



# Tell Tale

**TC's first track day of 2015 is now in the history books, and our first Driver Training is March 29th. You know you want to be there. So, make it happen!**

VOLUME 25, ISSUE 3

March 2015

## TC President's Message

Hi TC,

It's action time this month, we already have a successful track day under our belts, and are poised to carry through the month strong... We have the roadster show coming up in a couple of weeks, our instructor training March 28, and a drivers school March 29. Your attendance and help to make these events possible is crucial!

I had the opportunity to attend my first RATS meeting with Mr. Belfanti over this last weekend. What an eye opening experience! I know there are a lot of things that go into putting on races, but seeing all the moving parts makes me truly appreciate the sacrifice and time that so many put into event weekends. There are a few key rule changes that are going to be effecting us, for the most part I think for the better. The biggest for drivers is the Area Licenses are no longer a thing for 2015, so when somebody upgrades from their novice license, they will go straight to their senior license. This means reserved numbers, so it makes sense to renew soon if you haven't yet to get your guaranteed car number. There are also a few other interesting changes that are worth reviewing if you have not checked them out yet.

With this great weather we have been having, I know it has me motivated to get out on the track... so I look forward to seeing you there!

Yours for the sport,

Ben Weaver

2015 TC President

## Help Needed for Roadster Show!

A week and a half to go till the roadster show, please consider working the booth for the club!

Please email [president@teamcontinental.com](mailto:president@teamcontinental.com) and let me know your availability, and if multiple days or times, your preference. As I put together the volunteer schedule I will let you know what we need. Your help is appreciated! Thank you - Ben Weaver. 425-299-0602

Suggested volunteer times:

Friday March 20	Saturday March 21	Sunday March 22
(Thursday setup, time tbd)	10am-2pm	10am-2pm
12-5pm	2pm-6pm	2pm-5pm
5pm-9pm	5pm-9pm	5pm-done - Teardown

## 2015 TEAM CONTINENTAL BOARD OF DIRECTORS

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Tell Tale Submissions: [editor@teamcontinental.com](mailto:editor@teamcontinental.com)

Electronic submissions are preferred. Please don't spend a lot of time on formatting.

The editor may edit all submissions for length and content.

Kevin Smith, Editor 503-693-7394

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# MEETINGS

General Meeting - 7PM

March 18th

Mar's Meadows

9620 North Whitaker Road, Portland, OR

Board Meeting - 7PM

April 1st

Laurelwood Public House

5115 NE Sandy Blvd, Portland, OR 97213

## Team Continental Trophies

Every year at the Team Continental Banquet in January, the club presents the Perpetual Trophies to deserving recipients. There are 16 Perpetual Trophies (including the Boner Jacket) listed in our bylaws. The bylaws also have guidelines for how the awards are to be determined. The Boner Jacket is a bit special; that is awarded more often than yearly (usually monthly at the general meeting, although we have been remiss about that lately). The Boner Jacket is "An 'honorary' entitlement (temporary) bestowed by the current holder to a Team Continental member whose behavior or action results in a conspicuous mistake caused by ignorance, stupidity, or confusion ." The current "boner owner" is Ken Killam, and Ken needs to award the next recipient.

Here is the full list of Team Continental's Perpetual Trophies, their winners for 2014, and the description of the trophy's selection criteria.

### **Driver of the Year - Dylan Olsen**

Qualifications: In order to be eligible for the Team Continental Driver of the Year award you must win a Conference/SCCA regional, divisional or national championship in that year and be a member of Team Continental. The membership will then select the Driver of the Year and the results will be announced at the annual banquet.

### **Victory Cup - Kevin Smith**

Awarded on the basis of the most accumulated points. 1st places 5 points each, 2nd places 3 points each, 3rd places 1 point each.

### **Competitor's Trophy - Skip Yocom**

Awarded on the basis of the most races started in any one racing season, with no limit as to the amount of races entered in any one weekend.

### **George Brockbank Memorial Driver's Award - Jeremiah Russell**

Awarded to the driver beginning the season as a novice who improves the most.

### **Vagabond Trophy - Gordon Jones**

Awarded to the member traveling the most distance during the past racing season displaying the Team Continental decal on a race car in competition.

### **Outstanding Member - Jim Larfield**

Awarded to the member who contributed the most to the club during the past year in regard to furthering the club's goals.

### **Crash & Burn Trophy - Michael Conatore**

Awarded to the member who has suffered the greatest amount of misfortune while racing in the past season.

### **Hard Luck Trophy - Olsen Racing Team**

Awarded to the member who has had the most equipment misfortune during the past racing season.

### **Instructor of the Year - Peter Linssen**

Awarded to the member who best fulfills the duties of Driver Training Instructor. Selected by Driving Master.

### **Gary Pazina Memorial Award - Toni Larfield**

Awarded to the member who throughout the year contributes the most as a Driver Training Worker. Selected by the Driving Master.

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### **James Hugh Maloney Cup - Jeremy Plance**

Awarded to a relatively new Team Continental member who has exhibited exceptional enthusiasm, vigorous support of auto racing, and sportsmanship. Awarded by prior winner.

### **Far Horizons - Frank McKinnon**

Awarded to the Team Continental member traveling the greatest distance displaying the Team Continental insignia while performing race-related duties.

### **Waving Flag - Kim McFarland**

Awarded to a Team Continental race worker for outstanding service that year.

### **Course Master - Alan Kolkemo**

Awarded to the Team Continental member who works the hardest to put on the Team Continental race event. The Race Chair shall not be considered for the award of Course Master during his/her term of office.

### **Gordon Scott Memorial Trophy - John Rissberger**

Awarded to a motorsports enthusiast who exemplifies the spirit of Team Continental and acts as a true ambassador for sports car racing.

Congratulations to all of this year's Perpetual Trophy winners!

**Looking for a high risk job with lousy pay that is a lot of fun and really cool? We can train you !**

**SATURDAY, MARCH 28<sup>TH</sup>**

**DRIVING INSTRUCTOR AND COURSE WORKER COMBINED TRAINING DAY:**

Team Continental, Oregon Raceway Park Club and STAR Projects again pool resources to host the most comprehensive road course instructor training in the Northwest. The morning classroom runs parallel to our training for new and returning O.R.P. Course Control Staff.



Following lunch the split morning classrooms combine on course for an afternoon of training in real time. Simulating race conditions Instructors will also create response scenarios to help develop and hone the skills of new course workers. The track fee for instructor candidates and returning instructors is \$75.00 and includes a hot lunch. Course workers are free.



**Race prepared cars are allowed but not a requirement for this event.**

Course workers please come prepared for a variety of weather conditions and bring employment credentials.



Please register early: [www.motorsportsreg.com](http://www.motorsportsreg.com)

Questions?

Bill Murray: 503-358-2617 / [starproactsevents@gmail.com](mailto:starproactsevents@gmail.com)

Dylan Olsen: 360-430-4563 / [drivingmaster@teamcontinental.com](mailto:drivingmaster@teamcontinental.com)

Brenda Piki: 541-333-2452 / [info@oregonraceway.com](mailto:info@oregonraceway.com)

## Team Continental Hard Luck Trophy, and its 2014 Recipient– Olsen Racing Team

It was the best of times, it was the worst of times. The Olsen Racing Team experienced all the highs and lows that racing has to dish out during their 2014 race season. As I am sure that you have all heard by now, Dylan Olsen captured the 2014 SCCA National Championship win at Laguna Seca in October. However, that was the culmination of a long and grueling season for Olsen Racing that also earned them Team Continental's Hard Luck Trophy for 2014. The season started with a long tow in January to Auto Club speedway in Fontana California. The tow down was mostly uneventful, which was good because the race weekend was anything but.

That weekend started with ignition problems, went on to transmission problems, and then overheating and a blown head gasket. No suitable head gasket could be found in the whole greater LA area, and the racing weekend ended towing the car home early on Sunday morning. Problems continued during the tow, when the tow vehicle ran

out of fuel due to a faulty tank switch, and then the battery ran down trying to get fuel back to the engine after getting the tank working again. This all happened in the wee hours of Monday morning in Southern Oregon.

Racing in April at Thunderhill, a loose spark plug wire resulted in running on seven cylinders for much of the first of the SCCA majors there. Dylan still managed a 2nd place finish in that race.

At the SCCA Majors at Pacific Raceways in May, the car had an oil leak out of the dipstick tube that got them black flagged in the first race, and due to the amount of oil, were not allowed to re-enter the track. Then in a hard-ship session on Sunday morning the transmission broke putting them out of the Sunday race.



Hard Luck Trophy, on the trunk of the Olsen Racing Mustang



Fire during Portland July Majors

In the last Majors of the West Coast season at Portland, things were looking pretty good on Saturday with Dylan pretty easily taking the American Sedan win. However, early in the Sunday race, fuel starting coming out of the fuel cell overflow, and caught on fire. Dylan came into the hot pits on fire, and was quickly extinguished, but not before burning the paint on the left rear quarter panel and doing damage to the fuel cell and nearby structures. It is appropriate that in the above picture, that the Hard Luck trophy sits above that repainted quarter panel.

Finally, to complete a tough season, after winning the SCCA National Championship, the tow vehicle's transmission gave up, and wasn't going to be able to get itself and the trailer home. So, trailer, race car, and tow vehicle were left there, and Olsen's drove home. They then had to come back the next weekend, repair the tow vehicle, and tow the trailer and race car home.

It was a season of the worst of luck and the best of luck, and for that Olsen Racing Team took home the Team Continental Hard Luck Trophy for 2014, as well as an SCCA National Championship.

**Team Continental Track Day - March 8th, 2015**

The club put on a wonderful track day on March 8th. This was a Team Continental Appreciation day courtesy of Oregon Raceway Park in thanks for all the hours TC volunteers put in last year supporting Oregon Raceway Park. The track day was open to experienced drivers who were members of Team Continental. For the low price of \$150, 6 total hours of track time were possible. The schedule ran with 1 hour in the morning going clockwise using the by-pass. Then there was a two hour session using the whole track in the clockwise direction. After lunch, by a vote of



Brian Bogden and Paul Evers show off TC sticker on Paul's Mini.



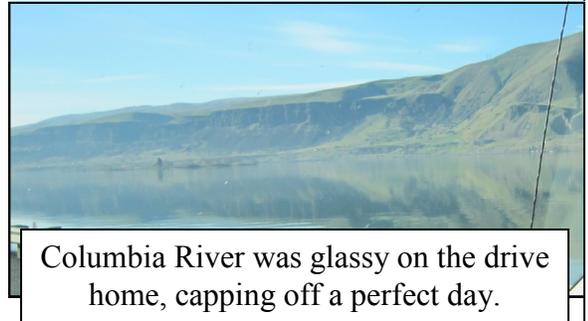
Pete Belfanti and Val Starr in registration

the participants, there was a single three hour session in the

counter-clockwise direction. In all sessions, passing was with a point-by only,, and great courtesy was extended by all drivers. There were quite a variety of vehicles on track, Miatas, Corvettes, BMWs, Porsches, Subarus, Fords, Alfas, Stock Cars, MGs, Super-sevens. It was an automotive smorgasbord, although I don't

remember seeing a Saab or Volvo.

The weather itself couldn't have been more ideal. Temperature started out at a cool 36 degrees, but by afternoon it was in the mid-60s. It was bright and sunny, with almost no wind at all. It was actually hot out on track in full driving suit in the afternoon, but supremely enjoyable never-the-less. Hot meals were provided for those who had signed up, cooked up by the folks from ORP. A huge round of thanks goes out to Pete Belfanti,



Columbia River was glassy on the drive home, capping off a perfect day.

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**Merchandise Corner**

We are still working on getting the details locked in for the new soft shell jackets, once we have pricing and the final design, a pre-order form will be sent out with a special discount.

Event shirts are going to be happening again this year for our race weekend, we will be going back to the sponsorship model with logos on the back of our supporters, in order to reduce the cost of the shirts to the club. This will allow us to give more shirts out to our volunteers, and will likely incentivise more people to get extras to commemorate the weekend... a win win! If you know of anybody that would be interested in putting their logo on the back, I'm working on sponsorship terms, send me their contact information and I will forward the info to them. ([president@teamcontinental.com](mailto:president@teamcontinental.com)).



Our featured merchandise this month, is the TC sticker! Available in 3 sizes, 1", 4", and 10". Pricing is 2 for \$3 for the small, 2 for \$5 for the medium, and \$5 for large. Email me what you'd like, and I can bring them to meetings, or mail them to you for a nominal fee. Thanks for showing your TC pride, and displaying these stickers on your race cars, street cars, trailers etc!

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Dylan Olsen, and Jim Larfield for organizing this, to Val Starr in registration, and to the staff at ORP who did a wonderful job staffing the event, and for their welcoming attitude. Although the day was sold out, the track never really seemed crowded.



Jim Larfield, Pete Belfanti, Dylan Olsen address the drivers.



Above: Paul Evers, Brian Bogdon, and Brian's Focus ST



Duane Starr, and the Mustang he flogs mercilessly :-).

When the track sessions ended at 4 PM, there were only a few folks still on track to take the checkered flag. Many had already gotten their fill, and were in the process of loading up. There were a lot of tired looking people, a few sun burns, and a lot of smiles. It had been a very good day!



James "Gator" Hudson, Janet Hudson, and the fastest wagon at the track, a Subaru Legacy GT.



Left: Morgan Smith's stock car. Note Mt. Hood in upper right. Morgan had a carb fire in the afternoon causing a red flag all situation on the track. Quick work by ORP workers got it out very quickly, with very little damage to the car, and none to the driver.



Kevin Smith preps car for afternoon session



Ken Latham's very fast, very pretty 2014 Corvette.



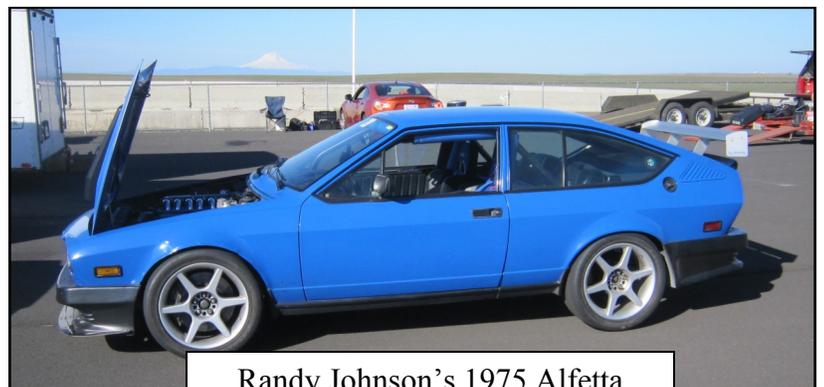
View of Mt Hood from the track. What a beautiful day!



Olsen Racing MGB coming into turn 16.



Dylan Olsen checking over the MGB



Randy Johnson's 1975 Alfetta

## A Team Continental Member Profile - Tim Jorgensen

By Bill Murray

The last paragraph of my previous time capsule and memoir of personal, but not uncommon experiences got chopped off in the January Tell Tale, so for the sake of continuity here it is: “If any of this sounds familiar, put a few lines together and share with us your own bit of auto culture. One of these months I may explain why they lock race tracks at night, or tell you the story about this North Portland kid so determined to make a name for himself that he had his name emblazoned down the entire side of his Corvette.”

The kid I mentioned, the one with his name painted down the entire side of his Corvette, is T.C.’s own Tim Jorgensen. When I first encountered “This spoiled rich kid” at an autocross at P.I.R. around 1970 I recognized this character had an ego that just maybe might have rivaled my own.

Here is what Tim wrote to me:

“Bill, I just read your words of history and wit. Being your age, about 65, I did Yaws, the Speck on Foster, Broadway, Tic-Tok, Scotty's (15 cent Hamburgers, if you didn't have a date), Papa John's on Broadway across from Portland State, for 25 cent pre-made sandwiches, Van's drive in on Sandy, Jim Dandy's, Frankie's Market on Columbia Blvd, or the Dairy Queen in Vancouver. We would drag race on any Portland street, especially Sandy Blvd or lining up cars on the Banfield freeway at Firestone, 181 st. I did T-4, the old highway from Crown Point to Multnomah Falls at midnight (what would have happened to go off there?) and Broadway Drive. How about riding your bike to the Rose Cup races and wading through the Slew and sneaking under the fence. Getting to autocross, sometimes 4 times on a Sunday, from Salem to Longview. A couple of times there would be one at the Portland Speedway, boy, did we think we were cool at 16 years old! I worked at several Chevron stations during high school and college and remember paying 32 cents for the White pump. We would tune our cars (points, plugs, cap, and rotor, set the timing) and head to the Minnesota Freeway (I-5) to see if she would pull 7 thousand rpm's at midnight in fourth gear. But, most importantly, those were the days when SEX was safe and racing was dangerous! I for one am happy I got to do the sixties.”

Here is what I didn't know about Tim but discovered during a interview with him in mid February:

Tim's Parents had separated about the time of his birth in April of 1949, He was raised alternately by both of them but primarily with his Mom, growing up on Portland's 77<sup>th</sup> & Fremont and attending Madison and Sunset High Schools.

One thing about Tim that I have found to be a trait of most successful entrepreneurs he hasn't forgot a dime's worth of the hard work that made him successful. He wasn't a trust fund kid. At 16 he had a job driving a Mercury Comet delivering prescriptions for a pharmacy (a common practice in this era). Because Madison High had a “work release program” (not what it was actually called), Tim could get out of school at 11:00 a.m. and go to work, where he was knocking down 60 cents an hour. Soon he was to get a major financial boost when he began “Pumping Ethyl” (as the high octane gasoline of the day was referred to) at the Chevron station on Broadway.

The Chevron job was to move him up to 90 cents an hour, but with very few laws to the contrary Tim worked a lot of hours. The boss saw his enthusiasm and sent him to Chevron's Tune-up and Brake schools. With money in his pocket his first ride was a 1962 Ford with the rare 406 engine, He was disappointed with the performance, so at 17 he purchased a two year old 64 Corvette from Lyman Slack Chevrolet. Located on 16<sup>th</sup> and Sandy Blvd. “Lyman Slack was Corvette Central: They had the best mechanics and there sales guys were all into motorsports”. The 64 'Vette' had cost him \$2,700.

“I learned to drive on those late night runs from Crown Point to Multnomah Falls” he continued. “Some weren't



Tim Jorgensen in one of his early rides.

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so lucky, one night a yellow Corvette driven by Jim Race went through a guard rail on one of those runs” Tim remembered. “I was also racing at Terminal 4 in those days. We lived for cars, and we ran the hell out of them, winding small blocks to 7,500 R.P.M. The only skill I had was I never missed a shift”.

“One morning I woke up and the Corvette had been stolen. They found it up in the woods, on its side, with the engine and running gear gone. The insurance company paid me \$3300 so I made money on the deal. I took the \$3300 and borrowed \$1000 from my Dad, and walked into Fields Chevytown (now Wentworth Chevrolet) and bought a 1967 Vette with 350 H.P. and a 4 speed transmission. They had a lot of them sitting in a warehouse, It had a \$5,016 sticker price, I got it for \$4,300 cash”.

“When I graduated from high school in ‘67 it was the same for me as everybody else: School or Vietnam. I was old enough to go to war but you still had to be 21 to race. I went in for my pre- induction physical but as it turned out my draft lottery number was 312 so I was pretty safe”.



Tim (in sunglasses) with the ‘64 Vette



63 roadster - Note the name across the front fender.

“I finally bought a 63 roadster that was set up for racing. It had a cut down windshield and was well prepared, but I had to go to Maryland to get it. Wade Johnson, a friend from first grade and I set off in a old van but towing it back in Omaha we lost an engine. I had to buy a \$500 utility truck to get it home. It had gobs of power but drank gas like it had a hole in the tank”.

The Corvette had come with two engines, and one of them had been built by Travis & Coon, a business with a reputation for building great engines, soon to be known simply as Traco Engineering. “The engine had a lot of time on it and had never been freshened up so I sent it down to Culver City (L.A.) to have it rebuilt. It only cost me \$625.00 to have the thing completely rebuilt. Pat Usher a couple of other guys and I drove down to pick it up in a ‘53 Ford Coupe.”

“One time I drove the car to an autocross in Salem. This was before full-face helmets so with the cut down windshield my face took a beating from the rock chips. An autocross at P.I.R. went a bit late one time, I ended up getting top time of the day in the dark and I had to drive home in the pitch black with no headlights”.

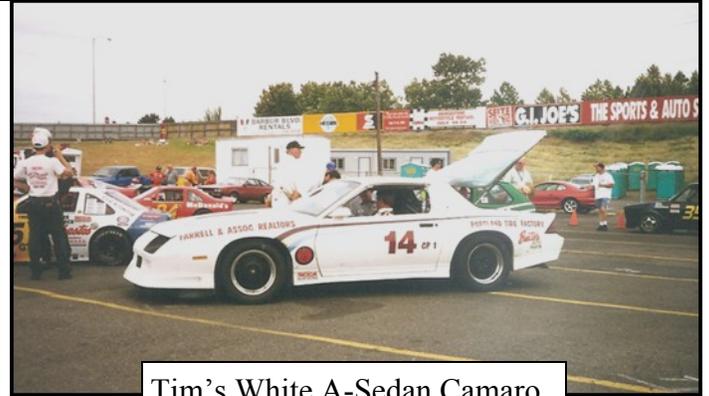
“In May of 1970, the month after my 21<sup>st</sup> birthday, Stan Bennett and Monte Shelton signed off on my license (SCCA) and I ran my first race at Seattle. I had bought some new Goodyear Blue Streak rain tires from T.D.I. (Tire Distributors incorporated) on East Burnside. Because of the rain I won the Pole on Saturday. I was feeling pretty cocky; 21 years old, in this big Corvette, on the pole. I was seriously humbled the first lap going into “Big

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Indy” (the big left-hand sweeper) when Arnie Loyning drove around me on the outside in a Louts Elan. Soon I ran out of money so I sold the car to someone in Texas and never saw it again”.

Most of Tim’s activity at the track from then on would be done catering the races. And it was catering that got him back into racing. The next time Tim was on course was 1990 driving Don Crawford’s Camaro (Bear in mind that there are two racing Don Crawfords, not related, and both are Team Continental members, the younger races vintage events).



Tim’s White A-Sedan Camaro

Around 1991 Frank McKinnon’s girlfriend Linda Williams had bought him a Camaro, but Frank was always a Ford man and was glad to get it out of his garage.

“The car was white and “I think it had originally belonged to Ronnie Swyers. I ran A-Sedan in SCCA. I then bought Crawford’s Camaro but they were too slow so I sold them both in 2005”.

“In 2008 I bought the Heinricy Racing Team’s championship car out of Memphis. The first race I ran with it was the first T.C. Race at Oregon Raceway Park in 2010”.

“After 20 minutes in that car on that track and I was totally overloaded. I got out and I was seeing stars. It scared me. I put it on the trailer and went to see my doctor. He told me that high G-loads often can lead to detached retinas. It was two years before I was cleared to race again.”

“I now own the Pennzoil NASCAR car that was driven by Johnny Benson a teammate of Daryl Waltrip. Once I got the car I had Frank Pool look it over and convert it from ‘Roundy Round’ trim to Road Racing. That’s when I found out this was a car they had run on the salt at Bonneville and it has some rust problems. When it’s ready I think I’ll run Historics with it.”

Like most successful men, Tim has supported his life style and his cars with hard work. He finished his senior year at Oregon State while still working in Portland and commuting to Corvallis. He got his real estate license in 1972 but went bust and worked as an Accountant for Janzen from ‘73 to ‘75. He was a personal property tax appraiser for Multnomah County ‘75 to ‘76. “Easiest job I ever had, work a few hours a week and water ski the rest of the time.” “From ‘76 to ‘80 I remodeled and sold houses and sold betting tickets at the horse track”. He got in the Restaurant & Bar business with “Bubba’s Inn” in 1980. Since then has had “The Blue Parrot,” “The North House” (twice), “Morrison Street Bar & Grill”, “The Blue Bird”, “The 30 Inn” and now “Hound Dog’s” at SE Milwaukie and Holgate.

“It would be real hard to compete with the kids today. Even to run American Sedan it is a \$30 K to \$40 K minimum commitment, and there is a good chance that you are going to beat up a lot of equipment if you are going to try to run at the front”.



The interview ended with Tim’s Outlook on life: “Life is like a roll of toilet paper; it takes forever to get it started and goes fast at the end”.

This is what a “Blood & Guts / Hero Race Driver’s” helmet looked like back in the day. “Just find my helmet and give me a transfusion, or if it’s too late for that call a minister for a last minute tech inspection on my soul”.

## Team Continental- General Meeting Minutes



Date: February 18<sup>th</sup> 2015

Location: Mars Meadow Chinese Restaurant

Meeting was called to order by President Ben Weaver at 7:02pm.

President: Ben Weaver, Past President: Duane Starr, Vice President: Scott Olsen, Secretary: Elizabeth Peters, Membership Director: Dennis Roberts, Race Chairman: Pete Belfanti, Driving Master: Dylan Olsen, Executive Board Rep: Kevin Smith, Contest Board Rep: Peter Linssen.

Board Meeting Minutes (No reports not present):

President (Ben Weaver): Ben is looking for volunteers to help with the Roadster show. Thursday night we will need help setting up the larger booth. To sign-up for a time slot e-mail Ben, slots are usually 4hrs and you get into the show for free. Any help with video or pictures to display at the booth would be appreciated.

Race Chairman (Pete Belfanti): Got an approved schedule for May Race. There will be a long Saturday on account of not being able to combine group 3 and 6. Pete will be at the track Saturday night March 28<sup>th</sup> casting trophies before Drivers Training any help is welcome. Group 8 PRO V JOE will get a qualifying session. Needs a count on insurance signature pads from Kevin S. Gave MAVTV a schedule of the race day but has had no response currently.

Executive Board Rep (Kevin Smith): Gathering information on supplies (i.e. tech stickers).

Membership Director (Dennis Roberts): TC has 117 renewed or new members to date.

Driving Master (Dylan Olsen): In need of a minimum of 4 instructors to present for Drivers Training, the more the better, e-mail to get involved. Dylan suggested giving a free or discounted entry into Drivers Training either for March 8<sup>th</sup> or 28<sup>th</sup>. Pete B. gave the idea to give one free ticket away and second ticket if you join TC. Motion to pass by Bill Murray, motion seconded by Scott Olsen and motion carries.

Committee Reports:

Merchant Director: Still searching for soft shell jackets affordable but sturdy enough for Northwest Region weather, example present at next meeting. If we pre-order there would be a worthy discount. Scott Olsen was passionate about keeping the jackets red and will research to find something within our expectations. Another idea for TC merchandise is if anyone interested in sweaters, polo t-shirts or regular t-shirts that is up to discussion. Ben is looking into sponsored event t-shirts with the possibility of giving away one free t-shirt with every driver entry. Also with the option to purchase another t-shirt in the registration process.

New Business:

- Lynn and Toni will be preparing the food for the TC appreciation day and would like to know how many people will be eating at the track.

Bill M mentioned having an electric car group for Drivers Training or a track day with press for electric cars, something to keep in mind.

Motion to adjourn at 7:35pm by Duane Starr, motion seconded by Kevin Smith, motion passed.

Respectfully submitted,

Elizabeth Peters, TC Secretary

## Team Continental– Board Meeting Minutes

Date: March 3<sup>rd</sup> 2015

Location: Laurelwood Brewery 5115 NE Sandy Blvd, 503-282-0622– Portland, OR

Meeting was called to order by President Ben Weaver at 7:15pm.

President: Ben Weaver, Past President: Duane Starr, Vice President: Scott Olsen, Secretary: Elizabeth Peters, Membership Director: Dennis Roberts, Race Chairman: Pete Belfanti, Driving Master: Dylan Olsen, Executive Board Rep: Kevin Smith

Board Meeting Minutes (No reports not present):

President (Ben Weaver): Ben is looking for volunteers to help with the Roadster show. To sign-up for a time slot e-mail Ben.

Treasurer (Val Starr): TC has \$11,569.64 in the bank.

Race Chairman (Pete Belfanti): Pete will be at the track Saturday night March 28<sup>th</sup> casting trophies before Drivers Training any help is welcome, there will be a BBQ. April 12<sup>th</sup> will be the next Race Chair Meeting 6pm at Busters BBQ in Tigard.

Membership Director (Dennis Roberts): TC has 138 renewed or new members to date. 40 of those members are new. Same time last year we had 83 members.

Driving Master (Dylan Olsen): Still in need of a few presenters and instructors for Drivers Training, e-mail to get involved. There is an Instructors Training the day before DT for \$75.

Committee Reports:

Merchandise Director (Ben Weaver): Searching for sponsors for the event-shirts. Let Ben know if you have a business wanting to contribute. With a donation of \$40-100 you get a logo on the t-shirt and 2 free event t-shirts. Any ideas for the design of the shirt is appreciated. Jeremy P. suggested giving people a voucher for the same price as the t-shirt so they can have the option to either get the event shirt or pay more for a more expensive merchandise item.

Communications Director (Jeremy Plance): Would like trophy definitions and pictures to display on the website. Pictures from the TC appreciation day are appreciated to possibly be used on website or Tell-Tale. Also need a PDF of updated pit map of ORP from Bill M.

New Business:

Kevin S: In efforts to keep TC tradition we could take a rally trip to Bend and meet other TC members for a mixer/party of some type.

Motion to adjourn at 8:25pm by Ben Weaver, motion second by Duane Starr, motion passed.

Respectfully submitted,

Elizabeth Peters, TC Secretary



## TEAM CONTINENTAL ICSCC Drivers School March 29th, 2015

### At Oregon Raceway Park

GET A HEAD START ON YOUR COMPETITION OR LEARN THE MOST EXCITING RACE TRACK IN THE P.N.W.!



Entry fees:

\$225 for Novice Drivers school entry or HPDE (High performance driving experience) entry, \$225 for closed wheel test and tune, \$185 TC member price.

- Your day will include - technical inspection of your vehicle by your instructor, driver's meeting, comprehensive track tour, on track driving with instructor, and certificate of completion.
- Price is per student - more than one student per car can enter as long as the drivers qualify for different run groups.
- **EVENT WILL BE RUN COUNTER-CLOCKWISE, AND WILL BE HELD RAIN OR SHINE!!**

Requirements for Students:

- Minimum 18 years of age with a valid state or provincial drivers license. License must be shown at Ground School registration.
- Approved helmet, Snell 2000 or newer.

Requirements for Cars:

- Sound Mechanical condition.
- Fluids filled - oil, water, transmission.
- Good belts, hoses and BRAKES.
- 3/32" minimum tire tread depth or race tires in good condition.
- Clean, inside and out, including engine compartment.
- All loose items removed. Spare tire, jack, battery secured.
- Open top and convertible cars **MUST** have a properly installed roll bar as a minimum. The top of the main hoop must be at least 2" above the driver's helmet when in a normal seated position. Factory pop-up roll-over protection is **NOT** acceptable and there will be no exceptions.
- Glass headlights taped to prevent possible breakage.
- Two seats with working seat belts.

Ground School will be held during the day on March 29th, 2015, before and between the on-track sessions for the driver training entrants. Ground School topics will include:

- Vehicle Dynamics - handling characteristics of cars.
- Car Control - brake, throttle, steering and shifting techniques.
- "Driving the Line" under ideal and adverse road conditions.
- Usage of flags and what they mean.
- Safety equipment and Conference race licensing procedures.

TC registrar: Val Starr – 503-668-6998 - [val@starralpaca.com](mailto:val@starralpaca.com)

TC Driving Master: Dylan Olsen – 360-430-4563 - [drivingmaster@teamcontinental.com](mailto:drivingmaster@teamcontinental.com)

Link to online registration: <http://www.motorsportreg.com/events/tc-march-29th-2014-drivers-training-oregon-raceway-park-team-continental-881991#.VQTR347F84M>

### TC Networking

Send your business card to the TT editor. We will publish it so other club members know what it is you do to support your habit and they can refer you additional business.



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A volunteer in the support & promotion of autosports road racing throughout the NW.

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**Kevin Smith - Editor**

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