



Tell Tale

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

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JULY 2011

Driving Master - Call to action

I call upon every TC member, past, present, future, to recruit at least one TC Drivers Training HPDE participant.

As it stands today, we have a single registrant. If we do not clear forty (40) participants at the next school, I will have to argue that we cancel the day. TC can not stand another school that loses money.

Please, please, please - talk us up, talk up ORP, bring us participants. We have 107 active members. I look forward to 107 participants.

Andy R

Drive your own line.....

NO PRESIDENT MESSAGE SUBMITTED THIS

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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Reverse Your Direction

Since Conference last week dropped its requirement to have tracks be S.C.C.A. certified, the option of racing O.R.P. in the "reverse direction" has moved forward. It should be noted that the only item that has kept O.R.P. from being certified in the counter course direction, was the fairly minor recommendation to smooth the run off grade change at the end of the North Straight (and we will). Track day presenters and schools already run counter course events about 40 % of the time.

Below is my response to a driver that was looking for advice prior to running counter clockwise.

- When learning the track build up your speed slowly on the Continental Corner, it is easier than clockwise because the visibility on the braking area is better. The apex and exit are truly a matter of confidence in the permanence of pavement. You are also coming in a lot faster than clockwise, and the run off is down hill with chassis unloading that gets more pronounced the faster you go. Going wide on the exit could be a problem if not handled with skill (I have been off there only once so far but was able to ease it back on with a neutral throttle).
- The 15/14 combination is a blast and a great passing area, but you need to be able to trust your brakes, use all the track on the exit. you need to carry maximum speed up The Big Dipper.
- 13/12 ? Sorry, no advice other than work on braking and turn in consistency.
- Coming off the North straight, with great care this can be good passing area. The left into the half pipe can be a fairly early apex because on exit the loading increases as the track camber and pitch changes to "stick the car" very well on the exit. This is one of the corners that make a printed map useless as a learning tool, (except for learning corner names).
- Be careful at the top of the North Bowl, the car will be very light and will go wide if you don't enter well. In the late afternoon it can be hard to get your reference points because the setting sun can be in your eyes,
- The exit of the Bowl (turn 7) is totally blind, trust me it goes right. If you wait to see it before you turn in it is too late.
- The same can be said for the next turn (6, a jog left).
- Fast cars can get upper gear wheel spin at the crest of Valkyrie hill, line up your landing before you crest and don't be twitchy.
- Sweep in for 5 from drivers left and get to the apex before you crest into the slight dip, again the car will get light on the exit. you might be able to pull off a left side pass there but the car will be dancing and put you in a less optimal position for entry on the inside of 4.
- Smoothly drop a gear and try to carry as much speed as you can as you turn left up the Pucker Factor.
- Turn 3 is (of course) blind, but is slow enough to be able to pick out a consistent turn in point (don't trust cone position here, they can move).
- Like most corners, an early entry or a missed apex will run you out of room on exit. An off on 3 is uneventful, but really hurts your lap time getting back up to speed.
- Pulling out of the Pucker Factor and up the West Straightway really favors horsepower. Lots of passing using superior acceleration here, as well as under the brakes, into turn 2.
- Turn 1 is a basic accelerating sweeper. Before you enter turn 1, glance at the station, the exit is fast and blind. You will be drivers right exiting over Caspell Crest trying to maximize your exit speed for the main straight.
- Counter clock is even more technical than clockwise. Generally, when running C.C. The track is less defined (no brake markers yet) and more blind, making alert flaggers and very attentive drivers of paramount importance.
- My unofficial pole indicates that the easier clockwise direction is preferred. about 60 /40 but that includes a lot of track day guys in that survey.
- Either direction at O.R.P. I will be learning to master the subtleties for a long time, but I really like it counter clock.
-

Bill Murray

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THE YEAR WAS 1979. Mailing costs on the tell Tale had gone up to fifteen cents. Drivers were being told in bold face type Motor Sports In The State Of Oregon Are On The Verge Of Extinction !!! due to “unrealistic noise regulations” about to be introduced by the Oregon Department of Environmental Quality. Racers and enthusiasts from power boat operators to off roaders were banding behind a group called Motor Sports Conference, Inc. who was madly soliciting donations to support their paid lobbying effort. \$50.00 was the suggested level of contribution (this at a time when an entry fee to a P.I.R. race was \$29.00 and the bandits at I R.D.C. held you up for \$32.00). We are still racing so they must have been successful.

Interestingly enough the D.E.Q. proclaimed a turbocharger a “recognized noise control device”. All cars were subject to the 105 db @ 50 ft from the car rule. In fact, all cars at P.I.R. were required to have mufflers, with a few exemptions for “pro events”. The Cascade endure of 1980 was the last of that series to be noise exempt.

Another controversy in 1979 was the attempt by the C.A.S.C. to require all Canadian drivers to be members of their organization if they were going to drive at Westwood. They were told by the conference president Doug Moe in no uncertain terms: “We could care less where you live – Canada, Mexico, Mars, the Moon or the U.S., if you hold our license or any other approved competition license (SCCA, IMSA, CASC), you can enter and run our races”. Regarding the number of licensed drivers in the North West, Conference now held the power, and was not inclined to allow themselves to be subservient to other sanctioning bodies. (By contrast to recent developments it kinda made you proud to be a member).

In 1979 Ralph Ramondi, a Formula Ford, Capri, 240-Z racer was T.C. President. I am not sure what happened to the Formula Ford, but today the 240 belongs to Jon Wilson and the Capri to Duane Starr.

In an effort to keep up with demand the club expanded the driver training program to accept up to 42 students from the list of applicants.

The T.C. banquet was at the Surfrider on the Oregon Coast. The Most Improved driver award was presented to two members of the all girl enduro team; Julie Sailing and Barta Gassner, of Team Tomato (a.k.a. No Balls Racing). The Surfrider? Oh yeah, that was one of a long list of costal resorts that declined to have us back.

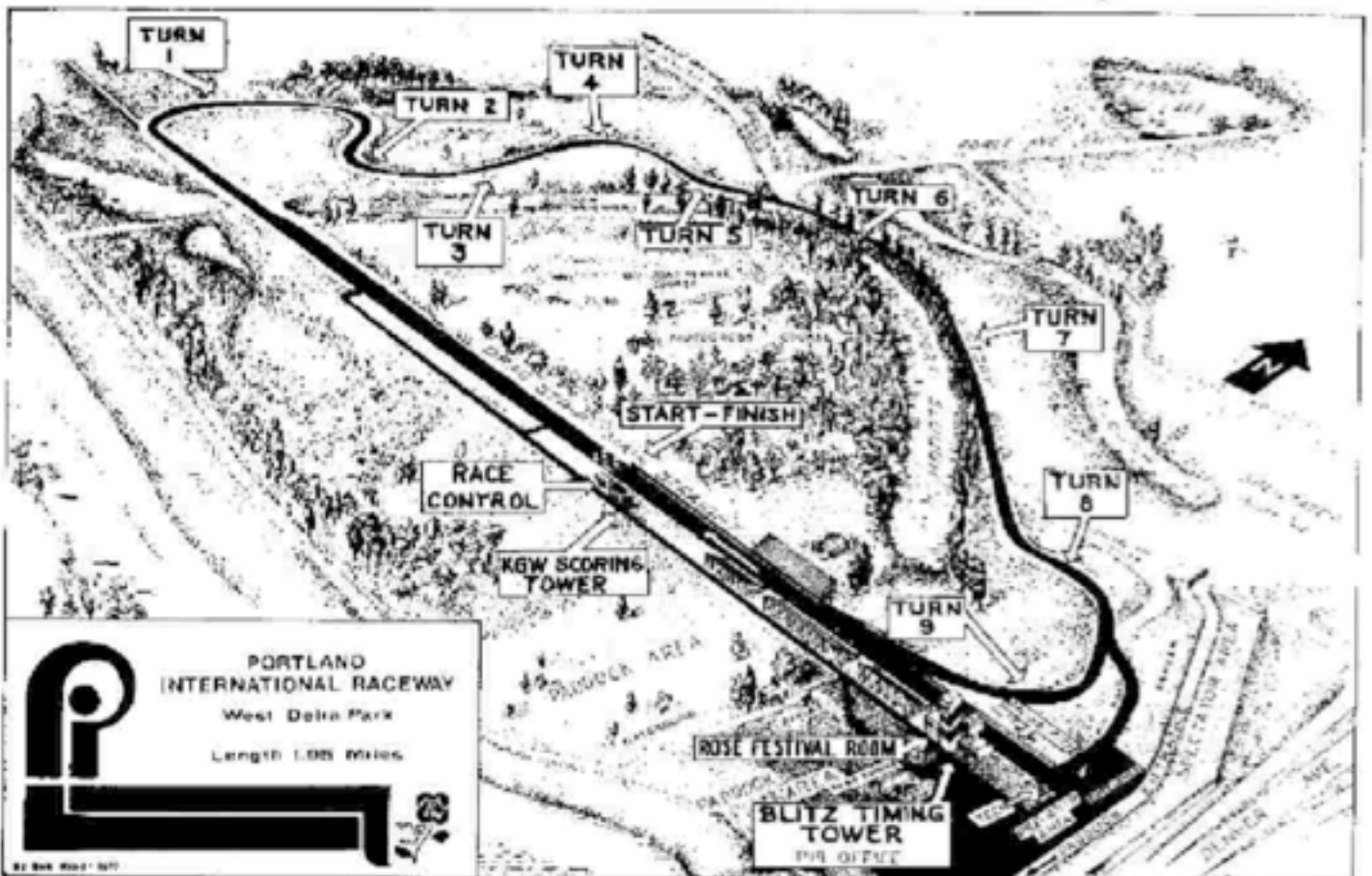
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Barta was one of the few successful gals that hung around the club "husband shopping". She eventually married "Rabbit and Europa hot shoe" John Berger.

The new thing from Conference this year was the merger of the Conference Sedans into the Conference Production classes. Late entry fees were now progressive: \$5.00 for the first late entry \$10.00 for the second and doubling up by the fifth one. A hole was punched in your license for each time you erred. (some looked like Swiss cheese). The Steward in charge of this ventilation and the enforcement of other rules was Bill Root (often referred to as the Root of all evil).

P.I.R was still five years away from getting the Chicane. As evidenced by the rendering below (scanned from a S.C.C.A. entry form), it was still counted as nine corners, but they didn't know which was which. Some things even time doesn't change.

Bill Murrav



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Team Continental Board Meeting

July 6, 2011

Lauralwood Public house

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

Secretary: No report.

Treasurer: Mitch Lea as acting treasurer states the bank balance is \$4,304.40. Bob Smethers submitted two checks for deposit. These were not included in the balance.

Vice President: Eric Howell. Eric reports that Skip Yocum has agreed to be on his By-Law committee and that Gail Fetterman will help with the 2010 audit. No meetings have yet happened.

E Board Rep: Scott Hanken. Scott reported on the latest meeting held July 2 to resolve the NWMS triple race weekend. The following is an excerpt from the letter the E Board sent out after the meeting.

To: ICSCC Licensed Drivers

The ICSCC E Board is encouraging all drivers/workers to enter and participate in the "Festival of Speed Northwest Grand Prix" and we are looking forward to our first ever triple race weekend.

The ICSCC E Board has removed the "tentative" status from the Northwest Motorsports triple race weekend at Spaokane on July 15-17, 2011

The track safety plan has been reviewed and its implementation has been started.

NWMS has committed to completing the safety plan by July 10th and the ICSCC E Board believes they will be able to accomplish this goal.

There will be a track inspection on July 10, 2011, and if it at that time is deemed that any remaining work cannot be completed before the race weekend, the race will be cancelled.

We care in the final stretch of a long process and if we did not feel this race had every chance of happening, the E Board would have cancelled the race before now.

Motorsportreg is open 24 hour a day, 7 days a week, so now is the time to enter and be a part of ICSCC history.

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.

Contest Board: Colin Waltz. No report.

Membership Chair: Terry Amundson. Terry was out of town on business but reports that we currently have 107 members.

Driving Master: Andy Robottom; Andy states we have a grand total of one registered for the Sept school. He repeated his request that ALL 107 members of TC bring 1 participant and we will have a successful school. He further stated that if we do not have 40 signed up prior to the event he will cancel the school. He requests ALL members to use social media to promote the school.

Race Chair: Bob Smethers. Bob states he is looking for a special race group to join us in September. He is also going to try and renegotiate our contract with ORP. No committee meetings have been scheduled.

President's Report: Mitch asked the board to please start seeking officer candidates for next year. He stressed the importance of taking office running rather than behind the curve. The board also discussed nominating a TC member to run for ICSCC President.

Club Historian: Bill Murray: No report.

Trophy Chair: Eric Howell No report.

Old Business: Bill Murray will submit an invoice for ROD

New Business: NWMS race discussed. Getting 2012 Officers discussed.

Motion made seconded and passed to adjourn.

Respectfully submitted

Paul Cap, Secretary

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Mar's Meadows at 7:00pm.**

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This is the inaugural event to a regional race series being developed for 2012. It is similar to other "entertainment racing" series, but is more like racing, less about theme, will happen more often, and will involve fewer (or at least more cleverly disguised) hidden fees. Local participation is encouraged and special licensing consideration will be given to combine drivers and crop duster pilots.

The Team entry fee for the Labor Day event (one car and includes 4 drivers) is \$550.00. Entries must be received before August 1st) thereafter the entry fee increases by \$5.00 per day. Entries close August 28th (Late entry fees will be donated to the Sheman County Historical Society). Don't want to support the museum? Enter on time. (Caution: They are planning a new wing: "Great Snivelers of History"). Crew passes are \$10.00 each and available at the gate as well as on line. Additional drivers (over four per car) are \$100.00 each. There is no limit on number of drivers for any one car. Once entered, a driver may register to drive on multiple teams. For this event only 45 entries will be accepted.

Free camping for participants is offered Sunday night, and because by law the weather will be perfect, a no host barbeque and a "drive-in movie" are included. Should inclement weather be encountered a Rumba Contest will be held in the Registration Building.

"STAR Projects is all about having fun....Right after safety".

For event details, vehicle preparation requirements, equipment questions, and complementary guide "Your Introduction to Rumba" and other essential event information, or just to be placed on the broadcast list for O.R.P. UPDATES and other news; e-mail your contact info to starprojectsevents@gmail.com or call Bill Murray 503-358-2617.

Registration is now open through

www.motorsportsreg.com

Cash, Trophies, and "Prizes of unspeakable value" will be awarded to the top three finishers in both classes.

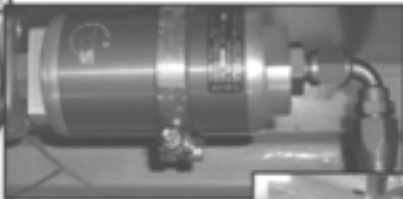


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Tell Tale

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TO:

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