



Tell Tale

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

VOLUME 19, ISSUE 6

OCTOBER 2010

OREGON RACEWAY PARK

UPDATE OCTOBER, 1-2-3, 2010

TEAM CONTINENTAL EVENTS

Wow! What a great weekend. LOTS going on!

First let me say that I am truly honored to have had this race held in my name. I was glad to see so many faces of old friends, and new, who turned out for "the William D. Murray Grand Prix", On balance, it is even better not to have this as a posthumous honor. Thank you to all who raced, crewed, staffed, and officiated at this event. As I remarked at the drivers meeting; the credit for having built this track goes to many, my partners, local officials, and especially those volunteers that have contributed so much time and sweat to bring this race track on line.

This weekend was one of many facets and provided an upbeat conclusion to the International Conference of Sports Car Clubs championship racing season. Weather may have been the most perfect yet great racing temperatures and a light breeze the entire weekend.

Friday began with a Driver Training classroom session for those drivers who are new to the track and/ or seeking a competition license. Duane Starr officiated as Driving Master, with my son Bill (William S. Murray) and me delivering the morning lecture. The event was divided into two groups; race cars and all others. This format allowed students and race entrants to get lots additional track time to gain an edge on the competition. A special session was added to allow an opportunity for formula car drivers to also take advantage of additional track time.

Saturday was the usual sequence of practice and qualifying sessions with a Novice Closed Wheel Race at the end of the day. The evening brought a banquet at the Grass Valley Pavilion catered by two long time supporters of the track; The Goose Pit Saloon and The Grass Valley Market. The T.C. Blues Band was on hand to provide the evening's entertainment. Race Chairman Steve Leonard handed out certificates to drivers who set best Qualifying Lap Records.

Seattle's James Blackwell was also honored as the new "Fastest Man at O.R.P." By the end of the weekend Mr. Blackwell's Renard 93-H, running as a Formula Libra, posted a new overall track record at 1:37.187. This bested by over five seconds former "Fastest Man", Californian Ryan Kerpiewski's race record which was set last April while driving a 250 c.c. shifter kart.

Sunday racing was fierce with championship points and The Star Projects Prize Fund of \$2,000 up for grabs. Prize distribution was structured to provide competition between drivers in different groups. All drove to lower their existing class record by the largest amount. In the end ten class records were improved and a couple of "sitting ducks" were picked off by some very fast cars. Here are the winners:

Continued on page 3.



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MEETINGS

**G e n e r a l
M e m b e r s h i p
meetings will be
held the third
Wednesday of the
month at Mar's
M e a d o w s a t
7:00pm.**

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



STAR PROJECTS PRIZE WINNERS

- 1st. James Blackwell, Formula Lebra, lowering the time set by Sherm Johnson in April by over 45 secs.
- 2nd. Peter Linssen, Opel Manta, I-Production, obliterating Bill Thews record from June by over 35 secs.
- 3rd. Niel Shelton, in a Crossle 32, Formula Ford, over J.C. Cuevas record set in April by over 25 secs.
- 4th. Gordon Jones put his H-Improved Production BMW ahead of Skip Yocom's best from June by 8.4 sec
- 5th. Bill Murray Jr. in the Pontiac Fiero blasted his father off the ITB podium by 5.6 sec.
- 6th. Dale Champion beat his own lap record by 4.141 seconds to take home the money for club Rabbit.
- 7th. The Formula 500 record held by Sean McDonald went down to Sheldon Lemoine with a 3.441 improvement.
- 8th. Rob Rissberger also bested himself in the red Comaro lowering the American Sedan record by 1.202
- 9th. Ron Tanner squeezed another .383 seconds out of the 240-Z to better his own ITS record.
- 10th. In a very smooth drive Andy Robottom lowered the track record for Spec Miata previously held by Geoff Cochran by a very slim margin of .278 seconds.

Congratulation to all. Checks are in the mail.

A residual of \$75.00 was left unclaimed in the prize fund to seed a competition fund for next year. Thanks to Lynn Coupland, Mitch Lea of R-Sport International, Peter Linssen;s V-Shop, Jeff Hanken of Discount Import Parts, and TC President Eric Howell for contributing a doubling of the original Star Projects Grand Prize. We are all ready accepting sponsor contributions for next season. A prediction: The time spreads will be much smaller and wins will come a lot harder.

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



Here is a little statistical analysis and other trivia on the first T.C. race season at O.R.P. This was derived under the strict, empirical, traditional and time-honored method of refining a “wild-ass guess” with data. Perhaps you will find it interesting.

The results show 137 drivers starting races in seven groups; the largest was Group-5 with 31 cars. A/P, D/P, F/P, E/P, Formula A, Formula Mazda, F.I. P. , H.I.P., I.T.C., C- S/R, D- S/R and FFF/F-500, twelve classes in all, had only one car in class.

The distribution of the STAR Projects Prize Fund: Only ten of the twelve cash prizes were claimed leaving a small seed to grow a prize fund for next year. Of those ten, six were won by T.C. members; Peter Linssen, Bill Murray (the fast one), Ron Tanner, Gordon Jones, Rob Rissberger and Andy Robotom all brought home checks.

Two of the “sitting ducks” were won by Formula cars. James Blackwell lowered the Formula Libre record by 45 seconds and set a new track record of 1:37.187 in the process. The other was Neil Shelton with a 25 second improvement in Formula Ford. Mr. Blackwell is the only member of the Under 1.40:00 Club and owns that distinction in two classes F/L and F/A.

The race does not always go to the swift: Andy Robotom set the Spec Miata fastest race lap but was beat to the flag by Mark Higinbotham who’s best race lap he had beat by half a second.

The range of lap times is over one minute, and this is on a 2.34 mile course.

The fastest average speed for O.R.P. is under 89 mph but no one seems to complain that it feels slow.

In terms of lap times, only Race Group 2 and Group 7 (novice closed wheel) currently had no cars breaking the two-minute barrier this weekend. About half of the drivers to run this last event were in the under 2:00.00 Club.

In a 30 minute race most small bore cars will only do 15 laps at O.R.P. with faster cars doing 17.

Although many factors can enter into consistency, as a measure of a driver’s individual performance, and looking at the data of those that have the most laps with a variation a second or less, Mike Blaszczak, who won R/S, was the most consistent driver of the weekend. Of 16 laps run in Mike’s Group 4 race, 10 of them have a varia-

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tion of less than a second. From green flag to checkered, not a single lap was more than a 1.5 seconds slower than the fastest. Mike had more 1 second variation laps than the entire novice race participants combined. To show that his consistency wasn't a fluke Mike posted 9 laps that were within a second in his Group 1 race. His fast lap from each of his two races however, were nearly 2 seconds apart? Tires? Sandbagging? The Charles Atlas theory of Dynamic Tension? Who Knows?

Looking at the data suggests that even though Mike's competition in group 4, Jim Cissell was capable of running within two tenths of Mike's time, and Jim posted six very close laps in a row, Mike's times were consistent over the entire race. It is also worthy of note that Mike only finished third in his group 1 race, the race in which he drove the fastest.

Ten drivers of the meet never got a single lap within a second of their best. 22 drivers had one lap within that margin, 14 drivers had two, 15 drivers had three, 17 drivers had five, 14 drivers had seven or more.

What does it all mean? Not much other than Mike Blaszcak is an exacting, highly disciplined, exceedingly intelligent, possibly bionic driving machine and punches out laps like a cookie cutter. He is a funny guy too.

Bill Murray



IMPORTANT DATES AND INFO

Contest Board Meeting: 2011 Rules Changes
Tuesday, Oct 26
7.00 ~ 9.00pm

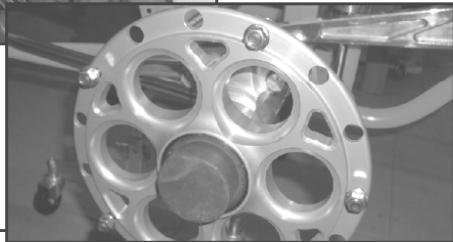
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No minutes have been submitted, sorry for the
inconvenience.



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TO:

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