



# Tell Tale

The boner jacket is back in circulation. Come to the general meeting to see who's got it.

Bring boner stories to help determine who gets it next!

VOLUME 25, ISSUE 7

July 2015

## TC President's Message

Hello TC!

I hope everybody is staying cool out there with this heat we have been having. Also hope you have been having a great time and getting out and driving! At the most recent members meeting a topic was discussed which has been a question for \$many of our past events, especially in the last couple of years... that being how we run a race event that doesn't lose money. An Ad-Hoc committee has been started to research the topic. If you are interested in service on this committee please let me know. Looking to the rest of the summer, I'm setting up a visit to the World of Speed, possibly in conjunction with the Cars and Coffee event, to bring some race cars down and maybe do a group tour of the museum. I personally haven't had a chance to check this out yet, and hope that we'll have good turnout. Once a date is locked in, expect a barrage of notifications to let you know the details. Hoping to have some other fun events outside of racing and outside of our normal meeting schedule coming up as well, so if you have any ideas there, let them be heard!

I'm sorry for the short message this month, I must admit that procrastination has gotten the better of me here... But happy to say that as I write this, my hands are filthy because I was just out in the garage working on a race car.

Yours for the sport,  
Ben Weaver  
Team Continental President



## Merchandise Corner



We still have a lot of sizes left (except most of the women's sizes, and men's medium) for the Bill Bachofner Grand Prix event shirts. If you get a chance, check out all the people and businesses that stepped up to sponsor the shirt... and thank them! Price is \$5/each, and \$5 for shipping if you aren't going to be at a meeting. If you want to pick up any merchandise at a meeting, please let me know in advance so I can try to bring the items you need. Hoping to keep things interesting with another new shirt, and also getting the soft shell jacket order set up. The sample jacket is fantastic, and other than this hot weather, I've been very happy to wear it. If the heat keeps up, stay tuned for the group buy on TC speedos. Email merchandise inquiries to [president@teamcontinental.com](mailto:president@teamcontinental.com). Thanks!

## 2015 TEAM CONTINENTAL BOARD OF DIRECTORS

|  |  |  |
|--|--|--|
| <b>President</b><br>Ben Weaver<br><a href="mailto:president@teamcontinental.com">president@teamcontinental.com</a><br>425-299-0602                 | <b>Vice President</b><br>Scott Olsen<br><a href="mailto:vicepresident@teamcontinental.com">vicepresident@teamcontinental.com</a><br>360-430-4521           | <b>Past President</b><br>Duane Starr<br><a href="mailto:pastpresident@teamcontinental.com">pastpresident@teamcontinental.com</a><br>503-318-6722               |
| <b>Secretary</b><br>Elizabeth (Lizzy) Peters<br><a href="mailto:secretary@teamcontinental.com">secretary@teamcontinental.com</a><br>360-442-0800   | <b>Treasurer</b><br>Valorie Starr<br><a href="mailto:treasurer@teamcontinental.com">treasurer@teamcontinental.com</a><br>503-668-6998                      | <b>Driving Master</b><br>Dylan Olsen<br><a href="mailto:drivingmaster@teamcontinental.com">drivingmaster@teamcontinental.com</a><br>360-430-4563               |
| <b>Membership Director</b><br>Dennis Roberts<br><a href="mailto:membership@teamcontinental.com">membership@teamcontinental.com</a><br>503-318-7624 | <b>Race Chairman</b><br>Pete Belfanti<br><a href="mailto:racechair@teamcontinental.com">racechair@teamcontinental.com</a><br>503-803-6627                  | <b>E-Board Rep</b><br>Kevin Smith<br><a href="mailto:eborder@teamcontinental.com">eborder@teamcontinental.com</a><br>503-693-7394                              |
| <b>Contest Board Rep</b><br>Peter Linssen<br><a href="mailto:cboard@teamcontinental.com">cboard@teamcontinental.com</a><br>503-706-4135            | <b>Communication Director</b><br>Jeremy Plance<br><a href="mailto:communcations@teamcontinental.com">communcations@teamcontinental.com</a><br>503-956-3175 | <b>Team Continental Registrar</b><br>Valorie Starr<br><a href="mailto:RaceRegistrar@TeamContinental.com">RaceRegistrar@TeamContinental.com</a><br>503-668-6998 |

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

## The Tell Tale

The Official Publication of Team Continental  
The Tell Tale is published monthly by Team Continental. All contents are Copyright © 2015 by Team Continental. All material herein may not be reproduced in whole or in part by any means, electronic, mechanical, or other, without the express written permission of the Editor. The authors retain copyright to their original work, as do photographers retain copyright over their photographs. All reprinted articles within the Tell Tale, in whole or in part, are by permission of the author has been given appropriate recognition. Opinions expressed herein are those of the credited writer(s) and not necessarily those of Team Continental, its officers, members or the Tell Tale staff.

Publication of ads, articles, photos, etc. are subject to available space. All items for print should be forwarded to the Tell Tale Editor. When possible, articles should be submitted electronically by email. Ads should be submitted as scanned images or submitted photo ready. Photographs should be submitted as scanned images, but B/W or color prints are acceptable. The Tell Tale Editor cannot guarantee return of unsolicited articles, manuscripts, photos, graphics, or other submissions.

Material in the Tell Tale may have been plagiarized, stolen, misused, etc. without the express written permission of the National Football League.

## MEETINGS

General Meeting—7 PM July 15th  
Mar's Meadows

9620 North Whitaker Road, Portland, OR

Board Meeting - 7PM August 5th  
Laurelwood Public House

5115 NE Sandy Blvd, Portland, OR 97213

Rules Change Meeting - 7PM  
August 12th

Columbia River Brewing  
1728 NE 40th Ave, Portland OR

## Racing and Driver Safety

By Kevin Smith



Douglas Hedges 260Z rests in the gravel impound area following a scary crash. Driver was uninjured, a testament both to good safety equipment, and great worker response.

In May, at the Bill Bachofner Memorial Grand Prix, Douglas Hedges was involved in a very serious incident that reminded us all how important safety equipment, corner workers and race personnel, and race car construction are in keeping a driver safe when bad stuff happens.

Douglas' incident brought back flashbacks for me of my own crash at Port Orford in 1995. I was in my second race weekend as an Area Licensed driver, doing Sunday morning qualifying. During qualifying, I misjudged the apex of a corner. At that time the corner apexes at Port Orford were marked with big tire bundles about 4 or 5 tires high. I hit the tire bundle at about 80 with the passenger side front wheel, at the same time that the left rear driver side

*(Continued on page 4)*



## 2015 TC Rule Change Proposals

I would like to invite all TC licensed drivers to attend TC's ICSCC rule change proposal meeting for 2015.

The meeting will be held at [Columbia River Brewing](#)  
[1728 NE 40<sup>th</sup> Ave Portland OR.](#), on Wednesday August 12th 2015 at 7PM.

Please present your rule change proposals in the proper format for ease of submittal. The format can be found at the link below.

[http://www.icscc.com/references/rule\\_change\\_proposal\\_guidelines.pdf](http://www.icscc.com/references/rule_change_proposal_guidelines.pdf)

If you cannot make the meeting, please email me your proposal to [cboard@teamcontinental.com](mailto:cboard@teamcontinental.com)

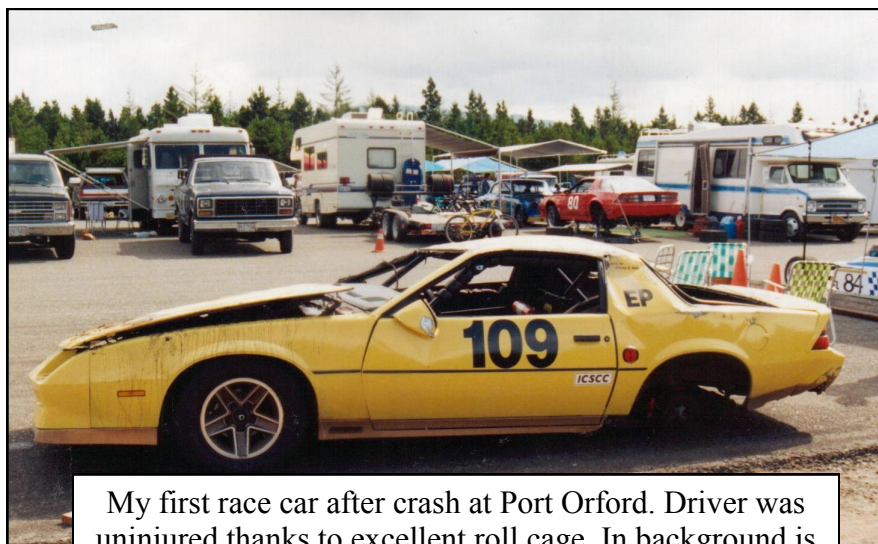
Peter Linssen

Team Continental Contest Board Representative



*(Continued from page 3)*

rear axle broke causing me to lose that rear wheel. Between those two problems the car flipped up and over, landing hard on its roof and hood on the track. Then it slid down the track on its roof until finally it stopped. Like Douglas I was very lucky and suffered no injuries at all from this. I remember that the corner workers were at the car very, very quickly. I remember as the car was sliding down the track looking at where the top of the windshield meets the body, and seeing sparks flying there. It was just as if I was taking a grinder to it, and I thought, "Please don't let those sparks catch anything on fire". But unlike Douglas, there was no fire, so I didn't need to get out of the car quickly. Once the car was stopped, I had to put one hand onto the roof for support, and then undo



My first race car after crash at Port Orford. Driver was uninjured thanks to excellent roll cage. In background is #80 red Camaro that Rob Rissberger raced until this year.

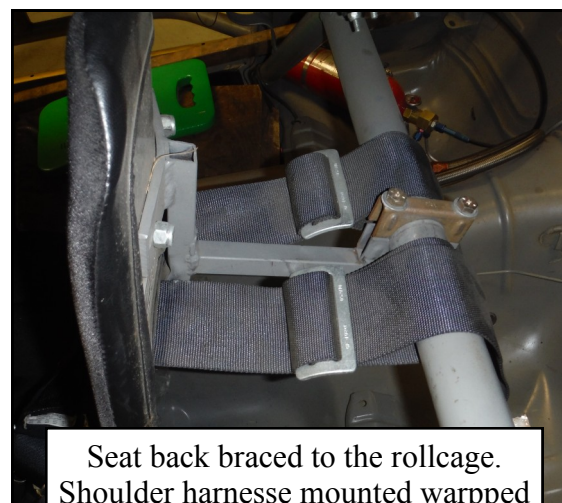
the harness, and fall to the roof of the car and crawl out the window. In getting out of the car I was assisted by workers, and the ambulance was right there to check me out and get me back to the paddock. I came away from this with a good dose more realism about the dangers of the sport, but about its safety as well, and especially thankful for all the various pieces that came together for this to end as happily as it did.



Nascar style door bars help keep impacts away from driver.

First thing to talk about is the roll cage. Invest in a good one, either custom built, or a good fitting kit, and have a really excellent welder install it into the car. This is not an area to save money on. That cage needs to protect you from the full weight of your car landing on it, from full force of impact into stationary objects, and it also needs to protect you from other things making an incursion into the drivers seating area. Make sure the cage is mounted to plates for a unibody type car construction, or to the cars frame, so that on impact the roll cage doesn't push through the sheet metal mounting points. Good roll cage design also significantly stiffens a car's chassis, and thus serves to create a better platform for all the go fast and handling goodies that you are going to want to make the car more competitive.

Next is the seat, and how it is mounted in the car. I'm not going to spend a bunch of time here discussing all the various seat features that the newer seats have. I don't have the technical qualifications, or breadth of knowledge needed for that. Research seats for yourself, try some out, and get something that you feel will be both safe and comfortable. What I will point out though, is that it doesn't do any good to have a good roll cage if the driver and the seat don't stay safely within the confines of the cage. Make sure the seat mounting points to the car are well reinforced or tie the seat mounts into the roll cage as part of the overall roll cage design. And make sure the seat back is properly mounted according to manufacturers recommenda-



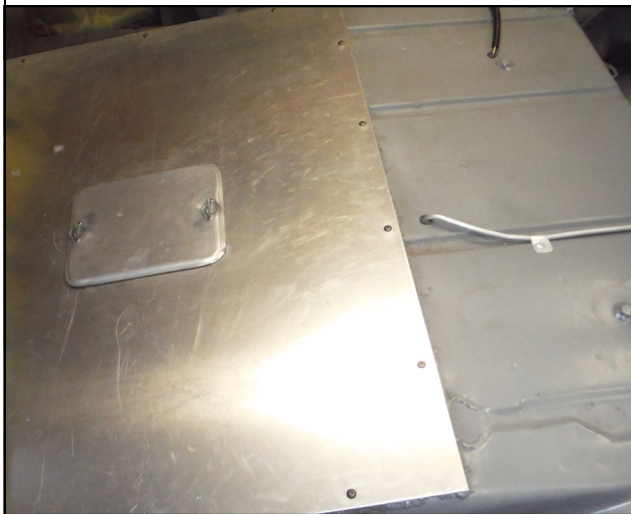
Seat back braced to the rollcage. Shoulder harness mounted warped around roll cage cross bar.

*(Continued on page 5)*

*(Continued from page 4)*

tion, and that it complies with ICSCC or SCCA mounting requirements. A properly fitted seat both makes the car easier to drive without fatigue, but also, in the event of a crash does a better job of distributing and dispersing the load on your body.

Now, belts. This year ICSCC followed SCCA in allowing both SFI and FIA rated belts to be good for 5 years from date of manufacture. But take good care of your belts to make sure they remain in good condition. Replace them earlier than the date may indicate if you have the slightest worry that their condition may be questionable. And like the seat, make sure that they are properly mounted to the chassis or the roll cage, that they are mounted according to the manufacturer's recommendations, and that all the mounting points are reinforced and will not pull-through or distort in an accident.



Fire-system. ICSCC rules require a fire extinguisher mounted in the car, within reach of the driver. Make sure if you use an extinguisher, that you can reach it, and activate it in the event of an emergency. And before you go to the track, make sure that it is fully charged. If you have a fire-system in your car, make sure to plumb it so that it will do a good job of protecting the driver's seat, and additionally plumb it into the area around the fuel cell and engine compartment so that it will put out any fires that make take place in those areas as well. The picture directly to the left shows plumbing a fire extinguisher line into the fuel cell area. The nozzle cannot be seen, but is pointed over the top of the fuel cell in case of fire in this area.

Kill switch. Make sure the kill switch will kill the engine, and all electrics, and make sure that you can reach it, and that it can also be activated easily from outside the car.

That doesn't cover all the safety equipment that goes into the construction of the car, there is also the required window net, depending on the class you run in a fuel cell may be required, and there are other non-required items like a roll cage right-side net, or a detachable steering wheel, that you may find desirable.

Let's move on to the driver's personal safety gear. ICSCC rules require two layers of fire retardant material in the driving suit, so many driver use either a SFI 3-2A/5, or a FIA 8856-2000 rated suit. For extra protection, you can wear fire-proof underwear underneath the suit. Conference rules also require fire retardant gloves, a nomex balaclava or helmet skirt, nomex socks, and leather or nomex shoes, all for protection in the event of a fire. As Douglas' accident shows fire is a very real, although thankfully fairly rare, danger, and a driver needs to be sure to that their personal safety equipment is up to the task. In other personal safety gear, you need a SA2005 or SA2010 rated helmet, and make sure it fits, and is properly fastened before you head out on the race track. And lastly, ICSCC recommends, and SCCA requires a head and neck restraint device to protect you in case of a high G force impact.



Charged fire system, and metal plates welded to chassis solidly mount roll cage.



Just when you think you've seen everything, surprise!

*(Continued on page 6)*



*(Continued from page 5)*

Just like you prepare and practice your driving skills to make you a better race driver, you should take some time to practice your safety skills to make sure when you need those skills that they are more reaction, and less thinking. Start out this practice by getting fully suited up in your race gear, and climbing into the car. Pretend that you are on pre-grid prior to a race or qualifying session. Create a routine in your head, a mental check list for exactly what you need to do to have everything ready to go by the time it comes that you are going to go out on track. My routine goes like this:



Switch panel, off is down. Make shutting off all switches part of your emergency exit practice.

Get into car with driving suit and shoes fully on. Get situated into seat and buckle lap belt and crotch belt, leave shoulder harnesses unhooked from latch. Helmet & Hans are in passenger area, reachable from seat. Drive to pre-grid and get into position on grid. Pull fire extinguisher safety pin. Put up window-net. Put on Hans, make sure shoulder harnesses goes properly over each side of the Hans device, and snap the shoulder harnesses in. Wait for the 5 minute warning. Activate the camera if I plan to use it for the session, then put on balaclava, making sure to

tuck it into suit neck, zip up suite fully, and fasten Velcro neck closure. Put on helmet, fasten chin strap. Attach Hans device to helmet, then cinch shoulder straps down tight. Put on glasses, then put on gloves. I am now ready to go. I created this mental checklist, so I don't have to think too much about have I or haven't I done this or that, it just becomes routine.

Now, climb into the car and create a routine for yourself. If something doesn't work, or seems out of order, adjust to your liking. And then do it over and over, practicing it, until you can recite it to yourself. If you need a helper to get into the car and ready to race, then have your helper practice this with you so they will be all set as well. When you change your safety gear or car, get in and re-try your routine to make sure it still works. When I first bought the Hans device several years ago, I had to change my routine, because the necessity of the Hans changed the order in which I needed to do some of the steps. So, I created a new routine, and practiced it.

Now, that gets you ready for racing, but not ready for an emergency. Sit in your car, and imagine an emergency situation, such as a fire. Now think about the procedure you want to have in place for reacting to the emergency. Remember in an emergency, you just want to fall back on your training to do what you have already prepared to do. You want to have already thought about the situation and fall back on the practice for that. So, first thing, you need to slow down if you are moving and on fire. This is only practice, but think about what is really going to be happening. You want to get the car stopped, and preferably near a manned corner station. Next you want to deploy the fire-system if you have one. Practice to make sure you have easy access to the extinguisher or handle, and can activate the system from your seat. You will probably want to practice this with the safety pin in to keep from accidentally deploying the system. Then think about a routine for getting out of the car. First kill all the electrical systems, and the engine. I have all my switches mounted where I can reach them when fully belted in, and such that if I slap my hand down, and can turn them all off at once. The unbuckle the seat belt, and practice climbing out the window without removing any of your safety gear. Get so you know how to do this with all of your gear



You might need to get out through the passenger side of the car, so practice that, too.

*(Continued on page 7)*

*(Continued from page 6)*

on, and pretty quickly. Then make take some time to practice at getting out through the passenger side window.



Workers at ORP practice putting out a fire.

You never know, in an accident you could come to rest such that the driver side exit is blocked. Practice until you know how you will get yourself out of the car in an emergency situation. While you are in the car, think about how your exit would be different if the car were resting on its top, or on one side or the other. How would you need to change your routine? Visualize this, and run through the actions you think you would take, like a virtual practice. OK, your in the car, and it has come to rest upside down. Put your hand on the ceiling, reach up and brace yourself, and unlatch your belts with your other free hand. Can you easily do it? With either hand? Not many of us can do a one handed hand stand, so you are

likely going to fall to the roof of the car when your belts release, and although you won't be able to practice it, you will be at least mentally prepared to duck a bit and roll into the fall. All these forms for practice make you better able to react well in an emergency situation.

All of the above is what I hope drivers can do to help themselves be ready for the emergency situations. I won't even pretend I can advise corner workers or race personnel how to better prepare to protect me as a driver. Although I have worked on a corner a couple of times, I haven't ever practiced putting out a fire, or what to do as a worker in these emergency situations. I will simply take this opportunity to thank the folks that work corners at all the events I participate in. Thank you for practicing and preparing so that when the time comes you will be able to help keep the rest of us safe. I'll try to keep my end of this up by practicing and preparing to be safe in the car.

## Maryhill Loops Hill Climb

By David Johnston

For the past Fifteen years, Sovren has sanctioned the Mary Hill Loops Hill Climb event.

In September of 2014, the Sovren E-Board voted to discontinue support of the Maryhill event. After this decision a dedicated group of supporters from within Sovren moved forward with a plan to form a new separate organization that would sanction the Maryhill event from 2015 and thereafter into the future.

The new organization will partner with the other existing organizations that make the event happen each and every year. These organizations include the Mary Hill Museum of Art, the Goldendale Motorsports Association, the Yakima Valley Sports Car Club, Strictly British Sports Car Club, and the Goldendale Chamber of Commerce.

The organization's name is the "Maryhill Vintage Hillclimb Association".

The Hillclimb will continue as in the past with this year's date being October 3-4, 2015, which includes the Saturday car at the Museum and the Hillclimb on Sunday.

The rules for entering and running the event are the same as last year with a maximum of Fifty (50) entries. This will include race cars, rally cars, Karts, and Motorcycles. There will be no online Registration at this time.

Entry Fee is the same as in the past at \$250+tax and T-Shirts available at \$15.00+tax.

If you wish to enter the event, send a request for an entry form to [maryhillvintagerace@comcast.net](mailto:maryhillvintagerace@comcast.net) and a form will be returned to you that will have an address to send to with your check. For additional information, you may call Starke Shelby at 206-230-0203, [starke@nwinsctr-mi.com](mailto:starke@nwinsctr-mi.com) or David Johnston at 360-459-0783 or email to [maryhillvintagerace@comcast.net](mailto:maryhillvintagerace@comcast.net).



## Team Continental Bill Bachofner Grand Prix

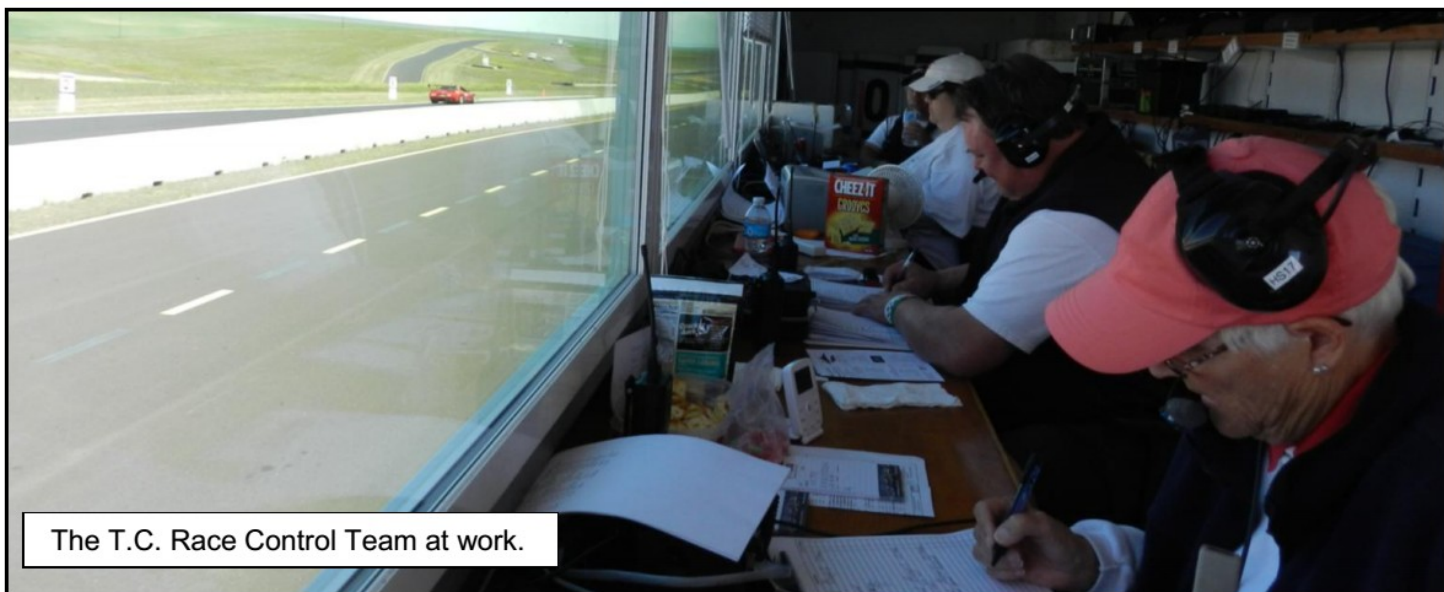
By Bill Murray



Left: Pete Belfanti; Just maybe the best Race Chairman of all time!



LEFT TO RIGHT ABOVE: Car 83 is the Dodge of Drew Thibodeau .... in the number 19, blue Camaro, it's John Rissberger, the Red #13 Mustang is piloted by Team Continental's Driving Master, and current S.C.C.A. American Sedan National Champion, Dylan Olsen. And far right , Cruising through the Paddock is'..... Identify the make year and model and all the details and win a prize of unspeakable value.



The T.C. Race Control Team at work.



# Team Continental Bill Bachofner Grand Prix (continued)



Feeding the troops; Josh Lane (trained at the Cordon Bleu shows Ryan Whitley the correct way to make sure the pork loin has reached minimum temperature.



Mr. President (Ben Weaver) still a little reluctant to see the dawn after a night of T.C. Party.



Assistant Driving Master Jim Larfield.



Race Steward Bob Mearns (on bicycle) holding court on the pre-grid before a morning qualifying session



Start tower gals Erin Ebelmeiser and Kimberly Mc Farland



# Team Continental Bill Bachofner Grand Prix (continued)

RIGHT: Rob Rissberger helping Kevin Smith get the Firebird ready for battle.



So how's your weekend going?



BELOW So seldom seen at T.C. Club events that they were thought to be extinct, but captured here in this rare photograph, together are the illusive Mike Yocum and the still hard charging Jack De Christpher.



RIGHT: E.H.-1 Also known as Eric Howell.



ABOVE: Kate Brown, (lady friend of Assistant Track Manager Kyle Nadeau visiting from Chicago) chats it up with O.R.P. Partner Dr. Duane Starr and wife Valerie (current T.C. Treasurer).

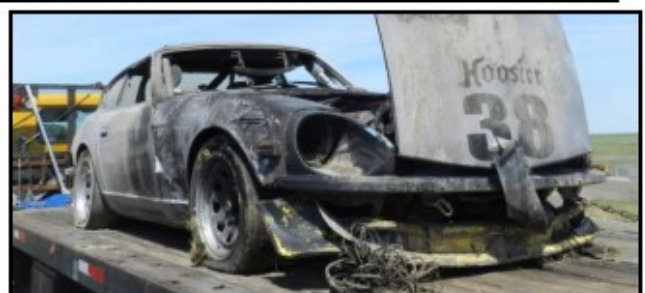


RIGHT: First in the lunch line for one of the 751 meals served by O.R.P. Food Services over the three day event. This one, Pork loin & grilled pineapple over a rice pilaf.



LEFT: The 240-Z of D.J. Hedges: 115 M.P.H, No brakes, straight off turn 5 (the bottom of Valkyrie Hill). Up the bank, through the air, O.R.P's first roll over. Broken fuel line, engine fire, Energy dissipated over 507 ft. Driver unharmed, Loss after salvage value: About \$6,000. Good training, good driver response, good safety gear, good track layout, and yes, good luck produced a good outcome. This is the way it is supposed to work. Celebrate the times it comes out well.

Bill Murray





**Team Continental- General Meeting Minutes**

Date: May 20th, 2015

Location: Mars Meadow Chinese Restaurant

Meeting was called to order by President Ben Weaver at 7:05pm.



President: Ben Weaver, Past President: Duane Starr, Treasurer: Val Starr, Membership Director: Dennis Roberts, Race Chairman: Pete Belfanti, Communications Director: Jeremy Plance, Merchandise Director: Ben Weaver

Board Meeting Minutes (No reports omitted):

President (Ben Weaver): Most of the board members are at ORP getting ready for the race this weekend.

Membership Director (Dennis Roberts): We have 170 TC members to date.

Committee Reports:

Merchandise Director (Ben W): Example of red and black jacket were shown. Prices are still to be determined. Mom and baby are doing well.

Communications Director (Jeremy Plance): Encouraged everyone to take lots of photos.

New Business:

\* TC's pop up trailer has little use once we get better storage facilities. Bob S asked if TC could donate it to SCCA. President will evaluate the trailer at the race and report back to the BOD.

\* Much discussion was on lack of entries for race.

\* Does the rule exist in ICSCC that back to back races (those separated by 5 weekdays) are illegal? But still happens on a regular basis. What to do?

\* It was suggested that we look into a fresh race date for next year that has the least competition.

Motion to adjourn at 7:34pm by Ben Weaver, motion second by Duane Starr, motion passed.

Respectfully submitted, Elizabeth Peters, TC Secretary

**Team Continental- General Meeting Minutes**

Date: June 17th, 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, Treasurer: Val Starr, Vice President: Scott Olsen, Driving Master: Dylan Olsen, Secretary: Elizabeth Peters, Membership Director: Dennis Roberts, Executive Board Rep: Kevin Smith, Race Chairman: Pete Belfanti, Contest Board Rep: Peter Linssen, Communications Director: Jeremy Plance, Merchandise Director: Ben Weaver

Board Meeting Minutes (No reports omitted):

President (Ben Weaver): Thank you everyone for the race weekend. Special thanks to Pete B., Allen K., and Dylan O. We have a couple new members joining us today, Neo and Bud Mansur.

Vice President (Scott Olsen): We have a temporary boner jacket to give out until the original can be retrieved.

Driving Master (Dylan Olsen): October 3rd event, insurance is paid for the 1 day event. Motion to continue with track day by Skip, second by Bobby. Motion passed. Should be great weather.

*(Continued on page 12)*

*(Continued from page 11)*

Race Chairman (Pete Belfanti): Should try to lower expenses for race. 65% is budgeted for entries at \$12,075. Could use only one ALS ambulance but if has to be dispatched then the race day is over. Food has lost money three years in a row. TC is about the party and hospitality. Suggestion to only feed workers and have a Saturday party. Concern was made of the track direction of the race at ORP. We have ran counterclockwise for two years now maybe for year three it does ½ and ½ both directions. Could send out an e-mail blast to ask the customers. Pete is stepping down from race chair next year but will be helping with casting trophies and instructing.

Treasurer (Val Starr): Numbers will be in at next board meeting.

Membership Director (Dennis Roberts): We have 175 TC members to date.

Contest Board Rep (Peter L.): Drivers should think about rule change proposals. Pete B: Proposes combining groups 3&6 indefinitely, helps open up a run group and increase participation.

Committee Reports:

Merchandise Director (Ben W): T-shirts were a big hit! Thank you to all the sponsors we made \$500 in merchandise sales.

Old Business:

\* Bobby: TC van at ORP that is immobile right now could get fixed up for mobile storage.

\* Peter L.: Should start thinking about storage container placement at ORP.

\* Skip: Motion to have committee to find out why participation is down. Volunteers: Scott O., Darcy O., Kevin S., Duane S. and John W.

\* Bill M.: Look into Sponsorship, Kevin: The price of entries is not the problem but the weekend it was held on, Pete: Other clubs make approximately 15 cents/min more.

New Business:

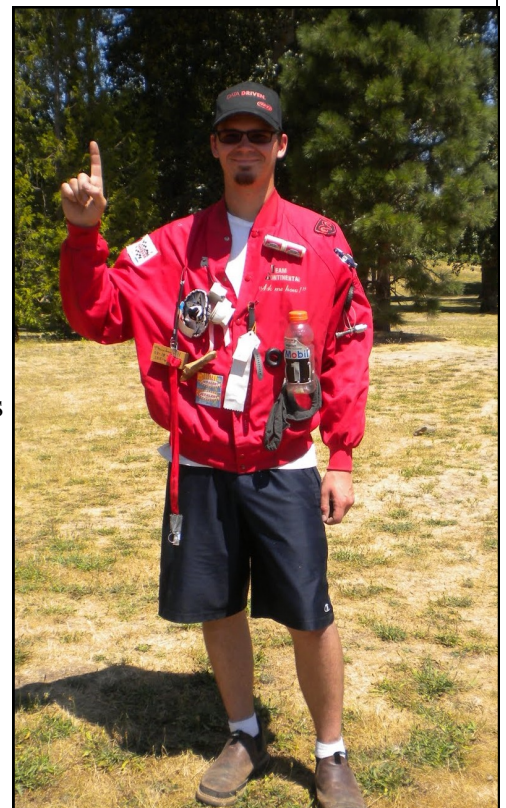
\* Chatterboxes are still on backorder, hopefully only a couple more weeks.

Motion to adjourn at 8:23pm by Ben Weaver, motion second by Bobby Smethers, motion passed.

Respectfully submitted, Elizabeth Peters, TC Secretary

B/S and Boner discussion: Bill Harris: A third generation TC racer was racing a Mustang for the first time at ORP. The car was having oil pressure issues that caused the team to remove the engine 5 times that weekend! The problem was successfully fixed just in time for the race. After he passed the last lap board and had a huge lead on second place, all he needed to do was coast to the finish. To everyone's surprise he spun out and killed the engine, unable to start back up immediately he lost the lead. Crowning Dylan Olsen the winner of the Boner jacket.

Late breaking news from the editor: On July 4th, the boner jacket was handed down by Ken Killam to the new owner Dylan Olsen. The picture at the right is Dylan proudly modeling the jacket in the paddock area during the SCCA Majors race weekend at PIR on July 4th. So, come to the July General Meeting with stories to tell, and candidates in mind to pass the boner jacket on to.





**Team Continental- Board Meeting Minutes**

Date: July 1st, 2015

Location: Laurelwood Brewery

Meeting was called to order by President Ben Weaver at 7:06pm.



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

Board Meeting Minutes (No reports omitted):

President (Ben Weaver): Working on getting price of jackets done. Most of the cost is the embroidering work that goes on the jacket. Looking at doing a vintage style TC t-shirt.

Secretary (Lizzy Peters): Catching up on May minutes, computer broke sorry for the delay.

Treasurer (Val Starr): MSR shows \$8,630 profit but does not include no shows and etc. We had a lot of donations some to be mentioned is Dan & Linda Heinrich, Kevin Smith, Tim Deckert and Bob Mearns.

Membership Director (Dennis Roberts): 176 members to date.

Race Chairman (Pete Belfanti): Should send out thank you cards to all drivers/ participants.

Driving Master (Dylan Olsen): In efforts to broaden our audience should we have a beginner run group. Not calling it a Drivers Training but an instructor could be present in beginner cars. Qualified individual drivers will be at TC discretion. Shouldn't start promoting until registration is open on MSR. Other means of advertisement could be Craigslist, Facebook or public television.

E Board Rep (Kevin Smith): Needs meeting minutes and President's message for Tell-Tale.

Old Business: Still looking for storage ideas at ORP.

New Business:

- \* Starting a committee to see why our numbers have been down.

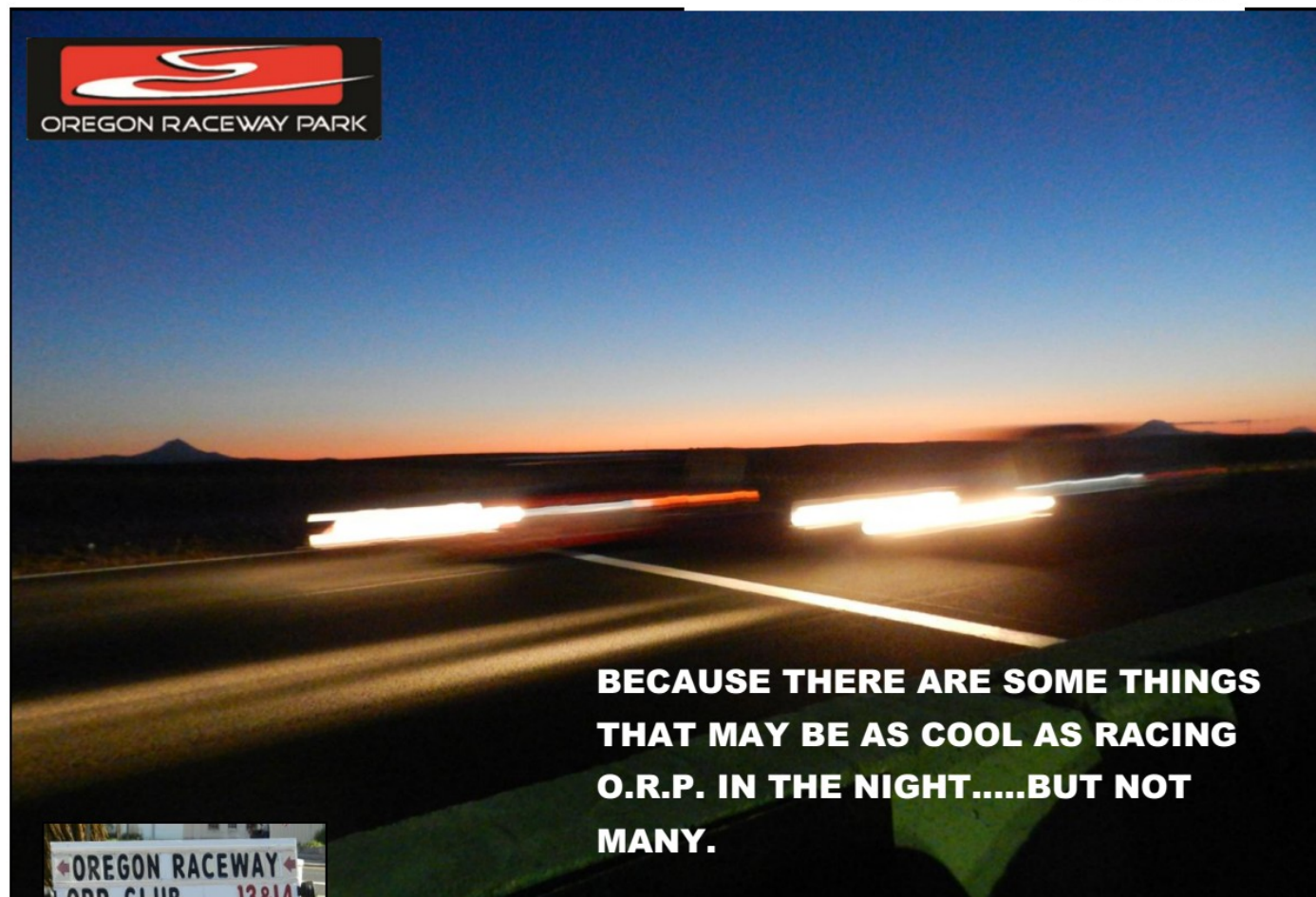
- \* Should visit World of Speed in Wilsonville. They, "tell the story of local tracks including Jantzen Beach and Portland International Raceway".

- \* The Baggs account is sitting at a stand still at the moment making very little interest. We propose to the Baggs committee to look at possible scenarios to increase interest earned by this money.

Motion to adjourn at 7:43pm by Kevin Smith, motion second by Duane Starr, motion passed.

Respectfully submitted, Elizabeth Peters, TC Secretary

**OPEN PRACTICE & RAT RACE  
OREGON RACEWAY PARK  
SATURDAY, JULY 25<sup>TH</sup> - 26<sup>TH</sup>**



**BECAUSE THERE ARE SOME THINGS  
THAT MAY BE AS COOL AS RACING  
O.R.P. IN THE NIGHT.....BUT NOT  
MANY.**



**ENTRIES OPEN NOW.** Registration on: [www.motorsportsreg.com](http://www.motorsportsreg.com)  
Open to most Conference / S.C.C.A. production based cars, Rat Racers, and other  
"crap can" racing cars. Two classes RAT Legal and Over Qualified.

**Saturday Practice:** Noon to 4:00 p.m. Open to track day eligible cars too. Track day / practice only \$165. Extra driver, same car \$100.

**Racing begins:** @ 5:00 p.m. Checkered flag at 1:00 a.m.

Race entry fee includes 4 drivers. \$575. practice included. \$125. Per additional team driver.

**Post Race Breakfast:** @ 1:15 a.m. \$10. Advance sign up required.

**Sunday: Open Track Day.** Noon to 4:00 p.m. Same pricing as Saturday Open track for new entries. \$100. for repeat offenders. (Work the race and earn free track time).

**Rat Challenge: Got talent?** Prove it! Drive the Ratillac \$100. entry fee. Progressive prize fund and a bragging right that means something. (All net proceeds are split between prize fund and a local a charity).

**No Car / No Team.... No Problem!** Car Rentals and Team Guest Drivers Available. Call for pricing.

Bill Murray, Event Coordinator  
503-358-2617

Brenda @ Track Office  
541-333-2452

Marla Wiese, Registrar  
503-901-7661



## 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.



**KAPPES-MILLER**  
Condominium Management & Services

**BEN WEAVER, CMCA®**  
Community Association Manager


50 SW Pine St, Suite 400 • Portland, Oregon 97204  
Direct Dial Phone: (503) 219-3183 • Main Phone: (503) 224-1795  
Fax: (503) 224-9182 • Email: ben.weaver@kappesmiller.com  
www.kappesmiller.com

**STARR**

DUANE T. STARR, DMD, PC  
FAMILY AND IMPLANT DENTISTRY  
503-254-7385 | WWW.STARRDENTIST.COM



GET YOUR SMILE READY  
FOR THE WINNERS CIRCLE  
AT OREGON RACEWAY PARK



architecture,  
interiors & planning

**waterleaf**

419 SW 11th Avenue  
Suite 200  
Portland, OR 97205  
P: 503.228.7571  
C: 503.539.4300  
waterleaf.com

**TERRY AMUNDSON**  
Associate  
terrya@waterleaf.com

**HOUND DOG'S BAR & GRILL**

4463 SE Milwaukie Avenue, Portland, OR. 97202



**TIM S. JORGENSEN**  
(503) 789-6154 Cell  
(503) 232-3547 Bar  
(503) 235-5013 Fax



**OREGON RACEWAY PARK**

Love speed? We can help!

Performance Driving Schools  
Track Days and Racing  
Cars, Motorcycles & Kart Events.

**Bill Murray**  
Operations Manager

Hey, TC members,  
you too can write  
an article for the  
Tell-Tale. Ask me  
how.

Correct spelling  
and grammar op-  
tional.

Kevin Smith



**Larrie Easterly Photography**  
541.230.0802 www.photos.larrie.com



Road Racing Car Preparation and Components Since 1976  
Quality Foreign and Domestic Repair

**MASTER MECHANICS  
INCORPORATED**



**Bill Murray**  
503-238-8877 8036 S.E. 17<sup>TH</sup> Avenue  
mastermechanic05@comcast.net Portland, Oregon 97202

**STAR  
PROJECTS**



503-358-2617  
P.O. Box 38  
Grass Valley, Oregon 97039

**Bill Murray**  
Event Coordinator

# 99West TRAILERS



*Specializing in TRAILERS*

*For your*

*Racing, Business, or Personal Needs*



**Full Parts Department**

- ✓ E-Track / D-Rings / Tie Downs
- ✓ Security Locking Options
- ✓ Interior Storage Accessories
- ✓ Winches and much more!

**Full Service Department**

- ✓ Bearing and Brake Maintenance
- ✓ Bodywork Replacements
- ✓ Electrical Repairs
- ✓ Accessory Installs



**High Quality Trailers by:**



**99West  
TRAILERS**  
**503-537-9103**

13565 SW Tualatin-Sherwood Rd  
Suite 700, Sherwood, OR 97140  
[www.99WestTrailers.com](http://www.99WestTrailers.com)



## Tell Tale

**Kevin Smith - Editor**

Deliver to: