



Tell Tale

Newport awaits! We hope you are planning to attend our annual awards banquet, installation of new officers, and meeting Jan. 24-26th.

VOLUME 30, ISSUE 1

January 2020

President's Message

Submitted by Jim Larfield



Greetings TC

I begin this message on a sad note as long time TC member Marshall Atherton has recently passed away. On behalf of Team Continental I'd like to express our condolences to Marshall's wife, Shirley, and his family.

So this is my last message as your much beloved El Presidente ;-). While this might be my last ramblings as your president I am moving over to become the Track Event Chair (we used to know this as the Race Chair) and I plan to ramble on every so often about Time Trials.

While the Christmas Party was fun it's time to gear up for the banquet the weekend of Jan 24-26 in Newport at the Hallmark. Be prepared to Fiesta the weekend away - it's sure to be a good time.

Our first driver's training/ time trials has been reserved at ORP for March 28 and registration is open on Motorsportreg. As usual we will need instructors as this event has always been well attended. Drivers are usually pretty excited about getting on the track after the long winter. So please make yourself available to help out your club.

If you haven't made your reservations for the banquet, please do so soon. Look forward to seeing everyone in Newport.

Jim

2019 TEAM CONTINENTAL BOARD OF DIRECTORS AND APPOINTEES

President Jim Larfield president@teamcontinental.com 503-539-2677	Vice President open vicepresident@teamcontinental.com	Secretary Tiffany Neil secretary@teamcontinental.com 503-309-6221
Treasurer Don Smethers 503-349-2000	Communication Director Tony Hauser communications@teamcontinental.com 503-438-0297	Driving Master Lynn Coupland drivingmaster@teamcontinental.com 503-701-3547
E-Board Rep Carl Clinton eboard@teamcontinental.com 503-780-5854	Contest Board Rep Jon Wilson cboard@teamcontinental.com 971-219-3184	Track Event Chairman Bob Smethers racechair@teamcontinental.com 971-207-5147
Membership Director Dennis Roberts membership@teamcontinental.com 503-318-7624	Driver Training Registrar Toni Larfield dtregistrar@teamcontinental.com 503-702-1482	Race Registrar open raceregistrar@teamcontinental.com

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

The Official Publication of Team Continental

The Tell Tale is published monthly by Team Continental. All contents are Copyright © 2020 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.

MEETINGS

General Meeting

Hallmark Resort
Newport, OR
Noon, Jan. 26th

Board Meeting

TBD

South of the Border

Team Continental Banquet

January 24 – 26, 2020

Hallmark Resort Newport

Room Reservations 855-391-2484

Identify yourself as Team Continental

Weekend Activities

Friday, January 24

7:00 PM - Serenade of Margaritas & Lemon Drops – Thanks to Jon & Cynthia

Saturday, January 25

9:30 AM – Breakfast in Hospitality – Thanks to Scott & Darcy

2:00 to 4:00 – Wine Tasting – Thanks to Don & Gayle

5:00 to 6:00 – Registration & Social Hour – Lower Lobby

6:00 to 7:00 – Fiesta Grand Buffet – Dinner Salon

7:00 to 8:30 – Awards – Salon

Sunday, January 26

12:00 Noon – Business Meeting and Crab Feed

Please register through MSR for Dinner Reservations – pay \$37 at the banquet

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	call	15	15	checkout
Traditional Two Queen Guestroom	call	Optional	Optional	checkout
Limited Edition Two Queen Guestroom	call	10	10	checkout
Traditional One Queen Guestroom	call	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

January E-board Meeting Report

Submitted by incoming E-board Representative Joe Harlan



Highlights of the E-board meeting:

First off our two early dates have been accepted and received in a very positive manner. Lots of kudos on the work we are trying to do. I did mention the possibility of a late September/early October event should our first two be successful. There were a couple of dates that would require us to ask permission from SCCBC to have an event that conflicts. Because our events are completely different SCCBC felt it would be a non-issue.

I did float the idea out that we are working at building this program to increase the ICSCC membership which in turn would bring drivers and workers to the sport and that we should be allowed to hold these events at other facilities. I guess the best part was that I did not get rejected of hand. Obviously this would be up to the BOD of TC to guide me if the club wants this pursued any further.

The big item for the meeting was double races; it passed but the math was changed so that even with doubles only a certain number of races count at any track so it really doesn't change much. Jon and I both made the point that raw number of races are what keeps people from chasing championships and we should look to a program that encourages (lowers the bar for) people to compete.

Licenses without physicals ended up being tabled on my motion to further study and have forms and information ready by the fall meeting. There was no way everything could be done in a timely fashion and still go into effect this year.

There was an addendum to the bylaws that divided up the empty territories among the 5 clubs of ICSCC. The general consensus is the E-BOD see 5 clubs as the right number. TC Retains area 7 and area 9. SCCBC gained Victoria Island which is about all that was affected.

There was a change to the contest board process that was done to protect the system from one club rule. Rule changes will be based on participation of the driving membership. This will encourage drivers to show up or proxy vote, so if IRDC only has 16 members that vote then they only get 16 votes. This will keep one single

(Continued on page 5)

(Continued from page 4)

club from changing things that benefit only their programs.

There was talk about race group realignment and to the presidents credit he suggested a study and a full proposal rather than trying to hammer it out at this meeting.

We also discussed the need for a forum that the E-board, through electronic means, can communicate and even have urgent voting if needed (example : our program was really delayed by the antiquated process we have).

We can now accept SOVREN licenses.

My feeling is that ICSCC is starting to see the need for changes in some of our programs and the TT thing has been well received and TC has a whole new level of respect for the work we as a group have done.

There are those out there that are grasping at straws and can't understand that we as an organization need to develop programs that target the entry level enthusiast rather than focusing on how to take someone else's. TC is doing that.

I am sure I made some mistakes but I did what I could and tried not to leave us out on an island with any vote. Jon Wilson was a huge help and the previous guidance from Carl Clinton was invaluable.

Thanks for trusting me with this huge responsibility, I will look to Carl and all of you to help keep me on track with the clubs desires. I feel my position here is strictly your voice to the organization.

Thanks,
Joe Harlan.

P.S. I need a worker's fund report. If anyone knows what our responsibility is there some guidance would be great.

Name That Vintage TC Member

Submitted by Bill Murray, TC Historian



Hints: He raced a Lola T-70 and lived for a time in a log cabin in Rhododendron. The house had a bridge over the living room built over the front porch. He called it, “the bridge of the virgins.” Many had travelled across it, but none had returned.

Prizes of unspeakable value will be handed out at the next meeting for those in attendance with the right answer.

For extra credit: who is the guy in the background?

Bill Murray

T.C. Historian



Nannies

Submitted by Bill Murray



Below is my rather random thinking on “Nannies”, as well as a real-life cautionary tale to consider.

Of the few cars in my rental fleet that have functional A.B.S. I keep it on for the beginning drivers only, and then it is primarily to reduce the cost of beginning students flat-spotting tires. I feel that we need to teach what the client wants to learn but also expose them to what they need to know: Do they want to get to the grocery store on a snowy day, or are they truly trying to become high performance drivers. For the present, I would be as reluctant to assign an instructor that lacked substantial experience in a non-A.B.S. equipped car, as I would be to qualify an airline pilot that had only A.L.S. training.

When A.B.S. was first introduced, a lot of very good drivers wrecked cars that

(Continued on page 8)



O.R.P. Club Members, Returning Instructors and Instructor Applicants

Our 2020 Annual Instructor training at O.R.P. will be held Saturday March 14th

Our Guest Speaker this year: To be determined

So why do I want to do this?

- Instructing is fun and often a great learning experience as well.
- Learn effective instructing techniques from your peers in the driving instructor community.
- The entry fee includes 4 hours of track time to hone the rough edges of the "off season" and a chance to test those vehicle modifications made over the winter.
- The driving portion of the day helps us train our turn workers and response personnel.
- During O.R.P.C. Days (and many other events) if a car on course is to be occupied by more than one person, one of them must be an instructor. (When you bring guests you can instruct your friends).
- If you instruct for a STAR Projects event you get paid.
- Your registration fee is only \$150.00 and includes lunch, and an afternoon of open track.

Attendance at our Spring Instructor Seminar is not a guarantee that you will be accepted to serve as an instructor, but it does carry significant weight in the vetting process. If you have not already submitted the information requested below, please send a brief overview of your driving history.

Please include:

- A list of vehicles, tracks, and years you have been involved with performance driving.
- Competition Licenses you hold or have held (if any).
- Racing experience (if any) significant wins or championships won (if any).
- Driving schools or instructor trainings you have taken.
- Any coaching or instructing experience you have been involved with (motorsports related or other).
- Any pertinent information that would help us determine your qualification and most effective placement as an instructor.
- Send us your favorite selfie to add to our file.

Don't be reluctant to sign up if your list of accomplishments is underwhelming, all instructors started somewhere.

Advance registration required. Please call myself or Brenda if you have questions.

Bill Murray
Operations Manager
503-358-2617 - 10:00 a.m. to midnight.

Brenda Piki
Track Office Manager
541-333-2452

P.S. Got a friend that would like to be a course worker? Watch races and get paid too? Sign them up today and bring them with you. Our staff training coincides with the Instructor School and registration for worker candidates is free.....Call Brenda for details.



(Continued from page 6)

would not stop as expected because they were fighting the A.B.S. system by modulating the pedal rather than using the "stab and steer" technique that is usually preferred for A.B.S.

There are a growing number of people driving newer upper end performance cars. It is legal to sell these cars to people whose only qualification may only be the ability to write a check (unfortunately not all of them seek advanced driver training). Many that do show up at the track, go fast, and assume they are great drivers, but have no clue how to drive them without all the electronic aids. If they will be turning them off (when possible) they should be cautioned to do it in stages rather than all at once. Few understand how much the crutch they have become accustomed to using is making them look good. This has been an expensive lesson for way too many drivers.

A.B.S. and other "Nanny Systems" insulate the driver from many of the (hard to learn) micro tasks of driving, and therefore inhibit (or nullify) the need for development of many advanced operational driving skills. In practice, the newer systems work very well and reduce the workload on the driver (few drivers are able to match revs on downshift as precisely as the computer). Still, a well-trained driver, and certainly all instructors, should seek a broad base of operational skills and gain experience in as many different cars as possible.

For the present my word of caution for us instructors: If you are demonstrating a client's car be sure what is turned on and what it turned off. A couple of years ago I managed to look like a total jackass (with a fairly experienced client on board) while at the wheel of his new Z-28. After riding with him for a session or two he asked me to show him the technique I was talking about. Not having driven the car before, I familiarized myself with the car as we pulled onto the track. I first did a couple of S turns to feel for anything loose and gauge the steering ratio and response. I braked hard and early for the first corner: Yep, great brakes. A few seconds of full throttle ascending the following hill; Wow, this is going be fun!

With that (and the operational information that I noted while riding earlier with the student) I had a comfortable grasp of the vehicle's performance potential and had the information I needed to demonstrate the technique I was trying to get across. Knowing that with the substantial power available the back end would be stepping out (throttle induced oversteer) I took a late apex on the next turn (a slow

(Continued on page 9)

(Continued from page 8)

right hander). This line would give me room to place the left rear tire exactly at the exit curbing when I powered out. More to the point, it would enable me to use all the available pavement, get into the power early, and maximize my exit speed down the next straight (this was the lesson my student was having trouble putting into practice). About the time I started to dial in some power the wheels came off my plan. The yaw sensor detected the impending vehicle rotation, and sensing a loss of control, the computer immediately cut the power, as the stability control applied the left rear brake to straighten the cars trajectory.

The Systems all worked like they were programmed to do...except now I was trying to drive a car possessed by the devil. Up over the curb...left two wheels in the dirt...not what I had intended.

The Duh analysis: When the ignition had been briefly shut off (while we were changing drivers) the multiple dash selectable driving modes that are available on this car had automatically reverted to "Full Nanny Mode." My client was very apologetic, but the fault was mine.

The Takeaway: The additional burden put on us as instructors by these "safety systems" is the need to make individual and subjective judgments as to which items are best left on and which can be shut off as our students progress.

Bill Murray / 05

Editor's Notes

Submitted by Editor Tony Hauser

I will happily continue as your TT editor this year! If you submit an item to me at editor@teamcontinental.com and I do not return an email to you acknowledging receipt please let me know ASAP.

You can also email me directly at abhauser@aol.com. Please send me articles, photos, etc (e.g. there's no photos from the holiday party because no one sent me any!).

We had about a full one-third of our membership attend the last monthly meeting in November and that was very encouraging to see!!! It looks like our switch to Buster's BBQ in Tigard has been well received by TC'ers. The food is great and it's more fun when more people are there.

Editor Tony



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.

SHELTIE Motorsports

Ric A. Farrar **BMW Specialist**

Portland, Oregon 97223

503-805-3110 c ricfar@q.com



Joe Harlan
 Owner
 503-502-4671
 13952 S Carus Rd
 Oregon City, Or.
 Joe@toptechmotorsports.com
 toptechmotorsports.com



Racing is what we do! Winning is why we do it!



GRESHAM COLLISION CENTER, INC

(503) 328-6483
 www.greshamcollisioncenter.com
 150 NE Kelly Ave, Gresham, OR 97030



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

MASTER MECHANICS INCORPORATED



Bill Murray
 503-238-8877 8036 S.E. 17th Avenue
 mastermechanic05@comcast.net Portland, Oregon 97202

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

Track Talk

Portland, OR 503-805-3110 Communications

Custom race car and crew communication systems

Ric A. Farrar

ricfar@q.com 503-805-3110

STAR PROJECTS



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

Bill Murray
 Event Coordinator

Membership Renewal for 2020

Join or renew online using this link: <https://www.motorsportreg.com/events/team-continental-membership-2020-tc-004642> or fill out the form below and mail it in.



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.

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"/> Registration
<input type="checkbox"/> Tech Inspection
<input type="checkbox"/> Scales
<input type="checkbox"/> Timing & Scoring
<input type="checkbox"/> Pre-grid
<input type="checkbox"/> Turn Worker
<input type="checkbox"/> Flat tow
<input type="checkbox"/> Paddock Marshall
<input type="checkbox"/> Driving Master
<input type="checkbox"/> Driving Instructor
<input type="checkbox"/> Other | <input type="checkbox"/> President
<input type="checkbox"/> Secretary
<input type="checkbox"/> Treasurer
<input type="checkbox"/> ICSCC Executive. Board Rep.
<input type="checkbox"/> ICSCC Contest Board Rep.
<input type="checkbox"/> Race Chairman
<input type="checkbox"/> Driving Master
<input type="checkbox"/> Membership Chairman
<input type="checkbox"/> Communications Director
<input type="checkbox"/> Telltale/Newsletter Editor
<input type="checkbox"/> Picnic Chairman
<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 \$45.00 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: _____



99WEST TRAILERS

PASSION FOR
PERFORMANCE

www.99westtrailers.com

 **503-537-9103**

Race Trailers, Toy Haulers,
Stackers, Goosenecks
and More



Tell Tale

Tony Hauser - Editor
165 Halsey ST
Saint Helens, OR 97051

Deliver to: