



Tell Tale

Our Oct. 5th "TTT" was a hit. Dinner and awards presentation were great! Nominations for 2020 Board begin this month.

VOLUME 29, ISSUE 10

October 2019

President's Message

Greetings TC

Our last track event for the 2019 season is now in the books, having taken place Saturday, October 5th. We had an almost 50% gain in attendance from our August Time Trials. We are definitely gaining traction, not only in participation level, but also enthusiasm for the bracket style classing.

It was a fun day. The weather was crisp in the morning making for dicey traction until your tires got up to temp. There is an in-car video on our web page from one of our participants spinning at turn 14 on his out lap showing just how dicey traction was or wasn't. As the track warmed up and the lap times dropped so did the participants desire to compete for their best time. At the end of their session they would hurry down to the office to get their time sheets anxious to see how they did. At the end of the day there was a fun trophy presentation done by Lynn Coupland and Joe Harlan. Everyone had a great time while enjoying the dinner that was sponsored by 99 West Trailers and Bill Murray.

I'd like to thank all of our volunteers for doing a bang-up job and making it a very fun day for all involved.

The next general membership meeting is Wednesday, October 16th, at Buster's BBQ in Tigard @ 7pm. We will be doing our first round of nominations for next year's Board. Please consider volunteering for one of these prestigious positions. You are sure to be awed and admired by all who you encounter when they are informed of your position on the Team Continental board ;-)

See you on Wednesday,

Jim



2019 TEAM CONTINENTAL BOARD OF DIRECTORS

| | | |
|--|--|--|
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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.

Tony Hauser, Editor 503-438-0297

The Tell Tale

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MEETINGS

General Meeting

Wednesday, October 16th, 7PM
 Buster's Texas BBQ
 11419 SW Pacific HWY, Portland, OR

Board Meeting

Wednesday, November 6th, 7PM
 The Wild Hare Saloon
 1656 Beaver Creek RD, Oregon City, OR



Message from Joe Harlan

10/11/19

Well we have another season in the books. Our March driver school was a great event followed up with the creation of a new program to ICSCC by a small group of Team Continental members. August was our first try at putting on a Track Trials event which turned out to be a great effort and a full success on the fun scale! Next up was working on our October 5th event and again a small group of people put together a great event that was the highest in my club history on the fun scale. As a club we owe these hard-working members that have tried something new a real big “thank you!”

The motorsports world is taking on all kinds of new identity and as a club we need to catch on to these trends and do what we do better than anyone! We need to make them FUN! We need to remember that TT is not racing! It is about having fun with friends and fun with cars! As a club we have developed a gold mine of fun and the key for us and future Boards is to not over think it and not get in its way! In two events we have created a following and that following is already working for us. Our facebook page went from 800 hits in its existence to 30k hits in 2 months. People are sharing their experiences through youtube and social media. Yes, we at Team Continental have given birth to something that is really cool! We need to work hard to raise this baby up and guide it all while keeping it fun. Our rules need to keep it safe and not over complicated. We need volunteers and not rulers. We need dedicated driver coaches that will help guide our new friends and help them have fun.

This club needs you, its members, we need leaders to help guide the club along and the more help we have the less burn out we have as individual members. We need to put the club on a path we all agree on rather than a club failing from a divided membership. We need as a club to bury the past and the things that divide us and work toward a FUTURE full of fun that will unite us!

I would like to say I believe all of this is possible and you only have to have been at the after event at both of our TT's this year to see it. I believe that Bruce Baggett cared more about the social aspect of this club and its membership than anything else in his life and these last two events did him proud! Thanks for allowing me to be a member.

October after-event party photos

Submitted by Sonjia Smethers



Awards presentation handled by Lynn and Joe



Good food. Good wine. Good friends.
Great memories!



What it's all about at the end of the day. Smiling faces!



South of the Border

Team Continental Banquet

January 24 – 26, 2020

Hallmark Resort Newport

Room Reservations 1-855-391-2484

Identify yourself as Team Continental

For rates quoted below by

December 24th, 2019

Fiesta Grande Buffet

\$37. incl gratuity

SW Green Salad

Warm Flour & Corn Tortillas

Spanish Rice

Refried Beans

Cheese Enchiladas

Pork Carnitas

Panko Breaded Catch of the day

Shredded Cabbage & Cheese

Sour Cream & Pico De Gallo

Please register through MSR for Dinner Reservations – pay at the banquet or thru MSR

GROUP ROOM RATE:

Please contact The Hallmark for room reservations

| Room Type | Rate | Fri 1/24/20 | Sat 1/25/20 | Sun 1/26/20 |
|-------------------------------------|--------|-------------|-------------|-------------|
| Traditional One Queen Guestroom | \$ 109 | 15 | 15 | checkout |
| Traditional Two Queen Guestroom | \$ 129 | Optional | Optional | checkout |
| Limited Edition Two Queen Guestroom | \$ 144 | 10 | 10 | checkout |
| Limited Edition King Spa Guestroom | \$ 144 | 5 | 5 | checkout |
| Admiral Suites #548 & #549 | \$ 199 | 2 | 2 | checkout |
| Ward Room | Comp | 1 | 1 | checkout |
| TOTAL | | 33 | 33 | 0 |

Hallmark Resort requirement for any individual cancellation: the individual or Sonjia Smethers must notify the hotel at least 48 hours prior to date of arrival. A fee of one night stay will be enforced should the reservation be cancelled after this time. Additionally, should any guest choose to checkout prior to their confirmed departure date; an early checkout fee of one night stay will be charged.

For any questions please contact Sonjia 503-310-8511

Armadillo Andy Collins Weekly Racing News

Submitted by Bill Murray and reprinted with permission of the author



You longtime readers know how I've talked about the shrinking car counts and how we've been looking for reason and for solutions. Well, I was hit with a blinding flash of the obvious this past weekend at the Ridge for the 24 Hours of Lemons race. Our sprint club racing (that is races that are less than an hour such as Conference, SCCA and the like) have seen the car counts go down and down. In the budget endurance racing series such as LuckyDog and Lemons the car counts are growing. Hello McFly! Here is what's happening. In club racing the purpose built race cars and serious production cars are still very much there and competing. What is missing is the production cars built from a street car in your own garage. Well I found them this weekend just as I have every time I go to a LuckyDog race, they have gone budget endurance racing. And lots of them. Here's what I observed and finally after several years have come to grips with.

1. There are lots of budget endurance racers and they race a lot and run in all the series from Lemons to LuckyDog to ChampCar (formerly ChumpCar), and other series around the country. Now I've learned that NASA has added budget endurance racing to their events as well.

2. So the racers who built their own cars and ran in classes like IT, D through I production are nearly gone and I believe they have gone budget endurance racing because that is what I've been seeing and confirmed again this weekend.

3. The budget endurance organizers have so few rules in the few classes they have that you can take any car, do whatever you want to it and go racing. Wanna turbocharge your Volvo, OK. Wanna race a jeep, OK, Wanna put a V8 in a VW Vanagon, OK.

4. The budget endurance organizers don't care what the car looks like. Now I could spend 15 minutes here, so I'll just skim the surface. SCCA and then Conference wanted cars to look good and be representative of the club with the public. No cars allowed with primer paint was a rule. They wanted to appeal to the spectators so all were seeing very nicely prepared cars. Well something has happened in the last 20 years or so.....There Aren't Any Spectators! So who cares what the cars look like? Nobody. A Budget Endurance racer can spend his/her time mechanically making the car perform as they like and not time in the paint shop.

5. Everyone knows about the low entry requirements. Show up, pay your \$50 and go racing. I just learned that NASA has gone to this same EZ entry for their endurance series.

6. They have made acceptance, entry and racing so EZ that anyone can do it. What's going on in the Club Racing world. A small movement towards making it easier but not significantly so. OK so this topic will get the ire up of many of you. You have a nice car, you have taken a driver's school or two, you've jumped through hoops to go racing and you sure don't want to be out there and get hit by some dufus in a \$500 Crap-Can car, right? So how do the budget endurance organizers do it? They penalize the fool out of you for screwing up on the track. Lemons black flags you for such minor violations as a spin or an off track excursion even when there was no car damage and no other car involved in your actions. LuckyDog sends people home in the middle of the race and you don't get a refund. So in other words, be nice, race nice or be penalized. Club racing expects you to play nice and when you screw up you might get a furled black flag or maybe a small fine at the end of the day and could actually be sent home but it isn't likely. I'm not saying one group is right or one wrong concerning how they handle mistakes on the race track, I'm just 'splaining the groups handle issues differently.

OK I could go on and on about cost of entry, why teams like to race together in endurance races vice racing in individual sprint races, and other reason people go budget endurance racing the two forms of sports car road racing are different in some respects and very much the same in others. Bottom line is that the production racers are leaving sprint racing for endurance racing.

Of course now we have to say what are we going to do about it to survive. That's a topic for another week. Please think a little on this topic and delve into it. I think there are solutions for all, we just have to figure them out.

If you are new to the enews and wonder what the whole previous discussion was about, it is an extension of my concern for the future of club sports car racing as we try to sort out dwindling car counts and increased expenses. I really

don't have any special insight, only an opinion, which like fools faces are often found in public places. Change is inevitable except from a vending machine.

Racing News

As previously mentioned, we were at the Ridge this past weekend in near perfect weather. It was a 24 Hours of Lemons race with about 29 cars. In a followup to the discussion about here is one interesting car, er van...



You can race darn near anything in Lemons

And speaking of penalties, one racer had some sort of a recurring violation of the rules and had to pay a hefty penalty by being taped to his car and driving slowly around the paddock announcing how bad he was -



Bad driver announcing his crime while taped to the car

The turnout of cars was kinda low for this event and as you can see in the driver's meeting photo below there were plenty of drivers in those cars.



Lemons Driver's meeting

Oh just so you know, the driver's meeting lasted about 5 minutes and there was no discussion about the blend line. A show of hands indicated about 1/3 of the group had never raced before. Wow.

What blew me away was that nearly all these drivers also race LuckyDog, meaning they were budget endurance racers and would race any sanctioning body's event. Since there are low to no restrictions on licenses, anyone can race. What, you have a NASA license! No way you are racing with us until you jump through 3 hoops.

Story of the weekend was this team running an RX-7 convertible that lost a rotor. Engine Rotor not brake rotor. So they went out to buy some wheels for one of their cars and found a old VW Scirocco in the weeds by this guys house where they were buying the wheels. Seems they wanted this car gone and sold it for \$500 (this is Saturday afternoon mind you).

They dug it out of the tall grass, took it to the track, figured out how to make it run, added current seat belts and viola, they had another Lemons car.



\$500 Lemons car found in the yard of a racer

By 9:30 Sunday morning the car was on the track racing. My friend Steve Ingersol came out to take his grandson to the races, and upon hearing the story, looked at the car only to recognize it as an old and very fast Conference car built and raced by Chris Yeeles. When we left the track Sunday afternoon, the car was still running and the team was still smiling at what they had found and stolen for just \$500.

This coming weekend is an off weekend for us with no racing in the PNW although some NW racers are at Virginia International Raceway for the SCCA national championship. So relax and enjoy a weekend off. Oh wait, there is no off season for racing so you'd better be planning your next season and make a "to do list". Hey taking your spouse or significant other out for date weekend might actually help your racing program for 2020. Might wanna give that some thought.

TC Networking

Send your business card to the Tell Tale 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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