  
TIME: WARM-UP; 9:00-11:00AM  
RACE; 11:00AM
3. EVENT: OSSM CHAMPIONSHIP SERIES, RACE #2  
CLASS: "1/32 RTR" (ENDURANCE PROTOTYPE COUPES)  
DATE: NOVEMBER 11, 1989  
LOCATION: PELICAN PARK SPEEDWAY, EUGENE  
TIME: WARM-UP; 9:00-11:00AM  
RACE; 11:00AM
4. EVENT: SUPERTeam MINI-SERIES, RACE ONE  
CLASS: "GRAN SPORT" (1950-1967 SPORTS CARS)  
DATE: DECEMBER 9, 1989  
LOCATION: PELICAN PARK SPEEDWAY, EUGENE  
TIME: WARM-UP; 9:00-11:00AM  
RACE; 11:00AM
5. EVENT: OSSM CHAMPIONSHIP SERIES, RACE #3  
CLASS: "1/32 RTR" (ENDURANCE PROTOTYPE COUPES)  
DATE: JANUARY 13, 1990  
LOCATION: PELICAN PARK SPEEDWAY, EUGENE  
TIME: WARM-UP; 9:00-11:00AM  
RACE; 11:00AM
6. EVENT: SUPERTeam MINI-SERIES, RACE TWO  
CLASS: "GRAN SPORT" (1950-1967 SPORTS CARS)  
DATE: FEBRUARY 10, 1990  
LOCATION: PELICAN PARK SPEEDWAY, EUGENE  
TIME: WARM-UP; 9:00-11:00AM  
RACE; 11:00AM
7. EVENT: OSSM CHAMPIONSHIP SERIES, RACE #4  
CLASS: "1/32 RTR" (ENDURANCE PROTOTYPE COUPES)  
DATE: MARCH 10, 1990  
LOCATION: PELICAN PARK SPEEDWAY, EUGENE  
TIME: WARM-UP; 9:00-11:00AM  
RACE; 11:00AM
8. EVENT: SUPERTeam ENDURO  
CLASS: "TRANS AM '70" (1967-1972 TRANS AM SEDANS)  
DATE: MARCH 31, 1990  
LOCATION: DUNDAS RACEWAY, LONG TRACK, WILSONVILLE  
TIME: WARM-UP; 9:00-11:00AM  
RACE; 11:00AM
9. EVENT: "THE REBEL 500"  
CLASS: "OLD TIMERS" (1936-1948 JALOPIES)  
DATE: APRIL 28, 1990  
LOCATION: PELICAN PARK SPEEDWAY, EUGENE  
TIME: WARM-UP; 9:00-10:30AM  
RACE; 11:00AM-7:20PM

\*\*\* OSSM ANNOUNCES RULES FOR SCRATCHBUILDERS \*\*\*

"GROUP 7" is the name of OSSM's new classification of racing slot cars. Although factory-made chassis are allowed under the rules, it is anticipated that most competitors will enter "scratchbuilt" racing machines. Injection-molded plastic bodies, inline style chassis, and stock 160 motors are the basic specifications of OSSM's new "GROUP 7" class. The class is then divided into Racing Divisions according to the particular period and style of cars that are eligible to compete.

The VINTAGE NASCAR Division is for 1949-1957 American sedans. The GRAN SPORT Division consists of 1950-1967 production-based sports cars. TRANS AM 70 is limited to the American "Pony Cars" that competed in the Trans Am Championship during the "Glory Years" of 1967-1972. The OLD TIMERS Division will be for 1936-1948 American "Jalopies". Each division has a few separate rules that govern particular aspects of the bodywork, however unless specifically excepted, GROUP 7 General Rules apply to all four Racing Divisions.

OSSM has pre-approved several different shelf-model kits for each Racing Division. A list of "OSSM Approved", model kits is included with the rules for each Racing Division. Most of the kits initially listed are currently offered by manufacturers and easily available at local hobby shops. Over time, OSSM intends to add more legal bodies to each list. For example, as a newly issued shelf-model kit which fits a particular GROUP 7 Division becomes available from the manufacturer, it may be added to the "Approved List". Also, model kits which have been offered in the past, but are not presently issued, may be added. Additions will be made to the "Approved List" if, in OSSM's sole discretion, a body provides a "competitive match" to the bodies already racing. However, it is anticipated that it will be primarily the "GRAN SPORT" division which will benefit from the flexibility of the "Approved List" concept.

There are numerous Sixties-era slot car bodies that will be eligible for the "GRAN SPORT" division. Monogram, Revell, Cox, and many other injection-molded slot car bodies are potentially legal. Virtually all of the Fifties-era sports cars and the "production based" sports car of the Sixties are candidates for addition to the "Approved List" for "GRAN SPORT". Competitors may submit a particular body for "Special Approval". OSSM must physically inspect it and grant approval before it may be raced, however once it has been approved, that type, brand, and scale of body will remain legal throughout the current racing season.

At the end of each racing season OSSM reserves the right to remove a particular body or kit from the "Approved List". This could happen if a body or shelf-model kit, in OSSM's sole discretion, appears to have a "competitive advantage" and as a result, numerous competitors have chosen to race that body. The disqualification of a body will only occur if it is believed that competition and the variety of competitive cars within the Division will be improved.



**OSSM "GROUP 7" RULES**

(Competition Rules For Scratchbuilt Racing Cars)

**GENERAL RULES:**

1. Track Clearance: All cars must have a minimum track clearance, including the crown gear, of .055 inches.
2. Track Contact: All four tires must touch the track.
3. Air Control Devices: No air control devices, including air dams or spoilers may be added to cars.
4. Maximum Chassis Width: When the body is centered over the chassis, it must cover all four wheels/tires completely. The wheels/tires shall not protrude more than 3/32 inch outside the plane of the wheel openings at any time. The plane of a wheel opening is located at the narrowest point on the fender when viewed from directly above.
5. Chassis: Any type or style of 90 degree "inline" chassis is permitted.
6. Motor: Only stock 160 motors are permitted. Only currently available motors with openings at the gear end of the can ("Johnson" type) are permitted.
  - a) Permitted Adjustments: The only permitted alteration to a stock motor is the adjustment of the armature brush spring tension.
  - b) No Alteration: Motors may not be disassembled.
7. Guide Flag: The guide flag shall be reasonably concealed beneath the body and in no event shall it protrude beyond the plane of the nose of the body when viewed from directly above. The underside of the nose may be trimmed to the extent necessary in order to accommodate the guide flag.
8. Body Preparation: A body shall be a one-thickness plastic shell. Although body panels may not be made thinner than originally manufactured, interior panels which have been molded to the inside of the body, such as interior fenders, may be removed. Gussets or other reinforcement may be added to the interior of the body as desired. A body may not be lightened by opening holes in it or removal of a portion of it, provided however, holes that are otherwise consistent with the body's stock appearance are allowed, (e.g. side windows, hood scoops, air vents, brake ducts, etc). Existing holes in the body (cockpit opening, radiator intake, air vents, etc., but not including wheel openings) shall be sealed or baffled so that the chassis is not readily visible when the car is on the track.
9. Body Mounting Location: Unless it is expressly allowed under the rules of a particular Racing Division, wheel openings may not be modified or altered in any way. Bodies may be raised, lowered, or the rake adjusted by altering the lower edge of the body between wheel openings. See Figure #1. Provided, however, reasonable clearance, (1/16th inch), shall be maintained between the top of the wheel and the acme of the wheel opening and in no event shall the acme of any wheel opening be less than 13/16ths inch above the track surface when the body is mounted to the chassis.

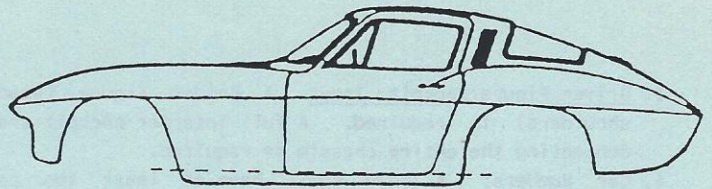


FIGURE #1

10. Wheels/Tires: Only black-rubber tires or tires with sidewalls that have been stained black are permitted. Competitors are urged to use wheels/tires with a large enough diameter to "fill" wheel openings visually, however in no event shall the wheel/tire diameter be less than 3/4 inch.
11. Rules Enforcement: The only measurement that will be precisely checked on every car at each tech inspection will be the track clearance requirement (Rule #1). All other dimensional rules will be checked visually during each tech inspection, however measuring tools will be employed and precise compliance will only be required if, in OSSM's sole discretion, it appears from the visual inspection that the car is not within reasonable tolerances of the dimensional rule involved.
12. "Special Approval" of Bodies: If a competitor has a body that fits the time period, body style, and scale of a GROUP 7 Racing Division, but is not on the current "Approved List" for that Division, the competitor may submit the body for OSSM "Special Approval". The body must be physically inspected by OSSM and if, in OSSM's sole discretion, it is a "competitive match" for the other bodies being raced in that Division, that type, style, brand, and scale of body may be raced by any competitor. "Special Approval" must occur at least ten days prior to the date of the first event in which the competitor wishes to race the body. In no event will a body be "Specially Approved" and then raced on the same day.

**GROUP 7 RACING DIVISIONS:**

**VINTAGE  
NASCAR**

1. Bodywork: 1/24 and 1/25 scale 1949-1957 American Sedan or Coupe. Basic body configuration and roofline must be production-stock. Stock front and rear bumpers and grillwork. Stock front wheel wells, however rear wheel wells may be "radiused" to match the shape and fender location of the front wheel well. See Figure #2.

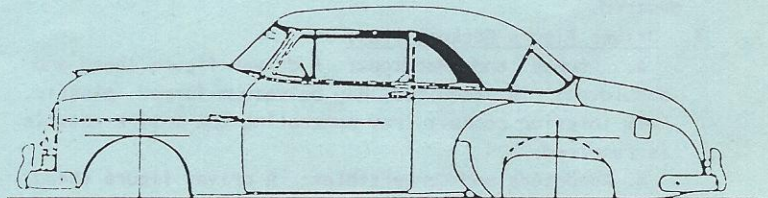


FIGURE #2

2. Stock Front/Rear Windows: The front windshield and rear window must be the stock windows supplied with the model kit. Side windows are not required and may be removed if desired. Excess plastic may be trimmed away.

3. Driver Figure/Cockpit Tray: A Driver figure (head, shoulders) is required. A full interior cockpit tray concealing the entire chassis is required.
4. Car Numbers: A body shall have at least two car competition numbers; one on each side. Numbers shall have no more than three digits and must be at least 1/2 inch in height.
5. Types/Brands: 1/24 or 1/25 injection-molded plastic shelf models. The following models have been approved for "VINTAGE NASCAR":

<u>ERTL/AMT</u>	<u>Stock Number</u>
1. 1949 Mercury	6830
2. 1949 Ford	6580
3. 1951 Chev Bel Air	6607
4. 1951 Chev Fleetline	6754
5. 1956 Ford Victoria	6547
6. 1957 Chev Bel Air	6563
7. 1957 Ford	6584

<u>ERTL/MPC</u>	<u>Stock Number</u>
1. 1957 Chevrolet	6321

<u>MONOGRAM</u>	<u>Stock Number</u>
1. 1953 Chev Bel Air	2781
2. 1955 Chevrolet	2211
2. 1956 Chevrolet	2239
3. 1957 Chevrolet	2225

<u>REVELL</u>	<u>Stock Number</u>
1. 1954 Chevrolet	7113
2. 1955 Chev Sedan	7165
3. 1956 Chev Coupe	7133
4. 1957 Chevrolet	7383

# GRAN SPORT

1. Bodywork: 1/24 and 1/25 scale 1950-1967 racing sports cars. Basic body configuration and roofline must be production-stock. The body may not be "channeled", narrowed, widened, or otherwise modified. Roofline must be production-stock.
2. Front/Rear Windows:
  - a. Coupes and Hardtops: The front windshield and rear window must be the stock windows supplied with the model kit. Side windows are not required and may be removed if desired. Excess plastic may be trimmed away.
  - b. Roadsters and Convertibles: The stock front windshield or a racing-style windscreen may be used, if desired.
3. Driver Figure/Cockpit Tray:
  - a. Coupes and Hardtops: A driver figure (head and shoulders) is required. May be vacuum-formed plastic. Full interior cockpit tray concealing the entire chassis is required.
  - b. Roadsters and Convertibles: A driver figure (head, shoulders, arms, hands, and steering wheel) is required. Must be injection-molded plastic. Cockpit tray concealing the entire chassis is required. Prototype style roll bar or headrest is required.
4. Car Numbers: A body shall have at least three car numbers; one on the hood and one on each side. Numbers shall have no more than three digits and must be at least 1/2 inch in height.

5. Types/Brands: 1/24 or 1/25 scale injection-molded plastic shelf models or slot car bodies. The following models have been approved for "GRAN SPORT":

## SHELF MODEL KITS

<u>ERTL/AMT</u>	<u>Stock Number</u>
1. 1953 Corvette Roadster	6519
2. 1957 Thunderbird	6721
3. 1959 Corvette Roadster	6588
4. 1962 Corvette Roadster	6521
5. 1962 Corvette Hardtop/Roadster	6553
6. 1963 Corvette Stingray	6520
7. 1963 Corvette Roadster	6774
8. 1963 Studebaker Avanti	6872
9. 1966 Mustang Hardtop	6526
10. 289 Cobra Roadster	6593
11. Ferrari 250 GT SWB	8688
12. Mercedes Benz 300SL Gullwing	6871
13. Corvair Corsa	6773

<u>MONOGRAM</u>	<u>Stock Number</u>
1. 1953 Corvette Roadster	2291
2. 1956 Thunderbird	2289
3. 1965 Corvette Stingray	2724
4. 1966 Shelby GT 350	2797
5. 427 Cobra S/C	2764
6. 427 Cobra Street Shelby	2798

<u>TESTORS</u>	<u>Stock Number</u>
1. Ferrari 250 GTO	0223
2. Mercedes Benz 300SL Roadster	0229
3. Porsche 356B	0426

<u>REVELL</u>	<u>Stock Number</u>
1. 1960 Corvette Roadster	7164
2. Porsche Speedster	7465
3. Jaguar XKE	7465

<u>HELLER</u>	<u>Stock Number</u>
1. 1962 Jaguar XKE	0783

<u>ACADEMY/MINICRAFT</u>	<u>Stock Number</u>
1. Ferrari 250 LM	1531
2. 427 Cobra	1509

<u>ESCI</u>	<u>Stock Number</u>
1. Lamborghini Miura	3058
2. Ferrari 250 GT SWB	3064
3. Ferrari 250 GT SWB	3065
4. Ferrari 250 GT SWB	3067

<u>FUJIMI</u>	<u>Stock Number</u>
1. Ford GT Mk. II	12101
2. Porsche 356B Coupe	08027
3. Porsche 356B Cabriolet	08028
4. Porsche 356B Roadster	08029
5. Porsche 356A Coupe	08030
6. Porsche 356A Cabriolet	08032

<u>ARII</u>	<u>Stock Number</u>
1. Toyota 2000 GT	A2521000

## SLOT CAR BODIES

<u>COX</u>	<u>REVELL</u>
1. Ford GT 40	1. Porsche RS-60
2. Cheetah	<u>K &amp; B</u>
<u>MONOGRAM</u>	1. Ferrari GTO
1. Porsche 904	2. Cobra Daytona Coupe
2. Ferrari 330 P2	

"OLD TIMERS"

1936-1948 JALOPIES (Rules To Be Announced)



# TRANS AM '70

- Bodywork:** 1/24 and 1/25 scale 1967-1972 American "Pony-Cars". Basic body configuration and roofline must be production-stock. The body may not be "channeled", narrowed, widened, or otherwise modified.
- Stock Front/Rear Windows:** The front windshield and rear window must be the stock windows supplied with the model kit. Side windows are not required and may be removed if desired. Excess plastic may be trimmed away.
- Driver Figure/Cockpit Tray:** A Driver figure (head, shoulders) is required. A full interior cockpit tray concealing the entire chassis is required.
- Car Numbers:** A body shall have at least three car numbers; one on the hood and one on each side. Numbers shall have no more than two digits and must be at least 1/2 inch in height.
- Types/Brands:** 1/24 or 1/25 scale injection-molded plastic shelf models. The following models have been approved for "TRANS AM 70":

ERTL/AMT	Stock Number
1. 1968 Camero Z/28	6530
2. 1968 Shelby GT 500 Mustang	6541
3. 1968 Camero Z/28	6559
4. 1969 Mustang 2+2	6902
5. 1969 Camero	6905

ERTL/MPC	Stock Number
1. 1969 Barracuda	6070
2. 1971 Mustang Boss 351	6249
3. 1969 Firebird	6324

REVELL	Stock Number
1. 1969 Mustang CJ	7121
2. 1969 Shelby GT 500	7161

MONOGRAM	Stock Number
1. 1970 Challenger T/A	2214
2. 1969 Camero Z/28	2220
3. 1970 Boss Mustang	2282
4. 1969 Camero	2725
5. 1970 Boss Mustang	2728
6. 1970 Challenger	2729

JOHAN	Stock Number
1. 1970 Javlin	GC1600

# SUPERTEAM

## \*\*\*\*\* OSSM SUPERTEAM CHALLENGE \*\*\*\*\*

The OSSM SUPERTEAM CHALLENGE race scheduled for September 23, 1989, is intended to combine the best aspects of team endurance racing with the best aspects of sprint racing. The basic program is as follows:

- TEAMS:** Two person teams only. A maximum of eight teams will be eligible to compete.
- CARS:** "VINTAGE NASCAR". See OSSM Group 7 Rules.
- FORMAT:** Each team will have 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, teams drawing numbers 1, 3, 5, and 7 will begin the event racing 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 run 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, 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.

**4. EVENT LENGTH:** The actual length of the event and the duration of the race will depend on the number of teams entered. As few as five teams would be enough to hold the race. Conceivably as many as 10 or 12 teams could compete, but eight teams has been set as the limit for this event.

One hour of "Race Time" (a complete rotation through all positions) will take the following amount of actual time to complete:

Number Of Teams	Actual Time Per Hour Of "Race Time"
5	One Hour and Fifteen Minutes.
6	One and One-Half Hours.
7	One Hour and Forty-Five Minutes.
8	Two Hours.

The actual time of the September 23rd race will be determined by a vote of the teams actually entered in the event. (See entry form). Therefore, the "Race Time" will be whatever combination comes closest to the "Actual Time" selected by the teams competing, computed by the number of teams entered. All teams entered will be notified of the length of the event as soon as it is determined.

Assuming a full entry of eight teams:

"Race Time"	Actual Time
2 Hours	4 Hours
3 Hours	6 Hours
4 Hours	8 Hours
5 Hours	10 Hours
6 Hours	12 Hours

After each car has completed one hour of "Race Time" (one full rotation through all four positions), position numbers will be drawn again so that drivers won't necessarily race against the same cars throughout the entire event.

**6. REGISTRATION:** Since there is a limit on the number of teams, if more than eight teams wish to enter the event, the only fair method of selection is "First Come, First Served". Therefore, PRE-RACE REGISTRATION BY MAIL is required.

The first eight entries based on postmark date will be eligible to race. The DEADLINE FOR ENTRY IS SEPTEMBER 1st. If less than eight teams enter by that date late registration will be allowed until the grid is full. If less than five teams enter, the event might be cancelled. However, this appears very unlikely based on the verbal response received from competitors thus far.

# SUPERTEAM

\* OSSM SUPERTeam CHALLENGE RACE \*  
\* \* \* \* FOR "VINTAGE NASCAR" \* \* \* \*



DATE: Saturday, September 23, 1989.  
TIME: Practice: 9:00-11:00 AM  
Tech Inspection: 10:00-10:30 AM  
Race: 11:00 AM-  
LOCATION: Pelican Park Speedway, Eugene, Oregon.  
RULES: Cars: One 1/25-1/24 "Vintage Nascar"  
1989-90 OSSM Group 7 Rules.  
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: August 20, 1989.  
First Eight Teams To Enter Are Eligible.  
AWARDS: \* OSSM SUPERTeam CHALLENGE CUP:  
Winning Drivers' Names Inscribed Permanently  
On Perpetual Trophy.  
\* Individual Trophies For Winning Team Drivers.  
\* Concours d'Elegance Trophy.

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We Want To Enter The OSSM SUPERTeam CHALLENGE!

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

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

HOURS: 

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FOUR SIX EIGHT TEN TWELVE  
(Please Check Preference For Actual Event Length)

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 September 23, 1989,

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