



Tell Tale

Repeat after me: "I resolve to write one article for the TT this year"

VOLUME 20, ISSUE 6

JUNE 2011

President's Message

June 2011

Wow what a fantastic TC event weekend over Memorial day. It was amazing, awesome and leaves me almost speechless. I did say "almost" !!

The ICSCC Steward, Tom Olson sent us the following compliments: "Please extend my thanks to everyone involved in such a fantastic race weekend we just had." "I said it more than once to several people, TC really knows how to throw a really fun race weekend."

My thanks go out to Andy Robottom and his team for Friday's Track Day. Bob Smethers and the Racing Committee for the Double dipper race. The number of people involved is amazing and the amount of help, support, encouragement and hard work is so appreciated.

Robert Waco, our Spiritual Leader, put on what truly had to be the finest display of what a Team Continental event is all about. Robert, you and your crew deserve a special Thank You!! The fun, hanging out, comradery all was enhanced by your great food and beverages. You did it up right!!

Many TC members showed up and volunteered. Some volunteered officially and many others simply pitched in and helped as it was needed. It is very rewarding as President to see this type of attitude of caring.

Congratulations on such a great TC event.

Remember, Race For Fun!

Mitch

General Membership Meeting will be held the third Wednesday of the month at Mar's Meadows at 7:00pm.

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Electronic submissions are preferred.

Don't spend a lot of time on fancy formatting.

The editor rarely exercises her right to edit all submissions for length and

The Tell Tale

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MEETINGS

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Team Continental Board Meeting

June 1, 2011

Lauralwood Public house

President Mitch Lea called the meeting to order and welcomed those present

Secretary: Minutes from the May general meeting were E-mailed and cores were available as needed. The decision was made by the board that minutes, both board and general meeting would be sent to the board for review before being published in the Tell Tale. The Communications director would forward the minutes to the editor.

Treasurer: Mitch Lea states there is no treasurers report and that there is about \$9,000.00 in the account.

Vice President: Eric Howell. No report

E Board Rep: Scott Hanken . Absent.

Communication Director: Bill Murray. Bill again requested members to produce articles for the tell tale. He states it is his belief that it is the way to get the membership active in the club again. He is still seeking help from Jeff in the transition and also requests help from those more in tune with the new social media in the implementation and use of them (face book, u tube etc).

Bill was complemented for his announcing at the race and a suggestion was made to get Carol as a regular announcer to compliment Bill.

Contest Board: Colin Waltz. Colin requested some direction on his position. He was advised to seek help from the past rep and to also put an article in the Tell Tale asking for suggestions on wanted/needed rule changes. He will also ask the same at the general meeting.

Membership Chair: Terry Amundson. He picked up a couple new memberships from the weekend. There are approx. 203 current members. As of today Terry has MOST members current e-mail addresses and they will aid greatly in the distribution of the Tell Tale. Terry made the suggestion that at a future event (drivers school) we have a members only BBQ. This may get some of the participants to join TC.

Driving Master: Andy Robottom; Andy submitted his report on the drive school.. He was disappointed with the number (29) but pleased with the execution. He had positive feedback from all groups participating. He was particularly happy with how the integrated ground school worked with the driving sessions. He got a lot of positive feedback from the test and tune participants. He was disappointed that we lost money on the school and requested more help for the next school. He recruited Peter Linssen as assistant for the next school and is asking for more instructors, educator and more HELP in general for the next school. He particularly needs help with the electronic media. Andy also needs to have a classroom for the next school. The board thanked Andy for doing a great job. Andy in turn thanked all those members and volunteers for their great effort. The point was also made that with our new venue we have new problems with marketing and it is going to take some time for the school to get back to a profit but it is very important that we carry on.

Race Chair: Bob Smethers.

TO: TC General Membership,
TC BOD, TC Race Committee

June 1, 2011

RE: TC Race Chair Status Report – June BOD, DDGP Review

**General Membership Meeting will be held the third Wednesday of the month at
Mar's Meadows at 7:00pm.**

Driving Master Report

Lesson learned, never ever be late to a TC meeting, because you might just find yourself at ORP on a blustery Friday as TC's new Driving Master.

I think we can safely say we made it through the day. No major issues, a great ground school with a new format, a solid test and tune for the racers, no wrecks or damaged cars, the schedule worked and ran like clock work. And frankly I have a great many people to thank for making me look good.

Russ Newhouse and Ali Montgomery for arranging and organizing a wonderful band of corner workers. Linda Blackburn for keeping us all on track and announcing each and every group, and never once minding my many many questions.

Bill Murray, Peter Linssen, Jon Wilson and Mitch Lee for pitch hitting the new ground school presentations, with Audio visual help from Marla and Terry. Thanks to Bill Harris for his ground school concept, I think we proved this is a workable and promising format.

Eric, John, and the Rissbergers who tech'd tirelessly.

Huge thanks for registrar extraordinaire Holly Remington, who tirelessly answered a myriad of questions and made the whole thing come together.

To dozen's of nameless others who pitched in and helped.

We tried a few new concepts; Tests and tune was open passing anywhere on track with point by, I held a fairly tight reign and with great calls from the corners kept control of a pack of eager racers. The racers reportedly love this open format, and I hope to repeat it in September.

Ground School built in. The novice group all reported favorably on the ground school built in concept. Ground School 1 was "basic safety and flags," Ground School 5 was "advanced techniques." As the students experience grew, so did the ground school, broken down into small pieces that they could then practice on track shortly there after.

Lessons learned for September:

1. I need an assistant - thank you Peter!
2. Don't forget the instructor meeting
3. Instructors should be briefed regarding the ground school content.
4. Market early - I need help to spread the word to each and every car club in the PNW
5. We need a separate on site classroom
6. I need to be at ORP earlier and a good nights sleep

So, to sum it up. The day lost money, and my apologies for that. Now I need every TC member to market the next DT Day. To racers for test and tune, to novices who can get ground school and track time in one day, to HPDE drivers in search of a great driving experience.

We have a great resource in ORP. We have a band of talented and eager instructors, we have the opportunity to make this the best driver training/HPDE/Test and Tune in conference, it's up to us, the club to make it happen. I can not do it alone.

Andy R

Drive your own line...

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TC Race Chair Report – May Double Dipper Grand Prix, review

June 3, 2011

We can be very proud and impressed with the level of quality our TC Race Volunteers delivered the entire weekend. All aspects of operations were integrated so smoothly, we have certainly set another high standard for ICSCC driver training and race events – Thank You ALL!

Race Results have been posted to ICSCC web site and preliminary entry counts, revenue summary and other highlights can be found in TC BOD meeting minutes published in the TC TellTale. I would like to extend my sincerest appreciation to everyone involved with hosting the May event at ORP, including but not limited to the following:

- TC Registrar Linda Blackburn & TC Driver Services Lynn Coupland with assistance from Gail Fetterman, Karen McCoy and others kept up with driver entries, changes, additions and upgrades with impressive diligence and timeliness. They also brought in revenue from TC Merchandise sales.
- TC Paddock Gordon Jones & John Rissberger with help from Bob Skinner, Bob Caspell and Baggs measured, lined & setup the paddocks and kept competitors moving in and out efficiently.
- TC Equipment Logistics Bill Harris and Bert Dilley coordinated equipment transportation to/from Portland and assisted with track setup & teardown with help from several available TC Members.
- TC Base Comm Grace Skinner & Adam Jacobsen operated as a well-integrated machine – you Rock!
- TC Flags Russ Newhouse kept our corner stations adequately staffed through some creative resource management. Thanks to all the 20 or more “regulars” and other “recruits” who filled this vital role.
- TC Worker Ambassador Ali Montgomery did a great job in upholding our bunkhouse commitments.
- TC Announcer Bill Murray provided colorful commentary, history and anecdotes the entire weekend.
- TC Pregrid Ric Farrar filled this position in addition to coordinating our FM Radio resources. Ric even helped “educate” some of us on splitting duties. Thanks again to Cierra Newhouse, Lauren Stimson, Linda Blackburn and others for helping staff this area throughout the weekend.
- TC Hot Pits Jimbo Collins stepped in at the last minute and had such a good time, he joined TC.
- TC Pace Car Greg Bell stepped in and filled the position with swift elegance & style.
- TC Safety Ken Killam and Rob Jacobsen kept course cleanup and car recovery moving quickly.
- TC Scales Ron Tanner, family helpers and Bob Caspell kept cars weighed & moving with ease.
- TC Starters Erin Ebelmesser & Kim McFarland kept the flags in the air and ducked the shrapnel.
- TC Tech Eric Howell had assistance from John Rissberger, Tony Hauser and several others who provided roaming tech throughout the weekend – a task very much appreciated by all competitors.
- TC Timing Don Smethers & TC Scoring Holly Remington kept up real time with ongoing race entry changes and produced results with speed and precision our customers can always appreciate.
- TC Cooks Robert Waco, wife Michelle, their kids and Michelle’s folks provided exceptional lunches and dinners for our Volunteers throughout the weekend. Several other helpers included Tony Hauser, Eric Howell and Bruce Baggett. Mark & Patty Hanken, Scott & Theresa Hanken provided additional meat smokers and everyone pitched in for setup and teardown duties. The Sunday Social at the GV Pavilion included a fabulous buffet for all participants, featured karaoke/music provided by Scott Hanken, awards presentations by TC President Mitch Lea and a fabulous time was had by all!

Thanks again to those I’ve mentioned and dozens of others who made the event a participant success!

Bob Smethers, TC Race Chair Race Chair Report – May Double Dipper Grand Prix,

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Whatever happened to the Gentz?

Dave Gentzler was a T.C. Member of the same school that brought us such characters as Bobby Smethers and Jon Wilson. He worked as a mechanic for Kellum Motors, a Nissan Dealer in Gladstone Oregon. Dave raced Conference and S.C.C.A. and drove with a wanton disregard for the next sunrise. His main notoriety came when he arranged a sponsorship from Kellum to build a Nissan Sentra a 1.6 litre sedan. This propelled him to a regional championship and an invitation to the Run-off's at Sears Point. This was the year of the Rabbit and (I am not talking about the Chinese calendar). The German grocery-getter was everywhere. Then, as now, was a very capable small bore production car. When Dave pulled into Sears Point they all laughed at the Nissan upstart..... Until he set a new track qualifying record. Dave once told me "they were turning the pages on the rule book so fast it made the wind blow."



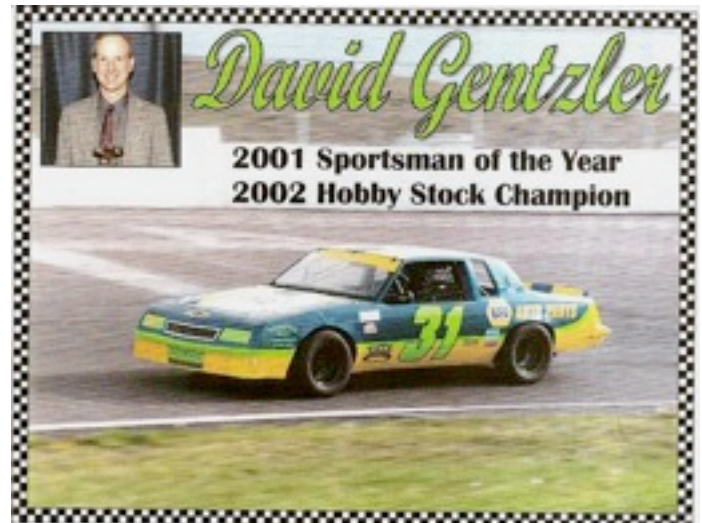
Dave also did marathon work furthering the clubs reputation for serious partying. The sale of the dealership brought an end of the sponsorship and a much reduced involvement in racing. He met and married an attractive gal who eventually bore him two sons, but not before he joined the Army and did a lengthy tour in Germany. He says he has a picture of the Berlin Wall with a T.C. sticker on it as they were tearing it down.

After the Army stint they moved back to the States and settled in the Yakama area. Dave became the dispatcher for a trucking Company, He and Julie got divorced, and he took up oval track racing. He is now a partner in a business that builds facilities for on site meat processing.

What ever happened to the car? It was so good a copy was built and both are part of Ron Brown's Competition Motorsports rental fleet.

Is racing again in Dave's future? Well O.R.P. is his closest track! We will see.

Bill Murray



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From The Club Historian:

To continue a little racing history from the early seventies, it is interesting to note that P.I.R. hosted open road course practice sessions and scheduled two every month between March and September. The cost for what has become known as an H.P.D.E. day was \$10.00.

NOTICE

Please inform all road racers that Portland International Raceway will have open practice sessions Saturday, February 2, and Saturday, February 23, 1974.

The course will be open from 9:00 a.m. until 4:00 p.m. and the admission will be \$10 per vehicle. All cars must be equipped with roll bars and seat belt, and drivers must wear usual safety equipment.

The concession stand will be open, so come on out and make a day of it.

For further information, please call Dale LaFollette at 285-6635.

In case of snow, flood, gas shortage or a beri-beri epidemic, these events may be cancelled in which case a rumba contest will be held in the breeze way of the new concession building.

Dale LaFollette

Track Manager

By way of contrast with the numbers of more recent times: Team Continental's March 4, 1974 driver training had only 16 graduates, 75 % were going for Conference licenses. Driver training cost \$35.00, (about the same as a Conference entry fee).

Other news and a harbinger of things to come, in 1974 from P.I.R. was the subject of a draft proposal by Mann Acoustics of Seattle for the Department of Neighborhood Environment of the City of Portland. I built a new race car in 1975 (the Javelin) it was the first one I had ever built with mufflers. I have not built one since that didn't have them.

Also in 1974, on the 29 & 30th of June, Spokane's North West Motor Sports was schedule to run its first race at the new racetrack at Airway Heights. Opening of this multi-sport race track was to coincide with the World's Fair "Expo 74". Quoting the Conference memo: **"After years of rumors and talk, it does exist and it is ready to be raced."** Conference President Doug Moe pointed out that **"no one will arrive with a class record, 38 cars will come home with class records!"** In reality only the oval track and the drag strip were finished. It would be another 20 years before the road course would be ready to run. The race was moved back to Deer Park, a pancake flat, World War II Airbase known for its wind, bees and sunburn.

The Standing Start was used through 1975. By 1976 all race groups had gone to the Rolling Start. Cars were lined up on the main straightaway in a 3-2-3 grid formation and flagged off by class at 15 to 20 second intervals. With the slower classes at the front and the ground pounding Corvettes starting last, it was never a good thing to drop a drive line, break a shaft or peel the lining off your clutch. An edict was handed down soon thereafter banning the Standing Start practice from drivers' training curriculum.

The Conference race schedule was reduced from the original 14 race schedule in 1974 to 9 in accordance with government request to reduce fuel usages as result of the first gas shortage in 1973.

The "74" T.C. Membership Roster contained over 60 names. A few of these relics have actually been spotted at club events 37 years later. Amongst those are Bruce Baggett, Bill Harris, Sid Olson, Bill Murray, Russ Harness and Bill Forrest. Don Smethers and Rob Rissberger would not become members until 1975. Some other members still known to be this side of the dirt, but not seen at club functions recently are; Win Casey, Gordon A. Barron Jr., and Don Crawford (the old one).

Team Continental's non-speed event insurance to cover events such as Rallies, Driver Trainings, Gymkhanas, Autocross', Economy Runs, Field Trials, Time Trails, Acceleration Runs, and Non-spectator Ice Racing cost the club \$60 a year.

With an apologetic letter citing the increased cost of postage and paper, the Conference license fee was raised from \$10 to \$12 for the 1974 year and \$13 if you needed the ID tag to be worn around the neck with your name, blood type and religion (Never expecting to have survived this long, mine listed cremation).

By the end of 1973, Jim Forbes, Director of the Conference Race Officials Division noted 168 individuals licensed by Conference as race officials. Included were: 53 flag safety marshals, 38 turn/assistant marshals, 37 scorers and timers, 21 communicators/recorders, 7 course marshals, 6 starter/assistance starters, 2 registrars, 2 communications technicians, 1 emergency crew, 1 announcer.

Seat belts and helmets must have been made of much better material than they are today. Although a Snell Memorial Foundation sticker was required, belts and helmets didn't expire every couple of years.

Next Month: Photographs! (An ancient method of recording images by exposing to focused light, a celluloid film coated with several layers of silver halides).

Bill Murray



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ATTENTION!

Chumpsters, LeMons and Rat Race* Teams



Is very pleased to announce!

An **Open Practice Track Day, Friday, June 24th** at

OREGON RACEWAY PARK

This event will be held the day before the Lemons Race scheduled for Saturday / Sunday, June 25/26th. You need not be entered in the Lemons car race to attend.

Entry fees are \$205.00 for one car and one driver. The first additional driver (sharing the same car) is \$65.00. The second additional driver is \$50.00 and all others are \$25.00 (more than ten drivers we pay you).

STAR certified instructors are available at \$100.00 / half day and are strongly recommended for teams with novice drivers. **"STAR Projects is all about having fun....Right after safety".**

All Cars entered are subject to technical inspection and open cars will have adequate rollover protection. Driver safety gear will be in accordance with the normally required regulations for the type of car entered. Call early if you have any doubt about mechanical / technical acceptance.



For Registration , schedule, and event information, or just to be added to our broadcast list and receive O.R.P. UPDATES and other event news e-mail your contact info to starpromotevents@gmail.com or call **Bill Murray 503-358-2617**.

Registration is through www.motorsportsreg.com

*Rat Race is a TM of STAR Projects, a subsidiary of Master Mechanics Incorporated.

V:6511

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And Now, The Winners Of Last Month's Western Trivia Quiz:

In a dead tie are Bob Smethers and Jon Wilson.

The answers in order are: Maverick, Zorro, Travel, Tombstone Territory, West, Wagon Train, Colt 45, Gun Smoke, Light.

Rather than a shoot-out between these two cowboys to settle the issue Two "Prizes of Unspeakable Value" will be awarded, one each to our winners at the next General Meeting.

Because it didn't get included in last month's quiz, here is the Bonus Question:

Amongst the following which characters were related?

What shows were their characters on?

Festus, Little Joe, Brett, Hoss, Bart, Beauregard, Lucas, Micah, and Paladin.

OREGON RACEWAY PARK

orp is looking for experienced turn workers to supplement our regular staff for several special events scheduled this year.

Applicants should be able to work well with others, reasonably fit, able to stand for extended periods, climb ladders and have a thorough understanding of standard flags, signals and communication protocols.

Applicants will need to provide approved employment documentation and fill out a W-4 form.

The first event is the Lemons race scheduled for June 25th and 26th 2011. This will be a ten hour event on Saturday and a five hour event on Sunday. Camping is available at the track.

If you are interested in working this or other events at O.R.P; Please contact:

Bill Murray 503-358-2617 mastermechanic05@comcast.net

Jessica Piki 541-333-2452 info@oregonraceway.com

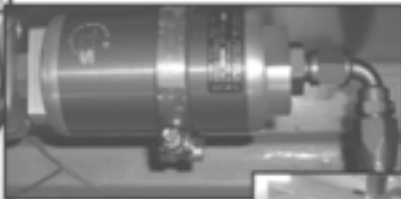
Did You Know?

The Conference has established a system of points under which a driver is awarded points for the position in which he finishes any competition sanctioned by the Conference. At the close of the racing year, the driver in each class with the highest number of points as defined in these regulations shall be declared Champion for the specific class concerned. Only Conference licensed drivers are eligible for Championship points or awards. At the close of the racing year, Conference will, at the annual banquet, present to the class Champions and runners-up whose classes have averaged .75 race entries for the season appropriate trophies and/or plaques.

Did you know that at the end of qualifying in non-weight restricted classes, the cars that take the top 3 qualifying positions do not need to weigh in?

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Tell Tale

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TO:

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