



Tell Tale

We had wonderful events in March. Coming up is Driver Training and Double Race Weekend Memorial Day Weekend. Ask the Driving Master, or the Race Chairman what you can do to help out with this next big event.

VOLUME 25, ISSUE 4

April 2015

TC President's Message

Hi TC,

I'd like to thank everybody that made our March a great one. The volunteers that made it possible for ORP to donate a rental day, the volunteers for the roadster show booth, and our driver training. It takes a lot of people's time to make these TC events the successes that they are, and it makes me proud to be a member of the club.

Yours for the sport,

Ben Weaver

2015 TC President

The Team Continental Jacket

By Bill Murray

Hi Bill,

Had a question for you regarding the club logo, and its history... I'm curious as we're looking at getting the new jackets made, and I was wondering how far back the round logo goes, why the Europe in the background? Is the outer ring supposed to be a tire? In the videos the Smethers had from Daytona back in the 60s, there was a few shots of people wearing old T.C. shirts, and they had the more simple Arced Team Continental spelled out on the back (like the senior member shirts).

Reason I'm asking is I don't want to mess with tradition, but a couple people have suggested that maybe we consider something on the jacket that clues people in to it being related to motorsports... as of right now it's hard to say what Team Continental is from the logo, unless you're already in the know.

Thanks!

Ben Weaver

Ben,

Glad you asked. The red club jacket pays homage to the traditions of not just our club but the sport its self. Car clubs were big in the 50's and a club jacket was how members were identified (like any good gang). But where

Eric Anderson on the far right. Possibly at the Seaside for the Annual Banquet c.1969. (Note the tombstone patch).



(Continued on page 10)

2015 TEAM CONTINENTAL BOARD OF DIRECTORS

President Ben Weaver president@teamcontinental.com 425-299-0602	Vice President Scott Olsen vicepresident@teamcontinental.com 360-430-4521	Past President Duane Starr pastpresident@teamcontinental.com 503-318-6722
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Tell Tale Submissions: 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

The Tell Tale

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MEETINGS

General Meeting - 7PM

April 15th

Mar's Meadows

9620 North Whitaker Road, Portland, OR

Board Meeting - 7PM

May 6th

Laurelwood Public House

5115 NE Sandy Blvd, Portland, OR 97213



Team Continental

Announces

Bill Bachofner

Memorial Grand Prix

May 22, 23 & 24, 2015



This event is sanctioned by ICSCC under the 2015 Competition Regulations featuring a **2-DAY, DOUBLE RACE**, Championship points format. Plus a world class driver's training on Friday May 22nd, presented by Team Continental at Oregon Raceway Park in Grass Valley, OR.

Entries Open:		Upon receipt of this announcement
Entries Close for mailed or faxed entry:		Postmark or fax May 18 th , 2015 11:59PM
Driver's Training – Test and Tune (Friday)		\$225
Team Continental member Test and Tune		\$185
Friday Lunch Only		\$10
Race Entry Fees:		
2–Race Combo (Sat & Sun)		\$380
2-Race Combo Novice (Sat & Sun)		\$360
1-Race (Sat or Sun)		\$235
1- Race Novice		\$199
Additional 2 nd group races (Sat or Sun)		\$130
German Touring endurance challenge (1Hr sat)		\$125
2 nd driver		\$25
Late Fee (registered after May 18th)		\$0 zip nada*
no call no show/ late cancel		25% of entered cost
Crew and Spectators:		FREE
3 DAY - 6 Meal Package		\$42 per person

Submit Entries To: www.motorsportreg.com

Or contact: Team Continental Race Registrar Valorie Starr
36801 SE Proctor Rd. Boring, OR 97009
RaceRegistrar@TeamContinental.com

Race Chair Peter Belfanti: (503) 803-6627 (cell), peterbelfanti@yahoo.com
Competitor's Liaison/paddock chief Gordon Jones: gracer25@msn.com
Drivers Training will be held Friday, May 22nd, 2015 – contact Jim Larfield at DrivingMaster@TeamContinental.com.



MavTV will be filming an episode of their new show "Motorsports Road Trip" featuring Aaron Carotta, During the event.



Cash Payment Program - Returning this year, pay by cash or check and get entered in the "Win Your Weekend Enter Fees" raffle...

Returning this year, will be a three day / six meal menu for the weekend. Motorsports Reg for menu and schedule details.

Your preferred paddock space will be recorded during your motorsports reg entry and-will be issued upon your arrival at the event. Please check-in with TC Paddock Marshals before paddocking. PREFERENCE recorded during MSR registration does not guarantee space number. Final placement is by direction of the paddock master.

Team continental is a 501c3

** Late cancelation fees apply to entries that cancel or no show after 12:00 noon May 21st cancel in writing/email before this to avoid fees*



Team Continental

welcomes you to the

Bill Bachofner Grand Prix

featuring the Pro's vs. Joe's Mini Enduro

May 23 & 24, 2015

Direction: **COUNTERCLOCKWISE**

<http://www.teamcontinental.com>

<http://www.oregonraceway.com>



Saturday: May 23, 2015

Begin	End	Session	Session Time
7:00 AM	- F&C AM Mtg [ORP Admin Bldg]		
7:00 AM	- MANDATORY Nvc Drivers Mtg [Lic Dir]		
7:00 AM	- Reg & Tech Open		
7:00 AM	- Scales Open		
8:00 AM	- Qualifying Group 4	0:20	
8:28 AM	- Qualifying Group 5	0:20	
8:56 AM	- Qualifying Group 6	0:20	
9:24 AM	- Practice Group 7	0:15	
9:47 AM	- Qualifying Group 1	0:20	
10:15 AM	- Qualifying Group 2	0:20	
10:43 AM	- Qualifying Group 3	0:20	
11:11 AM	- Qualifying Group 7	0:15	
11:34 AM	- Qualifying Group 8	0:15	
11:49 AM	- 12:49 PM	LUNCH	1:00
11:59 AM	- MANDATORY Drivers Mtg [ORP Admin Bldg]		
12:49 PM	- MANDATORY Nvc Drivers Mtg [Lic Dir]		
12:49 PM	- Race Group 4	0:30	
1:27 PM	- Race Group 5	0:30	
2:05 PM	- Race Group 6	0:30	
2:43 PM	- Race Group 1	0:30	
3:21 PM	- Race Group 2	0:30	
3:59 PM	- Race Group 3	0:30	
3:59 PM	- Senior Observers to PreGrid		
4:37 PM	- Race Group 7	0:30	
5:15 PM	- Race Group 8	1:00	

Sunday: May 24, 2015

Begin	End	Session	Session Time
7:00 AM	- F&C AM Mtg [ORP Admin Bldg]		
7:00 AM	- MANDATORY Nvc Drivers Mtg [Lic Dir]		
7:00 AM	- Reg & Tech Open		
7:00 AM	- Scales Open		
8:00 AM	- Qualifying Group 5	0:26	
8:34 AM	- Qualifying Group 6	0:26	
9:08 AM	- Practice Group 7	0:15	
9:31 AM	- Qualifying Group 1	0:26	
10:05 AM	- Qualifying Group 2	0:26	
10:39 AM	- Qualifying Group 3	0:26	
11:13 AM	- Qualifying Group 4	0:26	
11:47 AM	- Qualifying Group 7	0:15	
12:02 PM	- 1:02 PM	LUNCH	1:00
12:12 PM	- MANDATORY Drivers Mtg [ORP Admin Bldg]		
1:02 PM	- MANDATORY Nvc Drivers Mtg [Lic Dir]		
1:02 PM	- Race Group 5	0:30	
1:40 PM	- Race Group 6	0:30	
2:18 PM	- Race Group 1	0:30	
2:56 PM	- Race Group 2	0:30	
3:34 PM	- Race Group 3	0:30	
4:12 PM	- Race Group 4	0:30	
4:12 PM	- Senior Observers to PreGrid		
4:50 PM	- Race Group 7	0:30	

ICSCC Steward: Bob Mearns
Race Chairman: Pete Belfanti

* SATURDAY SOCIAL *
EVERYONE WELCOME!

Please join the Saturday Social
to be held at ORP.
All Workers, Drivers, Crew and
Guests are encouraged to attend!

TC Wants to
THANK-YOU
for Your Support!

- Grp 1 A-B-C Prod, SPU-M-O, Pro-3
- Grp 2 CR, D-E-F-G-H-I Prod, HT, Pro-7, Pro 44, SM, CSM, ITX
- Grp 3 CF, FF, FA, FM, FC, FBX, SRX
- Grp 4 GT1-2-3, AS, ITE, ST, RS, SE46
- Grp 5 GTL, ITA-B-C-S,
- Grp 6 E-F-H Improved Production
- Grp 7 FV, FF/500, FL, S-2,
- Grp 8 B-C-D-E-F SR, Novice O/W

TC Driver Training: Friday, May 22, 2015
contact: drivingmaster@teamcontinental.com

This event sanctioned by ICSCC,
<http://www.icsc.com>





TC Supplemental Regulations 2015



1. Move in to the paddock at ORP will be available upon completion of Registration. The process of moving in/out of the paddock may take extra time. Please be patient and courteous - Thank You In Advance For Your Support ! **Main Gates will open Thursday 6pm and will remain open 24hrs per day** until Sunday at 6pm. Friday entry and paddocking will only be allowed as directed by the paddock marshal. Arrivals before 6pm on Friday, not entered in or instructing in the driver school are asked to line up starting at the area just south of Pregrid. **DO NOT BLOCK THE ENTRY ROAD.** Please line up drivers left on the road. Paddocking will start as directed by paddock marshal as soon as possible during Friday's event.
2. Online paddock reservation tool does not guarantee placement, only preference. TC reserves the right to adjust your paddock location.
3. Any Driver, crew, spectator, transport diver, or attendee displaying unsportsmanlike, vulgar, or aggressive conduct toward TC, ICSCC, or ORP staff, will be dismissed from ORP along with the team for the weekend by the direction of either the race chairman, ICSCC steward or both. Unsportsmanlike, aggressive, and vulgar personal conduct directed at any race staff will not be tolerated during the race weekend. See supplemental regulation 11.
4. Registration & Express Tech will be held at ORP Administration Building near Pregrid;
5. Friday race registration hours 7:30am – 8:00pm After hours registration available with prior arrangements.
6. Express Tech is available at Registration for those drivers who meet the following:
5.1 Completed entry form(s). 5.2 Prepaid in full. 5.3 No license issues. 5.4 Vehicle has a transponder and does not require a rental. 5.5 Have an acceptable Annual Tech inspection noted in their vehicle log book. 5.6 Not included in the mandatory Tech group for the weekend. 5.7 Express Tech drivers should bring their personal safety gear and vehicle log book to Registration, where gear will be inspected and a weekend tech sticker issued. 5.8 Express Tech eligibility is determined by the Registrar.
7. Family and Crew members with questions are to contact Driver Services at ORP Administration Building.
8. Due to extreme fire danger, smoking is permitted only on paved or gravel areas. Extinguish and remove smokeables carefully and completely.
9. Event announcements will be made over an FM radio broadcast and/or PA system. Please be prepared.
10. This event is organized under 2015 ICSCC Competition Regulations and all who enter ORP are subject to them.
11. Team Continental reserves the right to refuse entry to this event or to ORP at any time.
12. Participants under 18 years old are not allowed in hot pits or on victory laps. Children under 12 require direct adult supervision at all times.
13. A current and properly completed minor release form, signed by an authorized adult, must be on record for all minor participants at ORP.
14. Competition numbers must comply with Section 1106 and will be strictly enforced.
15. No skateboards or scooters allowed in the paddock area. Users of bicycles and small motorized vehicles may have riding privileges revoked at any time.
16. Refueling not allowed in Pregrid. Fueling in the hot pits requires a crew member assigned only to operate a fire bottle. Excess spillage will result in a 1 lap penalty.
17. Pit and Pregrid roads must remain clear.
18. Noise rule ICSCC 1112 enforced. 103.0 db at 50 ft.
19. Pit lane speed limit is not to exceed 25.0mph, pit lane speed zones will be marked with a double cones at the entry and exit of pit lane.
20. Safety Belt rule ICSCC 1105B enforced.
21. Damage to ORP grounds, equipment or structures regardless of cause, will be charged to the driver responsible. Also, damage to any equipment or devices used by the sanctioning body (ICSCC) or sponsoring club (TC) to conduct this race, regardless of cause, will be charged to the driver responsible.
22. All entrants for this event shall present at tech inspection an empty, sealable container marked with the driver's name and license number, capable of holding 2 gallons of liquid. These are to be used to remove all oil, cleaners, brake fluid, etc. from ORP. There will be no drums provided.
23. If entries exceed the number of cars allowed on the track for a particular event, drivers and cars entered as an additional entry will be restricted from participating based on the date entries were received. This is in order to allow participation by all drivers for whom the event is their primary event, including Novices upgrading to a championship event.
24. NSF checks will be charged an additional \$50 fee.
25. Staggered start and split start requests shall be submitted to the Race Steward no later than the end of on-track activity on the day previous to the race.
26. Potable water, electricity and cell phone service may be limited or non-existent. Verizon wireless customers typically have coverage, but this is no guarantee of signal.
27. Pets must be leashed at all times and owners are responsible for cleaning up waste.
28. All in-car timing system transmitter beacons will be placed at a location designated by the Race Chairman.
29. Turn fifteen (15)/Pit-out blend line violations will be dealt with by the Race Steward.
30. The 5-minute warning may be given earlier than 5 minutes before the scheduled session start. But not more than 9 minutes before the scheduled start.
31. All race vehicles towed from the track may be dropped off at impound
32. Announcements can be received on FM radio channel 100.1FM
33. Additional supplemental regulations may be included in your registration packet...Please be prepared.
34. Anyone entering the ORP property agrees to allow TC to disclose any information held by TC about yourself should an ICSCC incident report be required for damage or injury. TC will release any and all information, should it be required, to ICSCC, ORP, and or PMM I.I.c upon their request for insurance purposes only.



Team Continental Announces German Touring Endurance Challenge Featuring Pros vs. Joes May 23, 2015



The PROs vs. JOEs German Touring Car Challenge is a one hour special feature race event for German built race cars, held at the end of the day Saturday, May 23, 2015.

ELIGIBILITY: Licenses – ICSCC IRR/ARR, SCCA, CACC, FIA, ASN or NASA. Other licenses subject to ICSCC License Director approval. No novice license drivers.

ENTRY FEE: \$125.00 USD per car and first entry, \$25.00 USD per each additional driver.

CLASSES: Enter in SPECIAL RACE GROUP 8 for the following classes:

- ULT (Unlimited touring Class including all closed wheel)
- PRO3 (PRO3 Class rules)
- Spec E46 (Spec E46 Class rules)
- PRO44 (PRO44 Class rules)

Trophies awarded to 1st, 2nd, and 3rd in class.



SPECIAL RACE RULES:

- 1) **MANDATORY GTEC DRIVER'S MEETING** will take place immediately following the regular Saturday driver's meeting. All GTCC drivers must be in attendance.
- 2) Regular ICSCC rules apply, except as noted specifically below. ICSCC steward has oversight over all rules.
- 3) Entry fee is per driver.
- 4) Qualifying shall be determined by a 10 min qualifying time set by Group 8.
- 5) The starting grid of the race will be a grouped class start. Grouping will be by class, then by qualifying time. Lead group will be ULT followed by Spec E46, Pro3, PRO44. All cars that fail to post a qualifying time but entered the ICSCC event will be gridded at the back of the field not class.
- 6) Pit lane speed limit is 30 mph.
- 7) There is a mandatory pit stop required between 25 and 35 minutes elapsed time. For single driver cars, the car must come to a complete stop with the engine shut off in the pit box before a single driver may perform a mock driver change. A Mock driver change will consist of the driver exiting the car, touching the forward most leading edge of the hood of the car, and then returning to the car. For two driver cars, the engine must be shut off before a driver exchange may take place. The car is permitted to leave the pit box as quickly as the driver exchange can be completed. Pit stops are allowed outside of the mandatory window, but do not count towards the mandatory stop.
- 8) No one under 18 allowed in pit lane.
- 9) Fueling is permitted, no fuel towers, one dedicated crew person with fire bottle required. Crew members involved with actual fueling must be attired equal to or greater than the drivers fire protection. It is suggested that fire bottle crew person be attired equal to or greater than driver, but that is not a requirement. Driver exchange, assistant, windshield cleaning permitted while fueling. No other work permitted while fueling. No limit to number of crew, however each crew person must have a specific function.
- 10) Pit lane will close during Full Course Caution situations. If a FCC occurs during the mandatory pit stop window, the amount of time under FCC will be added to the end of the mandatory pit stop window. Pit lane will not re-open following a FCC until the entire field has taken the green on course proceeding the restart.
- 11) No work of any kind is permitted under Black or Red flag situations. The race clock will continue to run.
- 12) Any car returning to the paddock will be considered to have withdrawn from the race and will not be permitted to re-enter the circuit.
- 13) Violation of any endurance rules will result in a 3 min stop and go penalty, assessed during green flag conditions.

Team Continental Outstanding Member Trophy

This trophy is one of the longest standing awards TC has. It has been part of TC's history seemingly from the beginning, and was first awarded in 1963. There are several other trophies that started that same year, so that may have been the first year that Team Continental had official By-Laws and incorporated the Trophies into those bylaws. The bylaws direct that the Outstanding Member Trophy be "Awarded to the member who contributed the most to the club during the past year in regard to furthering the club's goals." Traditionally, the outstanding member award recipient has been chosen by the Team Continental president with help from the Trophy Chairman, although the by-laws do not specify that. For 2014, the recipient of the award was Jim Larfield. Jim is one of a small number of people to have received this award twice, showing how valuable he has been to the club. Since 2012, Jim has been the Driving Master, and has worked very hard to make sure that TC's driving schools were put on professionally, as well as being financially successful. He has worked with the Autocross Club of Central Oregon (ACCO) to get more folks into Team Continental, into Driver Training, and to work together to promote high performance driving skills and events. In 2015, Jim is working as Assistant Driving Master, helping new Driving Master Dylan Olsen come successfully put on Team Continental's Driver Training Days.



Here is the full list of recipients of the Outstanding Member Trophy:

1963 - Bruce Baggett	1989 - Theresa Murray
1964 - Bruce Baggett	1990 - Skip Yocom
1965 - Bob Hassen	1991 - Donna Battin
1966 - Bruce Nelson	1992 - Shawn Kolbe
1967 - Nick Cox & Bruce Nelson	1993 - Peggy Ann Wilson
1968 - Bruce Nelson	1994 - Steve Leonard
1969 - Bruce Nelson	1995 - Bob Smethers
1970 - Bill Laird	1996 - Cheryl Allen
1971 - Bruce Baggett	1997 - Randy Karambelas
1972 - Tony Labbe	1998 - Bob Caspell
1973 - Eric Anderson	1999 - Charles Denkers
1974 - Shirley Arbin	2000 - Greg Bell
1975 - Barry Vaughn	2001 - Bob Smethers
1976 - Don Smethers	2002 - Mark Hanken
1977 - Dane Pitarresi	2003 - Steve Leonard
1978 - Bill Halsey	2004 - Scott Hanken
1979 - Pete Piluso	2005 - Jacquie Janulis
1980 - Julie Saling & Barta Berger	2006 - Mark Hanken
1981 - Tom Newman	2007 - Gail Fetterman
1982 - Jennifer Haglund	2008 - Lynn Coupland
1983 - Dave Gentzler & Rob Rissberger	2009 - Steve Leonard
1984 - Skip Yocom	2010 - Peter Linssen
1985 - Don Smethers	2011 - Bill Murray
1986 - Dan Dickson	2012 - Jim Larfield
1987 - Bill Murray	2013 - Pete Belfanti
1988 - Donna Battin & Pat Ross	2014 - Jim Larfield

Team Continental Victory Cup

Like the Outstanding Member Award, the Team Continental Victory Cup was first awarded in 1963, and is therefore one of the original awards that the club gave out. It is awarded based on points for all races run in a single calendar year. The bylaws state: "Awarded on the basis of the most accumulated points. 1st places 5 points each, 2nd places 3 points each, 3rd places 1 point each." Team Continental's Trophy chairman determines the winner of this award by going through race results (or by being given lists of points by those who think they might be in the running for the award) and figuring up point totals. For 2014, Kevin Smith was the recipient of this award. During the 2014 season, Kevin scored 5 wins and two second place finishes in ICSCC competition, while also scoring three wins, three second place, and one third place finish in SCCA Majors competition, all running his 1993 Firebird in the American Sedan class with these two sanctioning bodies. These finishes allowed Kevin to capture the ICSCC AS season points championship, as well as the SCCA West Coast Majors AS championship.

Skip Yocum has won the Victory Cup more times than anyone else, having won the Cup six times, in 1995, 2001, 2003, 2004, 2005 and 2007. Jon Wilson and Don Smethers are tied for second in most Victory Cup wins, both having won five times.

Here is the complete list of recipients of the Victory Cup:



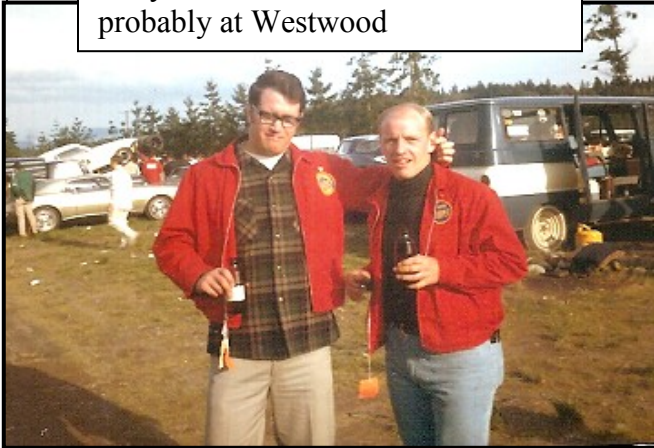
1963 - Pierre Philips	1989 - Jon Wilson
1964 - Mike Eyerly	1990 - Frank McKinnon
1965 - Lee Edwards	1991 - Jon Wilson
1966 - Eric Anderson	1992 - Jon Wilson
1967 - Gerry Bruhl	1993 - Jon Wilson
1968 - Neil Hansen	1994 - Jon Wilson
1969 - Ted Mathey	1995 - Skip Yocom
1970 - Chuck Clemans	1996 - Brett Blackstone
1971 - Chuck Clemans	1997 - Bill Bachofner
1972 - Gordon Hook	1998 - Mike Robertson
1973 - Gordon Barron	1999 - Frank McKinnon
1974 - Don Smethers	2000 - Eric Hayes
1975 - Bill Halsey	2001 - Skip Yocom
1976 - Chris Rockweit	2002 - Derek Hanna
1977 - Don Smethers	2003 - Skip Yocom
1978 - Doug Taylor	2004 - Skip Yocom
1979 - Floyd Schrammeck	2005 - Skip Yocom
1980 - Don Smethers	2006 - Gordon Jones
1981 - Rob Rissberger	2007 - Skip Yocom
1982 - Don Smethers	2008 - Rick Delamare
1983 - Gordon Barron	2009 - Frank McKinnon
1984 - Don Crawford	2010 - Dylan Olsen
1985 - Dave Gentzler	2011 - Scott Shobert
1986 - Don Smethers	2012 - Scott Shobert
1987 - Frank McKinnon	2013 - Tracey Hazard
1988 - Don Smethers	2014 - Kevin Smith

(Continued from page 1)

the motorcycle guys wore leather, the jacket of choice for the car clubs was the Sir-Jac style light weight cotton, with your club insignia on the back.

The genre was so popular that J.C. Whitney catalogs of the period had the perfect “wanna be” jacket. The back was pre silkscreened “No Club - Lone Wolf.”

Tony Labbe & Bill Laird late 60's
probably at Westwood



The Team name had come from the guys that hung out at Continental Motors, a Portland garage where they worked on their Race cars. The term “Continental” also carried an implication of “exotic and suave sophistication”. Two examples of the periods infatuation with “Continental panache” was a popular tuxedo cut that bore the name. Another was on was on Ford’s flagship luxury car of the era; Lincoln Continental. A parody of the type was “The Continental” as played by Christopher Walken on Saturday Night Live.

The club reputation was “Those guys are the ones to look out for, they will probably win the race and steal your girlfriend”.

Because T.C. was a strictly invitational club in those days, and the bylaws insisted on keeping a minimum of five racing members to one non racing member, there was a certain status that went along with membership. The tombstone grey insignia that had been around since the clubs inception in 1956, gave way in the mid to late 60’s to the round logo we have used ever since.

The round insignia was the work of Club Member Jack Aiken. Jack’s business, Portland Display Company, occupied the same space in the Sellwood neighborhood, that Master Mechanics has been in ever since. Jack placed the name of the club in silver on the black outside ring, and the red center with England and Western Europe outlined to symbolize “The Continent”. This was the geographic area from where the cars that were raced in the day originated. The Japanese were making headway in the small motorcycle market, but in the mid 60’s their cars had yet to make any serious inroad in America. At the time, our kind of racing was generally regarded by the American public as being a European sport and American racing was oval track and drag racing



The exact origins of the thinking that chose red and black as club colors has been lost over the 58 years of the clubs existence, but it has always been a striking combination. Psychologists will tell you it is symbolic of strength and power. Historians will point out the combination, was used by The Roman Legions, as well as Hitler’s Third Reich.

In 2002 when Pacific Motorsports Management was first incorporated and began planning what would become Oregon Raceway Park, I asked the members what we should use for company colors, expecting some long debate on the choices, Charles Denkers shot back immediately “Red and Black!” With glance around the room it was plain all were in favor; I banged the gavel, next question! Naturally the same color combination carried through when STAR Projects was reactivated in 2008.



But back to T.C: One of the club rules was that only a member was allowed to wear the jacket, and it was issued upon joining the club, The insignia (back patch) was awarded when you became a senior member. At the time becoming a Senior required a championship, or ten wins in a class that had ten or more cars in class,

(Continued on page 11)

(Continued from page 10)

or 3 years as a member in good standing and then you were then eligible to be voted in as a Senior Member Mary Webb once pointed out to me “It’s a matter of pride, you can actually see it; those guys put on their red jackets and they stand a little taller, chests stick out a little farther and shoulders get a little more square”.

One of the biggest proponents of wearing the club identification was Greg Towner. Greg understood image marketing. He constantly promoted the club brand, especially during the year that he served as President. Shortly after his year ended Greg was killed topping a tree in his backyard. His funeral was a sea of red jackets, a fitting tribute to a great member.

Times change, new materials are invented, but some things are a matter of tradition. Time will tell if the 58 years of the club’s identity with the Red Jacket is one of those that still matters.

Bill Murray

Club Historian

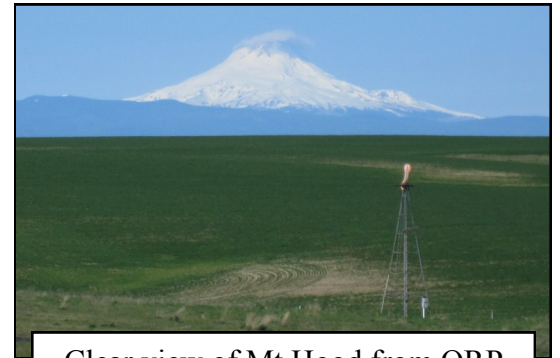
Team Continental Driver Training - March 29th, 2015

The club put on a wonderful track day on Sunday March 29th. Like the track day on March 8th, the weather was simply perfect at Oregon Raceway Park all day. Temperatures started out at about 36 degrees, a little nippy, but that didn’t seem to be bothering people. By mid-afternoon temps were in the low-to-mid 60s and mostly sunny with a little high cloud cover, and just a touch of wind.

The crowd was quite a bit smaller than on March 8th, with right about 30 driving participants spread among the 3 groups. Group 1 was the newer students, and all had instructors with them in the car for most or all of the sessions. Group 2 was for more experienced drivers, and Group 3 was for very experienced or race licensed drivers. In addition, Group 1 students attended the ground school between their sessions, learning the basic theories of car-control, traction, handling, and driving technique.

The ground schools was presented by Jim Larfield, Duane Starr, Kevin Smith and Pete Belfanti. Bill Harris, Kevin Smith, Austin Smith, Morgan Smith, Duane Starr, Pete Belfanti, Dylan Olsen, Scott Olsen, John Bergstrom, Brian Bogdon, Dave Frasier, and Ken Latham all volunteered to be in-car instructors, each having a student in Group 1., and John Bergstrom, and Dave Frasier were first time instructors for TC.

Val Starr and Toni Larfield worked in registration, and took care of all the administrative work needed to keep the event running smoothly for all the participants. Thanks Val & Toni!



Clear view of Mt Hood from ORP



Ralf Schulz with his nice Evo enjoying some sun, and track-time in Group 2.

Once again, ORP staff served a wonderful noon meal, and drivers, workers, and instructors all shared the mornings experiences over lunch.

The fun continued all through the afternoon, with the last of the Group 1 sessions ending right before 5 PM Sunday evening. By that time, some of the group 2 and 3 participants had already had time to pack up and many had left. Many Group 1 drivers came off track after the last session very tired from a long day of concentrating on the challenges of driving ORP well, and surprised at just how much energy that intense concentration can drain out of a person. And to a

(Continued on page 12)

(Continued from page 11)

person, they had some big smiles on there faces. It was a very, very good day.

Right: Undamaged, but dirty. Mike Conatore shows off his slightly dusty Subaru WRX STI after a minor off-course excursion. Bill Murray on the left background gets in an excellent photo-bomb.



Left: Student Rick Johnson, tired but happy following his last on-track session with his 2010 Camaro.

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).



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!



AT OREGON RACEWAY PARK

Update: 3 / 28-29 / 2015 –
Trophy Production



Upper Right Clockwise: The casting process begins with Pete Belfanti melting aluminum in the furnace and drawing off the dross. The liquefied material is poured into the sand mold through a spru and flows into the cavity formed by the pattern. After a few minutes to solidify the part is extracted from the sand which is then reconditioned for proper moisture content and reused.



When cooled the flashing is removed and the piece is de-burred. And that is how the coolest trophies in Conference are made.

Of course, none of this artistic process could be done without a certain contingent of cigar smoking kibitzers to get in the way.



Oregon Raceway Park

March 28, 2015—Combined Training Day



STAR
PROJECTS



O.R.P.'s Annual Course Worker Training Day and the combined Team Continental / Star Projects and O.R.P. Club Driving Instructor Training Day set a new record for attendance with many new faces in the crowd and a large number of regulars improving their skill.



Assistant Driving Master:
Jim Larfield.



Featured Speaker:
Ronnie Swyers.



Driving Master:
Dylan Olsen.

Fire suppression training and on course practice followed lunch for instructors and course personnel. Click the link for photos by Darcy Olson: https://picasaweb.google.com/lh/sredir?uname=117041742430199089371&target=ALBUM&id=6132438552994893745&authkey=Gv1sRgCL_Sq9pjj04W-lwE&feat=email

Team Continental- General Meeting Minutes

Date: March 18th 2015

Location: Mars Meadow Chinese Restaurant

Meeting was called to order by President Ben Weaver at 7:00pm.

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



Board Member Reports (No reports not present):

President (Ben Weaver): A couple of slots still open for volunteers at the roadster show on Friday and Saturday evening. Event t-shirt list was passed around and collected 8 sponsors, contact Ben W. if interested in donating \$50-100 for your name/business on t-shirt.

Past President (Duane Starr): Taxes are being done by Don Smethers. Duane signed the papers and proposed to add in the bylaws that it is the Past President's responsibility to sign the tax forms for the year that they were actively President. Scott Olsen suggested there are several people wanting a bylaw committee meeting. Time and place on that meeting is to be determined. Skip Yocum reminded us that a rule change to the bylaws must be in the Tell-Tale for 30 days before it can be voted on.

Race Chairman (Pete Belfanti): Pete will be at the track Saturday night March 28th casting trophies before Drivers Training. Any help is welcome. The last Race committee meeting is on Sunday April 12th at 6pm at Buster's BBQ. Registration for upcoming race open in a couple weeks. Volunteer workers for that weekend should contact Kimberly.Mcfarland Moro house will be available for all workers Thursday-Saturday. Workers will also get compensated \$70.

Driving Master (Dylan Olsen): 16 drivers registered for Drivers Training March 29th need 23 entries to break even. We are meeting Monday 7pm at Eastmoreland Golf Club to go over the curriculum for upcoming event.

Treasurer (Val Starr): \$6,453 recorded profit for TC track day.

Committee Reports:

Merchandise Director (Ben W): Should have an example of red soft shell jacket this weekend.

New Business: Bill Murray- sign up for Instructors Training by next Wednesday. You can do that by calling the track and have a short resume of your experience. ORP 541-333-2452.

Motion to adjourn at 7:43pm by Ben Weaver, motion second by Lizzy Peters, motion passed.

Respectfully submitted, Elizabeth Peters, TC Secretary

The following images are not to be considered as my personal application for the clubs Hard Luck Award----Bill Murray



When It all goes bad at once: 2.5 Porsche 944. 6,400 R.P.M. exiting turn 2 at O.R.P. No warning, one big bang. Suspected connecting rod or rod bolt failure. Note lack of bluing or other indications of lubrication / heat failure. Engine still limped on 3 cyl.



Meanwhile back at the ranch:
Left: "The Villain" a 1989 Oldsmobile Cutlass Supreme gets a halo style front hoop. Soon to join the Rent A Racer fleet.

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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Bill Murray
Operations Manager

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an article for the
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how.

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and grammar op-
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Kevin Smith



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