



Tell Tale

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

VOLUME 20, ISSUE 4

APRIL 2011

President's Message

April 2011

At our March General Meeting the membership approved the addition of the Membership Chair as a Board position. It was a pleasure to welcome Terry Amundson to our TC Board Meeting .

Have you noticed the excitement in the air, along with the smell of race fuel and burning rubber? Chump Car just finished the weekend with strong participation and lots of fun being had. We are all getting excited about racing. Some of us are limbering up our flagging arms, while others are opening up that gear bag for the first time since October last year and realizing not everything was cleaned when you put it away. A few of us are putting motors back together and others are ready to go, I really don't like them. Whatever you are doing to get ready for racing season I hope all is going well.

Many activities take place on a race weekend, the actual racing is often a small part of it. We enjoy great race weekends at TC because of the awesome volunteers. I learned that to put on a race we use and need the help of 85 people. That blew me away. I would like to ask all of us to think about how you can help on a TC Race Weekend.

There are two events taking place on a TC Race Weekend. On Friday we have Driver's Training. On Saturday and Sunday (and Monday for our first Race Weekend) we have the Race. Helping out does not mean you have to be doing something the entire weekend. There are some jobs that do take up the whole weekend. But there are many jobs that take up only a small amount of time. Drivers, there are plenty of areas you are able to help with when not racing. If you haven't gotten that car ready to go you can still be a participant. Last year I had engines blow on Saturday at TC Race 2 and Friday at TC Race 3. My son and I volunteered and had a great time helping out. It opened my eyes to the importance of the workers in putting on a race. You could be an instructor, help out with registration, hot pits, turns, track tours, pre-grid, tech inspection, selling TC merchandise, Helping with the BBQ, Pouring Beer (sorry no tasters needed!). These are only a few of the items you could help with.

How do I encourage you to contact Bob Smethers and or Andy Robottom to find out what help they need? Bob and Andy are doing a great job with the planning and coordinating of these events. Believe that a little help from you will go along way. Any help we give them is appreciated and ends up making your TC Race Weekend even more enjoyable and fun.

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

April 6, 2011

Lauralwood Public house

President Mitch Lea called the meeting to order and welcomed those present. Members present: Mitch Lea, Jeff Hanken, Colin Waltz, Andy Robottom, Bob Smethers, Eric Howell, Paul Cap, Bill Murray, Peter Linssen, Jon Wilson Scott Hanken, Bags and welcomed Terry Amundson as the newest board member.

Secretary: Minutes from the March general meeting were E-mailed.

Treasurer: Mitch Lea announced that the current balance was \$18,668.12 with three checks to be issued this evening.

E Board Rep: Scott Hanken No report.

Contest Board: Colin Waltz. Nothing to report.

Driving Master: Andy Robottom. Andy reports that it is too late for instructor training and he is just concentrating on the upcoming school. His committee has come up with a competitive price structure. It is as follows: Full novice program \$195.00 HPDE \$165.00 And racers registering for the race using the day for test and tune \$145.00. A \$10.00 discount will be given to club members or those that join the club. Andy is also coming up with an incentive for instructors to participate. This will be in the form of free track time as can be fitted into the program without diminishing the quality of the school. Details to be worked out. The qualifications for driving instructors was discussed.

Membership Chair: Terry Amundson. Terry reports he is still working on the electronic roster. He is also working on the virtual roster and hopes to have it done by race day. He is still working on membership dues. The board recommended he make a list of those members who have not paid.

Race Chair: Bob Smethers. Our second 2011 TC Race Committee meeting was held Thursday, March 24th at Busters (Tigard). We reviewed committee status by specialty and discussed action items. Details of current status are available for review upon request. We may need to discuss cash flow should we configure MotorsportReg to begin charging credit cards prior to May event?

The next TC Race Committee meeting will be held 6:30pm Tuesday, April 26th at La Carreta (SE Lombard & McLoughlin). Check the TC Web page for meeting location details.

TC Race Expenses (May)- Purchase requisitions have been generated for review and approval, need TC checks for the following approved budgeted expenses:

-trophies (50% deposit): \$1059.10

-flags (50% deposit): \$285.00

-ORP rental (10\$ deposit + \$500.00 cleaning fee): \$2900.00 (send with signed ORP contract)

Announcement/Supps/Schedule- These have been submitted to ICSCC Memo & Webmaster.

TC Business Cards- These have been completed and are available for distribution.

Questions & Answers: What are the hours for the event? The hours the track is rented for is 07:00am Friday May 27, through Monday May 31, 9:00pm. There is no provision for early set up. It will happen though as needed. The Race Chair and Driving Master will handle the logistics. Bob Smethers will sign the ORP contract for the May event and submit it with the deposit.

Communication Director: Jeff Hanken He is updating the E-mail list for the distribution of the Tell Tale. Bill Murray expressed his concern about the timeliness of the Tell Tale. Jeff was advised by the board that it is his responsibility to oversee the editor and the ultimate responsibility of the president to see that it is published. Jeff said he would handle it. We were all reminded that all of us are volunteers. Jeff is going to work on getting copies of the word processing program to assure that we have a back up system in place. Jon Wilson stressed that if Jeff gets in a pinch not to hesitate to call others for help. Bill Murray will have an article for the Tell Tale and Colin Waltz will too (following).

Vice President: Eric Howell: No report.

President's Report: Mitch Lea asked for comments on how the board feels the general meetings are going. The consensus was that they are moving at a good pace and are fun and interesting. The meeting ends soon enough for the membership to partake in a nice social time afterward.

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Committee Reports:

Trophy Committee: Eric Howell. Eric is still distributing year-end trophies. Eric had no further report.

Banquet Chair: No report.

Picnic Chair: Robert Waco absent, no report.

Club Historian: Bill Murray: Doing article for the Tell Tale about club racing in the early 70's.

Webmaster: Peter Linssen, reports that the new web site is open for business. Peter again stressed the importance of getting him any info member's want included on the web site. Questions were asked about how people contact us (club officers). Peter stated that every position has an E-mail link to that particular person and they do in fact work.

Competition Committee: Jon Wilson, No report

Race Officials Division: Russ Newhouse, Absent.

Tell Tale Editor: Tonya Khilstadius. Absent.

Equipment Chair: Tony Houser has accepted this position but was absent this evening. Andy Robottom has some FRC radios and asked if it would be of use to the club. It was suggested that he contact Tony and Rick Ferrer in regards to them but the group thought they would be advantageous in eliminating unnecessary radio chatter on the race channels.

Spiritual Leader: Robert Waco. Absent

Publicity Chair: Vacant.

Christmas Chair: Lynn Coupeland. Absent She is getting better.

Old Business:

Budget approval. Budgets were approved for the following:

E Board Rep	\$600
Contest Board	\$150
Membership	\$150
Communications Dir.	\$2800
President	\$200

ROD funds: Mitch started conversation on taking action to make sure the club gets there \$1200 for recruitment. After much discussion it was decided that the club through Bill Murray's star program has actually done something and that we should ask the club to apply for the funds based on these actions to secure the money and then have it available for additional recruiting efforts. Mitch will talk to Russ Newhouse and Ali as to her thoughts before presenting this to the club.

Treasurers audit is still being set up.

Membership application process was reviewed and determined that the reason for the club "vote" was only a way of recognizing the new member at the meeting and the sponsors were actually those people committing to mentor the new members and help their assimilation into the club.

New Business:

Co-sponsorship of NWMS track day at ORP. Bruce brought this up as he was concerned that us not co sponsoring their event would be like an open invitation for them to use our track for scheduling races. The board determined that we did in fact give them permission to hold this event and we would take the high road and not insist on co-sponsorship.

By- Law Change. Mitch asked for help in addressing by-law changes. Specifically he wants to look at changing the succession of officers. The Vice President has the responsibility for leading this project. It was stated that Mark Hanken (who was absent) wants to be on the committee. Jon Wilson volunteered his house for a meeting. Mitch stated that he would like this process to be expedited so that the changes if any could be implemented prior to this years upcoming elections.

Motion made seconded and passed to adjourn.

Respectfully submitted

Paul Cap, Secretary

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I wrote the following piece last Fall after the second Chumpcar race at P.I.R. It never was published. Now following the third such event, "Chumpy's Revenge", I am offering it again. This race was held April 9 & 10 with over 60 cars and nearly 300 drivers attending. Nothing substantive in this story has changed, the underlying message is timely, especially as we enter into a new racing season: **To stay financially viable we need to figure what works in this sport and what doesn't and spend our energy accordingly.**

Bill Murray

Seventeen and seventy one, two coupled but digitally reversed integers, and by themselves symbolic of nothing. So what is the relevance? And I do believe they are relevant.

On October 16th, a version of a long standing fall tradition was again presented at Portland International Raceway, the (now) 12 Hours of the Cascades Enduro. This was a replay of a classic event that for many of us has come to symbolize the best event of the season and is the closest thing to a "truly glorious racing" most of us will ever participate in.

It is an event steeped in tradition; from the LeMans start, to the competition of the pit crews, to the grueling discipline required to stick to a strategy and a pace which will hopefully lead to victory. Running into the night, often in the rain, as friends and fellow competitors dissolve into the impersonal obscurity and glare of headlights and darkness that tries the mettle of even the most courageous and talented.

Some of the best hours of my life have been spent in the company of fine men and teammates pursuing the winged victory of that race. For me this is racing. God help me, I love it like no other.....And this year I skipped it. Yes I just skipped it, this race that I have had the honor to compete most of the 35 years it has been run.

Not just sat it out, or as in some years, when finances were tight, or a team could not be put together, I would observe from the sidelines, planted on the roof of my transporter and watched, consoled with cigars and a bottle of good Scotch, but I skipped it. My ambivalence and frankly my callousness over this troubles me. It is like the end of a long romance, because I am not sure the love is over and I am not sure I care. I could have been there and I skipped it.....And this year so did a lot of others.

Nothing has the effect of easing the pain of a dying romance like the introduction of a new one. And I think I have found one. Not as glamorous, nor steeped at all in the best classical traditions of racing, a bit homely but still a very attractive alternative. She is barely a year old and she is called Chumpcar.

In many ways over the years the glamour, youthful energy, and certainly the prestige of the Cascade Enduro has faded. In the early years the notoriety (and prize money) drew a lot more interest. Although not part of a major tour, it was Portland's answer to the classic 7 Hours of Westwood. Teams from Manitoba to southern California would make the trek to run these two races. It was one class, winner takes all. George Folmer and Janet Guthrie were just two of the "names" to show up and add their prestige. The Oregonian would run full page pictorials, the race was broadcast live from the track by Gordon Scott, television crews would be on hand to capture footage for "film at eleven", and since it was a pro race it fell under the noise variance so it sounded like the big event it was.

Last year along came a new lean, free spirited alternative that was its self a variant of an also new but more "tongue in cheek" group called Lemons. The trend of the Chumpcar group has been somewhat less about theme and somewhat more about racing but the biggest focus is on having fun. When Duane Starr first ran with this group a year ago, he came back to report that "it is a lot like racing". Now, having run my first of these events, I have to admit he is right.

John Condren, the impresario of Chumpcar, has assembled a small team, honed his skills and refined his formula for these events. Chumpcar put on 20 events in the last year at tracks like Rockingham, Pueblo Colorado, V.I.R, Nashville, Spokane, and Sebring. Next year he is expanding into Mexico and Canada. He is big on safety equipment and easy on licensing requirements (is \$50.00 easy enough?). The laid back and home spun character of the events has resonated with new drivers and a lot of old ones all over the country. The common dominator is: It is Fun.

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The ratio of fun to expense may be a formula that is not thoroughly understood by many people, myself included, but here are some observations: Because it is hard to get too worried about the financial implications of destroying a “\$500 crap can racer”, and the operating expense is usually spread out over a team of four to six drivers, the financial implications are more palatable, especially when compared with the per minute cost of track time of sprint racing Conference or S.C.C.A. Having said that, it has the camaraderie aspect inherent in a team effort coupled with the general low stress character of the event that makes a very enjoyable combination.

It is worthy of note that one of the teams I talked with last weekend was from way up in Alberta and the other was heading home to Wisconsin. The point is, when all is said and done, other than the initial cost of the car, it isn't really a lot cheaper than “serious racing”. There is the specter of maybe winning some prize money, but in the end it is not going to really be a huge offset to the costs. Roll bar tubing is the same price regardless of what kind of car it goes in, transport costs and feeding the crew are no cheaper, driver suits, belts and other gear are the same price. There may be some savings on fuel since I don't think anyone has gone crazy enough to need \$12 buck-a-gallon race fuel, (and that would probably cost you more penalty laps than it was worth anyway), but generally it isn't any cheaper than a normal private armature racing program. At about a grand for car, drivers and crew, the entry fees are about even with the Cascade Enduro. However, there was an extra six hour race on Sunday for free.

Before the romance of this new variant of motorsport saps off all the new entrants and the “I just skipped it” becomes an epidemic, it is worth a hard look for Conference and S.C.C.A. to discover the magic that has established this format as the fastest (and maybe only) growing motorsport on the continent. I submit by way of a wake-up call, that in a time when older well established racing organizations are struggling to survive, some serious introspection is called for. Chumpcar is an idea whose time has come.

Oh yes, I nearly forgot, seventeen was the total number of entries for the Cascade Enduro, seventy one for the Chumpcar race. Is that coffee I smell?

Bill Murray



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Possibly because I am reluctant to throw damn near anything away, I am able to open some archived paper work from 1973 & 1974 and regale you with how it was in the “good old days” when the Vietnam War was winding down and President Nixon was claiming executive privilege over his tapes. In this sport thirty-seven years certainly qualifies as history. In 1974 I was appointed to the job of Tell Tale editor when my predecessor proved chronically unable to get them out before the meetings.

The first thing that caught my eye in reviewing this archive and perhaps of some interest to our younger members is the technical side of producing a news letter. I have a retroactive appreciation of the care with which documents had to be produced. Corrections on a typewriter were always messy; spelling was what you learned (or didn't) in school and without the benefit of spell-check. The “cc” notation on the bottom of the page indicated “carbon copy” which meant any error you made would have been duplicated as many layers deep as you had finger power to make an imprint with the typewriter. Up until that time The Tell Tale, was produced on a mimeograph machine, a form of hand-powered printing press from a typed master copy. Fortunately, I had access to a copier (a Sharp) and in 1974 it cost almost as much as a new car.

Computers, which had been adopted by Conference the year before had just become sophisticated enough to recognize a zero before an integer, thus making available for the first time, another ten of the rare two digit senior license numbers. As a result of that technological breakthrough, I was assigned for my senior license the new number “05” by the assistant license director. Her name was Lynn Coupland.

Blitz Weinhard Brewery had just donated \$30,000 to build the P.I.R. office / tower complex. To “help promote safe driving”, ambulance services for our driver's schools (all at P.I.R.) were provided by Buck Ambulance Company for free. After the races, beer flowed from iced kegs in the paddock “courtesy of Team Continental”.

As much as some things have changed some things have remained remarkably the same, as shown by these excerpts from correspondence: The first one documents the day Conference quit being a promoter of racing and became a trade protection organization. Regarding T.C.'s attempt to host a race at P.I.R.:

On November 10, 1973 your club applied for changing their status from an affiliate club to a member club of ICSCC. Your application has been denied. It was the feeling of the Executive Board that ICSCC already has a functional club in your geographical area that conducts races and drivers training.

Douglas Moe, President ICSCC.

The second is a complaint that we are likely to hear again soon.

February 15th 1974

Last week in Council, I raised some questions about the City continuing to provide facilities for sporting events which conspicuously use gasoline, like Portland International Speedway. It seemed an irresponsible thing for the city to be doing during a gasoline shortage.....

Connie McCready, Commissioner of public Utilities (soon to have become Mayor).

NEXT MONTH: More ancient history from the files of Bill Murray

IMPORTANT DATES AND INFO

Members who want the Tell Tale by Standard Mail
Bert Dilley ,Donna Farrar, Randy Pviest

If you name is not on the list, TC assumes you want your Tell Tale via Email.
If this is NOT true, please email me as soon as possible.

Thanks and Welcome to 2011. Jeff Hanken TC Communications Director
Jhbowler299@gmail.com

Can you believe the 2011 season is almost upon us....?

I have the honor and privilege of being Team Continental's Driving Master for 2011. With Holly's help, registration for our first school is now open on motorsportsreg.com. This email is my first call for instructors. If you can instruct I would be very grateful if you would register as an instructor for our event via motorsports reg. Your help and support is much appreciated, and I look forward to seeing you at the track.

Thanks

Andy Robottom

Drive your own line...

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Tell Tale

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TO:

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