



Tell Tale

Come to the general meeting and see how you can help make our Labor Day weekend race event great.

VOLUME 26, ISSUE 5

May 2016

TC President's Message

I entered my first Conference race last weekend since 1996. I was instructed to enter the Novice Closed Wheel Race under observation and despite passing under the yellow flag, the Licence Director agreed to upgrade my license status to IRR therefore making me eligible for the big race on Sunday. It may have been a better idea to make me do another Novice Race to practice my rusty racing skills. I didn't hurt anybody but I did run into Kevin Smith on the first lap and then proceeded to blow up the clutch a few laps later. Considering that Kevin is the current Bonner Jacket holder, I may be receiving a new red jacket at the next General Meeting.



Due to the resignation of our Race Chairman at the last abbreviated Board meeting, (abbreviated due to double booking of our usual room and relocating us into the general seating area) we are now in need of a new Race Chairman. This is a very important position, we have to have a Race Chairman in order to have a race. We are forming a committee of assistants to begin the planning process. If you or any one you know would like to help by participating as a committee member or even better yet, volunteering as our new Race Chairman please call or email me.

The TC Picnic is the weekend of July 16th. It will be held at the home of Dee and Carl Clinton in Gresham. Mark your calendars and please plan on attending.

Scott Olsen
2016 TC President - president@teamcontinental.com

Team Continental BOD Meeting Minutes

Date: April 6th, 2016

Location: Laurelwood Brewing Company

Meeting was called to order by President Scott Olsen at 7:11pm.

President: Scott Olsen, Past President: Ben Weaver, Treasurer: Stacey Smith, Driving Master:

Dylan Olsen, Secretary: Elizabeth Peters, Membership Director: Dennis Roberts, Executive Board

Rep: Skip Yocom, Race Chairman: Brian Bogdon, Contest Board Rep: Kevin Smith, Communications Director: Pete Belfanti

Board Meeting Minutes (No reports not present):

President (Scott O): Fire bottles are at ORP and filled. Thank you Tony H., also equipment chair this year.

Past President (Ben W): New pitch for merchandise; 20oz bottles at \$14.99 and a minimum order of 50. Would be pitch to the Baggs fund. We have shirts from old events, stickers, hats and the past style of jackets left for mer-



(Continued on page 3)

2016 TEAM CONTINENTAL BOARD OF DIRECTORS

President Scott Olsen president@teamcontinental.com 360-430-4521	Vice President Your name here!! vicepresident@teamcontinental.com	Past President Ben Weaver pastpresident@teamcontinental.com 425-299-0602
Secretary Elizabeth (Lizzy) Peters secretary@teamcontinental.com 360-442-0800	Treasurer Stacey Smith treasurer@teamcontinental.com 971-221-6361	Driving Master Dylan Olsen drivingmaster@teamcontinental.com 360-430-4563
Membership Director Dennis Roberts membership@teamcontinental.com 503-318-7624	Race Chairman Your name here!! racechair@teamcontinental.com	E-Board Rep John (Skip) Yocom eboard@teamcontinental.com 503-655-3246
Contest Board Rep Kevin Smith cboard@teamcontinental.com 503-522-2016	Communication Director Pete Belfanti communications@teamcontinental.com 503-803-6627	Race Registrar Valorie Starr RaceRegistrar@TeamContinental.com 503-668-6998

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 503-522-2016

The Tell Tale

The Official Publication of Team Continental
 The Tell Tale is published monthly by Team Continental. All contents are Copyright © 2016 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 or 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.

MEETINGS

General Meeting

May 18th, 7 PM
 Mar's Meadows
 9620 North Whitaker Road, Portland, OR

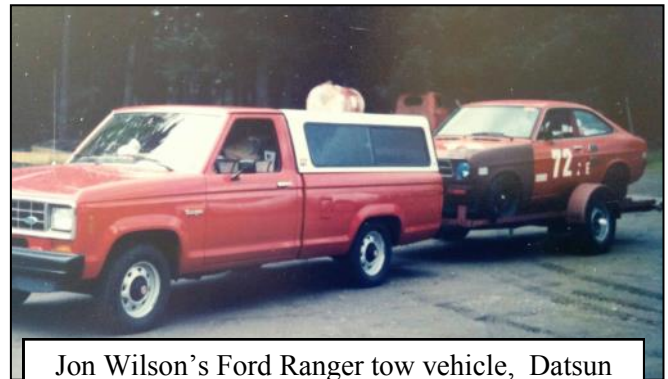
Board Meeting

May 4th, 7 PM
 TBD

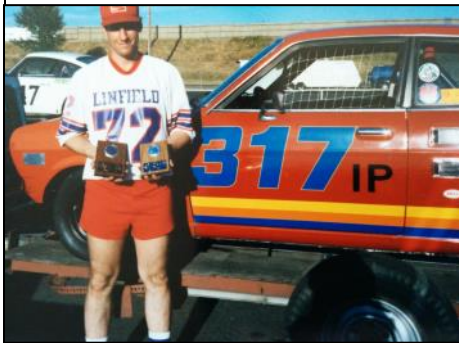
Trailer from Hell Story #1

as told by Jon Wilson

I was coming back on Mcloughlin Blvd, and somehow the car got loose enough that it rolled backward, and dropped its back wheels off the back of the single axle trailer. So I pulled off to the side of the road to try to fix it, and I couldn't get the car either back onto the trailer, or to come off the trailer because the rear suspension was stuck into the wooden boards that were the top of the trailer. So, well first I just tried to jack up the front of the trailer a little bit to get the car unstuck, but that didn't work, and I reasoned that if I could just unhook the trailer and lift the tongue higher then the car would be able to roll off the trailer. So, I unhooked the trailer, and I kept pounding on the trailer tongue with a hammer to get it loose. Well, when it finally came loose the trailer tongue popped off, flew up because of all the extra weight of the race car hanging off the back of the trailer, and carved a huge gash right up through the back of my pickup's tailgate. I mean it just destroyed the truck's tailgate. And in an instant the car hopped right off the trailer and started rolling down Mcloughlin backwards. So I ran to try to stop the car and it ran over my foot. I kind of stuck my foot out as like a wheel chock, but it ran over my foot instead of stopping. I got the car stopped finally, you know, by just pushing against it from the back as it was rolling backward. But when I got it stopped, I looked up and here comes the trailer rolling down the street. And the trailer rolls down the hill and runs right into the front of the car.



Jon Wilson's Ford Ranger tow vehicle, Datsun 1200 race car, and the trailer from hell.



Jon Wilson with trophies, Datsun 1200, and the trailer from hell.

So, eventually, while I was struggling, Shawn Kolbe (another TC member from the late 80's & 90s - ed) came along. I didn't know him, and he didn't know me, but he helped me, and we got the car back on the trailer. I mean, I got the trailer reconnected to the truck. The trailer was single axle, and you know, light enough that I just pulled it by the tongue back up the street to re-connect it to the truck. Then I got the ramps down, and drove the car back on. So, I got the car back on the trailer, and tied it down. It was like only a mile from my house. If I'd have just left it alone I would have been able to make it home with the back of the car hanging off the trailer. The rear tires were just hanging off the back of the trailer, but it couldn't go anywhere because the U-bolts in the suspension were dug into the wooden planks on the deck of the trailer. It never would have rolled off. And that's my trailer from hell story #1.

(Continued from page 1)

chandise. Facebook advertisement with pictures and prices of items. We could look at doing a package deal?

Membership Director (Denny R): 127 new members to date.

Driving Master (Dylan O): 50 entries at the Drivers Training, 15 were during the last week, 6 that day. Profit of \$3,500 over the weekend. There was 23 requested instructors and only had 17. Thank you to all the instructors! Drivers meeting wasn't on time and needed a little help. Need to ready for one or the other, be able to compensate for extra people or cut off registration sooner. We should be charging extra for MSR. Need to look into how to charge more for the convenience of paying online. We asked the crowd, how many people saw the Facebook Ad, about half raised their hand. How many people are here for the first time, 3 raised their hand. So thank you Pete B. for your generous donation!

(Continued on page 5)

Team Continental Memberships expired Dec 31. Please renew your membership now using the form below, or on Motorsportsreg.com at: <http://www.motorsportreg.com/events/team-continental-membership-2016-tc-592296>



Team Continental Membership Application/Renewal

Full Name: _____
 Nickname or Preference: _____
 Street Address: _____
 City: _____ State: _____ Zip Code: _____
 Home Phone: _____ - _____ - _____ Work Phone: _____ - _____ - _____
 Other Phone: _____ - _____ - _____
 E-Mail: _____

New Membership _____

Renewal Membership Status _____ (See explanations below)

Active – A New Member after attaining ICSCC Senior Competition or SCCA Regional License or a member in good standing for one year.
 Senior – An Active Member who has won an ICSCC, SCCA Regional or National Championship, or other recognized championship, or at least ten first in class wins in races comprising more than four cars, or who has been an Active Member in good standing for more than three years will attain Senior status when present at a formal meeting.
 Inactive Member – An Active or Senior Member who no longer wishes to, or cannot take an active part in the activities of Team Continental, but who wishes to maintain an allegiance with the Team may assume Inactive status by so advising TC in writing of this intent. An Inactive Member may attend meetings and may resume membership at any time by advising TC, and paying the remaining yearly dues.

Team Continental relies on volunteers to put on our racing, driver training, and other club events. Please indicate below any areas where you would be willing to help:

- | | |
|---------------------------------------------|------------------------------------------------------|
| <input type="checkbox"/> Driver services | <input type="checkbox"/> President |
| <input type="checkbox"/> Registration | <input type="checkbox"/> Secretary |
| <input type="checkbox"/> Tech Inspection | <input type="checkbox"/> Treasurer |
| <input type="checkbox"/> Scales | <input type="checkbox"/> ICSCC Executive. Board Rep. |
| <input type="checkbox"/> Timing & Scoring | <input type="checkbox"/> ICSCC Contest Board Rep. |
| <input type="checkbox"/> Pre-grid | <input type="checkbox"/> Race Chairman |
| <input type="checkbox"/> Turn Worker | <input type="checkbox"/> Driving Master |
| <input type="checkbox"/> Flat tow | <input type="checkbox"/> Membership Chairman |
| <input type="checkbox"/> Paddock Marshall | <input type="checkbox"/> Communications Director |
| <input type="checkbox"/> Driving Master | <input type="checkbox"/> Telltale/Newsletter Editor |
| <input type="checkbox"/> Driving Instructor | <input type="checkbox"/> Picnic Chairman |
| <input type="checkbox"/> Other | <input type="checkbox"/> Banquet Chairman |
| | <input type="checkbox"/> Christmas Party Chairman |

Please present this completed form to the TC Membership Chairman or send it to:
 TC Membership Chairman, PO Box 2273, Portland, OR 97208-2273.

Please include the \$30.00 membership fee along with your application/renewal.

Signature _____ Date : _____

Official Use Only:

Year: _____ Membership Number: _____

Notes: _____

Status : Novice Active Senior Inactive

Fee received: \$ _____ (Check # _____ or Cash) New card sent: _____

(Continued from page 3)

Race Chairman (Brian B): Pete B got a call from Steve Fraiser from Breaking Winds in Morrow that we have it locked down for Labor Day weekend. We don't have enough ORP workers we will need some volunteers. Looking at having meetings for Race Chair once a month 4-5 months before the event. Maybe a restaurant somewhere on Hwy 30.

Treasurer(Stacey S): \$9,714 Profit - \$6,276 Cost= \$3,437. Got an extension to pay the Conference Treasurer until after the event.

Committee Reports:

Banquet Chairman (Darcy O): Going to be tabled until after the race when we know we have a profit. Coast is not secured now 2 weeks before Super Bowl.

Old Business: Will keep asking for a Work Party at ORP.

New Business: Look into getting sponsors for TC.

Motion to adjourn at 9:05 by Ben W., motion second by Kevin S., motion passed.

Respectfully submitted, Elizabeth Peters, TC Secretary

Team Continental General Meeting Minutes

Date: April 20th, 2016 Location: Mar's Meadows Chinese Restaurant

Meeting was called to order by President Scott Olsen at 7:11pm.

President: Scott Olsen, Past President: Ben Weaver, Treasurer: Stacey Smith, Driving Master:

Dylan Olsen, Secretary: Elizabeth Peters, Membership Director: Dennis Roberts, Executive Board

Rep: Skip Yocom, Race Chairman: Brian Bogdon, Contest Board Rep: Kevin Smith, Communications Director: Pete Belfanti



Board Meeting Minutes (No reports not present):

President (Scott O): Successful Drivers Training! Still need a volunteer for Vice President.

Treasurer (Stacey S): \$10,000 in bank. Income for Driver training was \$9,900/ Cost \$6,276. ICSCC has allowed last payment for insurance can be made in September after the race.

Membership Director (Denny R): 132 members to date/ 138 members at this same time last year.

Driving Master (Dylan O): Profit generating Drivers Training of approx. \$3,000. Need more instructors for next DT Event so if you know anyone who would like to help, please start recruiting.

Old Business:

Bill has no projects for TC right now. He needs instructors in May, could be used towards a discount with TC.

New Business:

Free fire extinguishers: Does TC want any? Currently have 20-30 bottles charged. Will get an inventory list of what is available. TC would like any after a certain date. Can offer others to Conference or ORP.

Skip- Need to be verbal with our recruitment more. If you don't ask you'll never get a yes. Gave a Duluso Apron to Bill M. and a 1990 TC Newport Apron to Darcy O.

Motion to adjourn at 7:43pm by Ben W., motion second by Skip Y., motion passed. Respectfully submitted, Elizabeth Peters, TC Secretary

B/S & Boner Stories: There were many great stories that were shared.

Scott O.: Working on getting his Conference license. His story; He was towing home in his Ford pick-up with a

(Continued from page 5)

Suburban on the trailer. he ran out of gas going up the hill to his house. It was a dark cold winter night and Roxanne was helping him that day. He decided to take the Suburban off the trailer so he could tow the truck. It turned into a disaster quick, the truck started sliding down the hill and now he was taking up both lanes. Least to say is that is the last day Roxanne will work with Scott.

Bill M.: Jinxy was driving a '54 Ford convertible. The wheel cylinder blew and poured fluid on the brakes. So as a broke master mechanic he would just cut the line and hammer it closed. He did this until he had one brake left. It was raining one day and he went spinning on Terwilliger Rd. when the last wheel cylinder finally gave.

Jon W.: Also had trailer issues. Traffic was heavy but flowing, he crested over a hill on I-5 and everyone was stopped shortly ahead. Everyone was on their brakes and ditching to the side of the road when they saw him coming with the trailer trying to pass him. The car on the trailer slides on the deck and a board pins the wheel and he comes to a smoking stop 90 degrees to traffic but managed not to hit anyone. It was fun trying to get the car repositioned with the State Police.

Ron B.: Russ H. was at the Rose Cup at PIR racing a Stinger. He had a open trailer and Ford pick-up. The cab was over the front tires and very unstable. When going out of PIR getting on the freeway somehow the pickup ended up on the trailer and the car was on the interstate.

Kevin S.: As a novice mechanic he was working on his '68 Javelin. He removed the alternator but for got to unhook the battery. He heard a hissing and sizzling the positive on the alternator starts melting the plastic, burning like a fuse. It starts hitting the starter and trying to turn over. The car was in reverse in the garage, it lunges backward and hits the garage door. It would take too long to use a wrench so he grabs a hack saw to get the cable disconnected. Took three panic stroke before the job was done. Had to replace engine wiring harness.

Dylan O.: Had an '81 Corvette with a starter issue. You had to crawl under the car to get it started. He was attempting this with his head and body between the curb and street. The car was in reverse and lunged backward off the jack smacking his head on the ground and hitting his roommates car.

And the owner of the boner jacket (Lizzy Peters) awards the boner jacket to.... Kevin Smith.



Towing Story

as told by Scott Olsen

The interesting story I want to tell involves towing. And it wasn't towing a race car, which would have made the story way better, but it was towing. So, I had just purchased this truck, it was a 1984 ford diesel, and it was old and dilapidated and the gas gauges don't work, it has two tanks and a switch to switch between the two tanks, and I have other stories about this vehicle and running out of fuel. So this was our maiden voyage using it to go pick up a car in Portland. I've got a trailer on the back and we go to Portland, and pick up a full-size new Suburban, a heavy vehicle. And it's on the back of this open trailer. I have Roxanne Olsen helping me, because she has agreed at that time to go on deliveries with me to Portland and back because that is how my business was working at the time. And I knew that I had just filled up the truck so I knew that I could probably go about a week on that much fuel, however, I had miscalculated. So, Roxanne is ahead of me, in a different vehicle, and we are almost all the way home, and there's this hill that leads up to my house. It's an asphalt road that goes for a couple of miles, and it's windy and it's steep. And it's wintertime, it's about 5 o'clock in the evening, getting dark. She is ahead of me, she is probably already home. I'm towing up the hill, and this thing is wide open throttle, and I'm going like 10 miles-per-hour, maybe 5, and I'm like WAAHHH up this hill, and I get about half way up the hill, and the motor

(Continued on page 7)

(Continued from page 6)

goes WAAHHHH, then quiet. And I'm only going like 5 miles per hour, so I can't even pull over, it just stops, out of fuel. OK, so we're stopped now, halfway up the hill, blocking the only uphill lane. So, first thing I call Dylan, he doesn't answer his phone. I call Lizzy, she doesn't answer her phone. I don't call Darcy, because I knew she was ill and couldn't help me. So, I call Roxanne, and Roxanne says yeah, OK, what do you want me to do. So I say, "Well OK, get Larry's pickup and get a tow strap, and come down here cause I don't know what else to do. You're going to have to tow me the rest of the way up the hill." So, I'm thinking in the meantime: I don't think Larry's little pickup is going to pull my pickup, with the trailer, and the big ole Suburban on it, up this hill. So I better get some weight off this thing. So I decided, the Suburban runs, it's just crashed. So I decide OK, I'm gonna unload the Suburban off the trailer and ditch it in a neighbor's driveway so that we can tow the truck with the empty trailer up the hill, then I'll come back and get the Suburban later. So, I'm by myself. I decide, OK, I'm gonna get the ramps out and take the tie-downs off, and I climb in the suburban, and I fire it up and I start backing the suburban down off of the trailer, and as I get the front of the suburban on the back of the trailer it's lifting the back of the truck up, and then the whole deal starts sliding backwards, and here I am, what do I do? Hey now we're picking up speed, and there's nobody in control of the pickup. So, the only thing I could think of to do was to put the suburban into park, jump out, run up, get in the truck and put on the brakes to stop the truck. So, I put it in park, jump out, but by the time I got out and stumbled over the trailer fender, well there goes the truck. I do get the door open, I get in finally, I put the brakes on and get it to come to a stop. And now we're blocking all the lanes, not just the uphill one. And my heart is just going thump, thump, thump, thump ... Well, I gotta fix this, I gotta do something because this isn't working. I'm blocking all the lanes now, and people are coming up and having to go into the ditch to get around me. So I let the brakes off and there it goes again down the hill backwards. So now I've learned that all I can do is sit there and hold the brake until Roxanne can get there. Eventually she got there, and I told her that I'm going to jump out, and it's going to start rolling, and you're going to jump in and hold the brake, and she wasn't very happy about that plan. But she agreed. And then I was able to use the truck and get the tow hook on it, and get tension on it, so that the truck would stop rolling backwards, get the suburban off, get everything together, and get my rig. And, that was the last day that Roxanne worked for me.

Team Continental BOD Meeting Minutes

Date: May 4th, 2016 Location: Laurelwood Brewing Company



Meeting was called to order by President Scott Olsen at 7:00pm.

President: Scott Olsen, Past President: Ben Weaver, Treasurer: Stacey Smith, Driving Master: Dylan Olsen, Secretary: Elizabeth Peters, Membership Director: Dennis Roberts, Executive Board Rep: Skip Yocom, Race Chairman: Brian Bogdon, Contest Board Rep: Kevin Smith, Communications Director: Pete Belfanti

Board Meeting Minutes (No reports not present):

President (Scott O): This meeting will be brief do the unfortunate circumstances of our room being double booked and the lack of being to hear each other.

Membership Director (Denny R): 132 members to date.

Race Chairman (Brian B): Stepping down from the position for personal reasons.

Scott O: will discuss new race chair, race committee work over e-mail.

Motion to adjourn at 7:02pm by Scott O., motion second by Ben W., motion passed. Respectfully submitted, Elizabeth Peters, TC Secretary

Inadvertent Boner Jacket Story

as told by Kevin Smith

When I told this story at the end of the April general meeting I didn't realize that Lizzy Peters was listening to the stories searching for the next boner owner. But, here is the story I told, and which earned the coveted boner jacket.



Javelin, in front of the garage the story takes place in.

So, this isn't a towing story, this is a workin' on a car and being a novice mechanic story. So, the first kind of hot rod I had after I moved out here was a 1968 Javelin. I've had a couple of Javelins. And to say that it needed work when I bought it is an understatement. So, I'm workin' on it out in the garage and I'm strictly a newbie mechanic at this point. I don't remember what I was gonna do but it involved that I had to take the alternator off. Well, I didn't disconnect the negative battery cable. I figured you know, no big deal, I'd just watch out when I take it off and set it out of the way. So, I get it all loosened up, set it out of the way, and I'm working and I hit it

with my elbow or something, I don't know, but I knocked it off from where I had set it. And the positive terminal of the alternator hits the body, and sticks and grounds. And it just starts hissing and sizzling and then the wire, the positive wire from the alternator starts burning its plastic off as it gets hot cause its putting so much juice through the wire. So, I'm going, oh god, crap, and its burning like a fuse through my whole engine wiring harness underneath the hood. SSSSS. SSSSS. It gets someplace up into the middle of the harness, and it hits the starter. The car is not up on jack stands because whatever I was doing was just under the hood. So, it hits the starter, the car is in reverse, in my garage. So the thing starts going rurrt, rurrt, rurrt, backing up from the starter engaging, in the garage, until it hits the garage door, and then it just sits and goes rurrt, rurrt, rurrt, pushing against the garage door. And I'm just freaking out trying to figure out how to get this to stop. And I was like finally, you got to unhook the battery. It's way too slow to unhook the battery with a wrench, so I grabbed a hacksaw, and started hacking through one of the battery wires, which were also REALLY hot, and burnt the crap out of the palm of my hand from the hot wire. But it only took like three panic strokes to cut all the way through that two gauge wire, and then everything was much better. The sizzling stopped, and it quit backing into the garage door. Later, I had to replace the whole engine wiring harness. Now, I know to always disconnect the negative battery cable, before starting on almost anything.

The rest of the story

I ran the picture below in the April issue alongside a memorial article on Ralph Raimondi's passing. I titled the picture "Ralph Raimondi (on left) with one of his race cars.", not crediting who ever was sitting in the car because I didn't know who it was. This picture is one that has been in TC's history books for quite a while, and the caption in the books didn't identify the other person in the picture either. I scanned this picture several years ago, and used it in 2007 for a slide show that was presented at TC's 50th anniversary banquet. And no one at the banquet seemed to know who that was in the picture either.

After publishing the Tell-tale in April, I got an email from Jim Larfield that said, "Nice pic of Ralph and that dude trying to get into Ralph's car. That dude was me. As a joke let's see if Jim can fit into a Formula Ford. If you can't tell it wasn't a successful attempt."

And that's the rest of the story behind this picture.



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**



koble creative architecture
terry amundson - owner
koblecreative.com

Gresham Collision Center Inc.
150 NE Kelly Ave. Gresham, OR 97030
(503)328-6483

Dylan Olsen (360)430-4563
Scott Olsen (360)430-4521



OREGON RACEWAY PARK

Love speed? We can help!

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

Bill Murray
Operations Manager

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

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

**MASTER MECHANICS
INCORPORATED**



503-238-8877
mastermechanic05@comcast.net

Bill Murray
8036 S.E. 17th Avenue
Portland, Oregon 97202

STAR PROJECTS



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

Bill Murray
Event Coordinator

99WEST TRAILERS



A Passion for Performance

T 503-537-9103 | F 503-822-5734

www.99westtrailers.com



Tell Tale

Kevin Smith - Editor
1440 NW 317th Ave
Hillsboro, OR 97124

Deliver to: