



Tell Tale

2024 Membership form is active on MSR!

Volunteer to help out at a TC event. We need you!

VOLUME 34, ISSUE 3

FREE IS A VERY GOOD PRICE

March 2024

President's Message

By Joe Harlan



March already! We have a couple of events happening in March, First will be the Portland Roadster show where we have joined with Cascade Sports Car club to promote what we do as a club. Last year was a great success and the two clubs worked hard together to make it a great success and a win for Motorsports in the NW. Next up will be our first track event which will be the first school of the season so we are looking at a great turn out for this event, To add to that we will have HPDE, and TEST and TUNE as part of the event. If that's not enough Cascade and TC will be offering ICSCC annual tech as part of the day. BUT WAIT there is more! Oregon Region SCCA tech team will also have their fantastic tech trailer out for the day to provide annual tech service for our SCCA friends! This is a super deal bringing everyone together at one event in the spirit of promoting our sport! I look forward to seeing you all there. This is going to be a big year so lets get together and make it the most fun at the same time! will see that I reposted last months message! Yes we are still doing all of these things! We need volunteers for all of these events. We had a Driving instructors training on the 9th of March and it was a great turn out, Thanks to Peggy Walker at 99 West Trailers for hosting the event. As your president I want to thank everyone for their efforts in making all of our events happen, the success of the club depends on you!



Finally I am sad to share the loss a great member, Steve Leonard was not only a past president but I am sure he held every position in this club multiple times. This club will feel the loss for a very long time. Godspeed my friend we will miss you but we know you are in great company.

Joe Harlan

TC President

P.S. Tell your friends! Recruit new and old members!

2023 TEAM CONTINENTAL BOARD OF DIRECTORS AND APPOINTEES

President Joe Harlan president@teamcontinental.com 503-502-4671	Vice President Vacant vicepresident@teamcontinental.com	Secretary Tiffany Neil secretary@teamcontinental.com 971-678-4233
Treasurer Cynthia Wilson treasurer@teamcontinental.com 971-219-3184	Communication Director Kevin Smith communications@teamcontinental.com 503-693-7394	Driving Master Jon Wilson drivingmaster@teamcontinental.com 971-219-3184
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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

Hey, send me some articles/interesting stuff for upcoming editions.
Deadline is usually first Sunday of the Month.

editor@teamcontinental.com

The Tell Tale

The Official Publication of Team Continental (we wish it wasn't, but our editor has nothing better to do with his time!) The Tell Tale is published monthly by Team Continental. All contents are Copyright © 2024 by Team Continental. All material herein may not be reproduced in whole or in part by any means, electronic, mechanical, electromechanical, 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 editor.

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 and photographs should be submitted as scanned images, but B/W or color prints are acceptable. The Editor cannot guarantee return of unsolicited articles, manuscripts, photos, graphics, or other submissions.

MEETINGS

General Meeting

Wednesday March 20 @ 7PM

Buster's BBQ

11419 SW Pacific Hwy

Tigard, OR 97223

Board Meeting

Wednesday March 20 @ 6 PM
Same Location as General Meeting

February Board Meeting Minutes (March 21, 2024)

From Tiffany Neil, TC Secretary

**PRESIDENT-Joe**

Joe is going to follow up with the proposal to sell the container that we have down at ORP and see if the offer is still on the table.

New flyers for our upcoming events are on their way. He did have to submit a sample flyer by 2-24-24 for the memo but he is open to options for what picture we are going to use for the new official flyers.

Car show is coming up March 15th thru 17th we will need help with everything and anything that you can help with.

We need some type of Propaganda to hand out at the event. We do have some of last year's flyers and trifold available and the QR code still works.

Web page to MSR is working.

We did put money in a CD account that is making us money

WE NEED VOLUNTEERS**E BOARD** - Jon Wilson

We are looking for a new appointee for the Contest Board Rep- We will train a willing participant to fill this position

Event Chair – Jim

We have budgeted a set amount for the upcoming events

Web Master –Kevin

We are looking for a new appointee to take over the tell-tale responsibility and a new Web Manager. Kevin is willing to train them

February General Meeting Minutes (March 21, 2024)

From Tiffany Neil, TC Secretary

Team Continental will be hosting a Memorial Event for Steve Leonard in May at our event. We are asking for all the help that we can get. The family also needs as much help as they can get. We have a work party on March 2nd and 3rd at Steve's house to help the family clear out some of his stuff. The event will be catered, Thanks to Peggy over at 99 West Trailers.

President – Joe

We would like to say how deeply saddened we are, as a whole to lose Steve Loenard. He was a huge part of our club that will be missed.

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Roadster Show is coming up on March, 15th -17th and we need volunteers to help promote our Team and Racing as a whole. Volunteers, will get in for free but parking is not included.

Instructor Training will be held on March 9th at 11 am at 99 West Trailers. Thank you Peggy for hosting the venue.

We put funds into a CD for 6 months.

We would like to appoint a new Vice President soon. There are many Board Member Positions that need to be filled by NEW appointees. All of our current board members have held their position for years and they need to be relieved. New Board Members are Welcomed and Encouraged.

Positions that need to be filled are:

Tell Tale Editor-Kevin Smith

Web Master-Kevin Smith

Event Chairman—Jim Larfield

Jon Wilson has so many positions that he is currently filling that he doesn't even remember the names of them all. Please help out in any way you can to help lighten his load.

Web Master-Kevin

Web hosting bill is paid and the domain name is secured for the year. We put some new info on the website and more will be added.

Jon Wilson's Reports

Treasurer Report- We have money and we started a CD

Banquet Report-Tony Hauser and Cynthia

We should try to figure out whether or not we want to continue to have our annual banquet in Newport or if we want to do something different. Unfortunately, this year we had an extremely low turnout for a handful of reasons. We will circle back to this in the near future.

Trophy Report-Jon

We need a Trophy Chairmain. Trophy's were handed out to members that did not attend the banquet.

Driving Master— Jon Wilson

Instructor training on March 9th will be hosted by 99 West Trailers at 11 am.

Event Chairman - Jim Larfield

Tech inspections will be held at the North Paddock. We need Volunteers.

Motion to adjourn

TC Instructor Seminar (March 9th)

By Kristine Craine

Thank you to everyone who attended TC's 2024 Instructor Training! & Extra special thank you to Peggy Walker & 99 West Trailers for hosting a wonderful event with delicious pizza!



Attending the seminar were:

Peggy Walker, Jim Larfield, Joe Harlan, Randy Karambelas, Jeff Karambelas, Kevin Smith, Rob Rissberger, Denny Roberts, John Bachofner, Tony Hauser, Bobby Smethers & Emoji, Tony Kihlstedius, Steve Adams, Scott Sullivan, Tiffany Neil, Eric Howell, and Kristine Craine

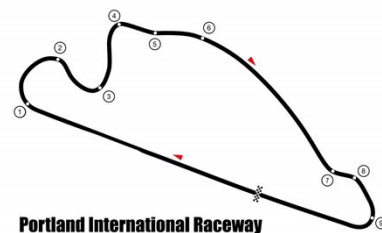
Tell-Tale Editor's note:

Thank you Kristine Craine for organizing this, Jim Larfield for being presenter at the last minute after our Driving Master Jon Wilson got sick, to Peggy Walker (and 99 West Trailers) for donating the meeting space and Pizza, and to all the attendees who donated their time to be better driving instructors.

Finally, thanks to those attendees who helped John Bachofner change a flat tire on his vehicle in the parking lot, in the rain after the event.



Team Continental 2024 Drivers Training & High Performance Track Events



Saturday, March 23rd

Saturday, May 4th

Portland International Raceway

Interested in Volunteering or Instructing?

Email: volunteer@teamcontinental.com



MARK YOUR CALENDARS!

Saturday, March 23rd . . . TC Track Event at PIR #1

**Annual Techs available from SCCA & ICSCC
personnel. Bring your racecar for Tech
Event entry not required for annual Tech**

Saturday, May 4th TC Track Event at PIR #2

Victory Cup

The TC Victory Cup was first awarded in 1963, making it one of the older of the TC perpetual trophies. The Victory Cup is awarded to a member on the basis of the most accumulated points. Drivers should submit their 1st, 2nd, and 3rd place results to the Trophy Committee Chair. Each 1st place is worth 5 points, each 2nd place 3 points, and each 3rd place 1 point. All race finishes during the year can be submitted. The points are totaled and the driver with the most points is awarded the Victory Cup. Here is a list of the drivers that have won the victory cup, from newest to oldest, along with the year.

2023 – Kevin Smith	1996 – Brett Blackstone	
2022 – Don Crawford (the younger)	1995 – Skip Yocom	
2021 – Jon Wilson	1994 – Jon Wilson	
2020 – Not awarded	1993 – Jon Wilson	
2019 – Don Crawford (the younger)	1992 – Jon Wilson	
2018 – Kevin Smith	1991 – Jon Wilson	
2017 – Jon Wilson	1990 – Frank McKinnon	
2016 – Jon Wilson	1989 – Jon Wilson	
2015 – Jon Wilson	1988 – Don Smethers	
2014 – Kevin Smith	1987 – Frank McKinnon	
2013 – Tracey Hazard	1986 – Don Smethers	
2012 – Scott Shobert	1985 – Dave Gentzler	1969 – Ted Mathey
2011 – Scott Shobert	1984 – Don Crawford (the elder)	1968 – Neil Hansen
2010 – Dylan Olsen	1983 – Gordon Barron	1967 – Gerry Bruhl
2009 – Frank McKinnon	1982 – Don Smethers	1966 – Eric Anderson
2008 – Rick Delamare	1981 – Rob Rissberger	1965 – Lee Edwards
2007 – Skip Yocom	1980 – Don Smethers	1964 – Mike Eyerly
2006 – Gordon Jones	1979 – Floyd Schrammeck	1963 – Pierre Phillips
2005 – Skip Yocom	1978 – Doug Taylor	
2004 – Skip Yocom	1977 – Don Smethers	
2003 – Skip Yocom	1976 – Chris Rockweit	
2002 – Derek Hanna	1975 – Bill Halsey	
2001 – Skip Yocom	1974 – Don Smethers	
2000 – Eric Hayes	1973 – Gordon Barron	
1999 – Frank McKinnon	1972 – Gordon Hook	
1998 – Mike Robertson	1971 – Chuck Clemans	
1997 – Bill Bachofner	1970 – Chuck Clemans	



Steve Leonard Remembered

By Bill Murray

“Hey Murray, I got one for you... This guy is a tough case. He ran at our last school and his instructor sent him home by 10:30 in the morning... See if you can do something with him.”

And that is how I met Steve Leonard. It was a Saturday T.C. School at P.I.R. As we slew our way around the track in his white Corvette, he provided an almost perfect demonstration of errors generally categorized as “over-driving”.

After a few laps of barely hanging on to the pavement and driving way beyond his talent, I had him pull into the pits. “You are plenty brave, and you have pretty good natural car control skills” I told him, “But you are driving ignorant... If you want to go that slow all day it’s Ok with me, but you are wasting my time and yours, as well as using up your car for no good reason... If you can do what I tell you I know we can make you a lot faster. “WOW! he said, ” I thought I was going fast”... “But that’s a relief, when we pulled in, I thought you were going to send me home.”

And so it came to pass that Steve made a giant leap forward that day and went on to become a very fine driver. He also went on to become a key Member of T.C. serving as Driving Master, Awards Banquet Emcee, Race Chairman, and President.

In a time when it wasn’t unusual to have 30 or so cars all competing in the same racing class, Steve found a place to do battle in Club Rabbit. Always competitive, he drove well. Especially considering he did so with no chance of getting the car / driver combination anywhere near the minimum weight for the class. In a low horsepower class this handicap could easily be as much as 10%.

Besides driving fast Steve had other passions. Tequila and partying were a couple of them. This led to a friendship with another Club stalwart Bob Smethers, who was also a Rabbit Racer, and a brotherhood was formed. This pairing was of course a recipe designed to trigger a certain chain of events that were often sufficiently egregious as to be above the normal reckless stunts common in a club like T.C.

Since the mid 50’s The Club had been able to award “The Boner Jacket”. This garment was reserved for those that have had some embarrassing incident of self-inflicted bad luck, screwed-up, or made some other racing related faux pas. Soon it became clear that facing the stiff competition these two represented, the rest of the drivers in the Club would be safe from receiving this dubious award forever. It was a new paradigm.... We were simply out-classed. Steve and Bobby exchanged the jacket so frequently that it was darn near impossible for another club member to get it. To relieve the predictability, they took the gentlemanly step and excluded themselves from the competition by creating the “Pro Boner Class”.

To be “a Pro”, doing something that was just stupid was not enough... One’s breach of common sense not only had to be racing related, but also life threatening. Thus, the competition between these two dominant experts came to a close... Pro Boner status is confirmed for life.

During the 90’s the Club hosted races at The Cape Blanco Airport on the Southern Oregon Coast. Although there were numerous other incidents, Steve’s “high-water mark” was set at the Port Orford Campground, A.K.A. “T.C.’s Party Central” in the dead of night. While heeding the call of nature, Steve overstepped the bank and fell 30 feet into the Sixes River. only to be discovered and rescued hours later by a stout gang of fellow Club Members

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with a thick rope.

Steve had other passions, foremost amongst these were his children, daughter Adrienne and son Will, as well as his stepson Chris. The loss of his wife Rebecca to cancer left a hole in his heart that was never to be totally filled. He was kind, he cared about people. He took care of aged relatives and invited a stray family (mine) to Thanksgiving dinner when my kids and I were going through a divorce. In addition to his own racing schedule, Steve made time to support son Will's racing at the Alpenrose Dairy Oval Track with The Portland Quarter Midget Racing Association.

Music was another area Steve dedicated time to. He, with other musicians in the Club, Bobby, Ric Farrar, and others, organized the T.C. Blues Band. It was a lark that lasted over 20 years. At times other Musician / Drivers from the Club also served stints as band members or played as special guests. A few that come to mind included John Swyers, Steve Berry, and Jack DeChristopher.

Steve was a perennial entrepreneur. He had been involved in the ambulance business, owned a car wash, a vending machine company, and a rental car business. He was one of the Club Members recruited during the formation of Pacific Motorsports Management which went on to build Oregon Raceway Park. Unfortunately, he felt he had to back out, not being able to commit the time away from his other responsibilities. However, he remained involved with the project. Acting as the T.C. Race Chairman he met with F.I.A. Certification Engineer Bob Bernard and helped the track secure approval for racing.

Steve was a great guy, much loved, and will be missed by many...

Steve Leonard passed away February 8th, 2024.

P.S.

Seventeen years ago I was working on Duane Starr's Race Car. While hustling to get the car finished and loaded to go to the track, I was standing on a lift with the car raised in the air. Preoccupied with the stuff that still needed to be done, I stepped off and crashed to the cement floor below. The impact broke my hip. When I came out of surgery Steve and Bobby were there to induct me into the Pro Boner Hall of Fame. So, then there were three of us...Now there are only two of us...Be careful we have an eye out for new members. The Pro Boner Club is not one to which you want to meet the requirements of admission.



Jeff Menor Memorial Service

By Bill Murray

Those of us old enough to remember broadcast television will recall a series, that like much of early television, had its roots in the radio dramas of the late 40's. It was called Dragnet and featured Jack Webb as Detective Joe Friday. He played his part with a rather flat and humorless delivery. The narrator's preamble to each show asserted *"The story you are about to see is true ...only the names have been changed to protect the innocent."* Two of the staple lines of the rather clipped and uninspired detective show dialogue were: *"Just the facts Ma'am"* and when the facts were corroborated by previous information Friday's reply was *"That figures."*

At the close of last year, Team Continental lost a great member. His name was Jeff Menor, and although he had only been a T.C. Member a few years he had already assumed the duties of the club's Vice President. Jeff was the most likely heir apparent to become President for 2025. In his early 60's Jeff had come to racing late. Unfortunately, I had not known Jeff long. Not many of the TCers that attended his funeral today had.



Fortunately (and refreshingly for those of us that these days find ourselves attending far more funerals than weddings) the pastor knew him quite well, and so did the friends and family that through their deep and proper grief shared their memories. The service was both poignant and pertinent.

While respecting their loss, but gleaning *"just the facts"* I learned, or confirmed, many things I knew or suspected about the man.

Jeff was thorough and meticulous: As a Business Owner and Mechanical Engineer he had to be. Especially in the business of fire suppression, one that well might have life or death ramifications. Late last fall he had installed a new engine in his race car and was given explicit instructions by his engine builder for breaking it in. The season was over at O.R.P. but Jeff was very eager to get it done so he could start competing first thing in the Spring. His enthusiasm convinced me to arrange a private day for him to run the specified laps.... Thorough and meticulous? *That figures.*

He was much loved, a good Family Man. The service was attended by his one and only wife Julie, daughter Lauren and sons Chase and Chad, mother Carol, his father Francis, his Grandchildren, and other family members that shared stories of holding the flashlight while Dad "showed them how to repair things the right way". The video that accompanied the service illustrated his involvement with family, Soap Box Derby cars, his kid's sports, and stories of times when there wasn't a Coach "Dad stepped-up and became the coach." He wasn't pushy or the kind that forces his way in, he just stepped in where he could see a need. ...*That Figures.* It is what he did for Team Continental too.

He was a contributing member of the community, a friend, a trusted business partner, a gentleman, a competitor, and from the testimony of those present, was well respected by each and all. His passing is surely a loss for all that loved him. To the rare breed that gravitates to Team Continental we have lost a brother.

In the impersonal world of *"Just the facts"*, and perhaps selfishly, I submit that Jeff's contribution of his time, talent, intellect, and his willingness to "step up and make it happen", is certainly not just a setback to our Club alone. The potential of his future contribution and those passions and energies that drove the man, represent a loss to our entire sport.

As Joe Friday would say *"That figures"*.

P.S. As the Presiding Pastor observed, Team Continental was well represented by the numerous red jackets present. The family had placed Jeff's jacket on display with the other significant memorabilia of his life.

Russ Harness, Member of the T.C. Old Guard Remembered

By Bill Murray

Russ had been part of the West Coast racing scene since the early 60's. When I was a freshman at Benson Polytechnic, I would often, after school, skip the cross-river bus, walk downtown, and hang out at my dad's law office. The hike took me right by Russ's business, "Rally Center" on East Burnside. He specialized in parts and equipment to meet the needs of the racing and general motorsports community, much like his friend Ron Brown would do with Competition Motorsports years later. He sold me my first Snell approved helmet and a Heuer stopwatch I still own.

Like Todd Webb (another T.C. Racer and contemporary) Russ was an exceptionally talented driver and was often engaged to drive other people's cars. He was proficient in both Formula and Closed Wheel, and won many races, but luck was not always on his side. At the end of the long straightaway at Seattle the Formula Car he was driving experienced a high hard brake pedal but didn't slow down. The fire extinguisher had come loose and worked its way under the brake pedal.

While driving in the Players Pacific pro race at Westwood in The Hori-Belus, a cobbled-up, Corvette powered, Austin Healey, the car was well outclassed by several state-of-the-art pro teams. Driving in a pouring rain Russ had a chance to do what he was really good at. He had established a crushing two-lap lead when his luck ran out again. A fuel pump wire had fallen off, and by the time he found it and could plug it back in, the win had evaporated.

In 1975 Russ hired me to be his Crew Chief for The Seven Hours of Westwood Endurance Race. This time the car was a very rare (but much abused) Shelby GT-350 Notch Back. Coincidentally, the car (one of only ten built) had been bought new by Gill Weed, who was my neighbor and a meticulous Plastic Surgeon. Although Gill was a T.C. Member, his driving was done with such a hearty dose of caution he was never going to be a front runner. Time had not been good to the car. A motor let go mid race. When it was over two other T.C. Drivers, Todd Webb and Don Smethers in a 904 Porsche took home the checkered flag and the check. I drove home thinking (as I do still) "Enduro racing makes everything else we do look like practice".

In 1977 Russ popped into Master Mechanics with a Trans Am Camaro that had a long and successful history when campaigned by its former owner Joe Chamberlin. The plan was for Russ to drive the Pro Races and Nationals and Ron Brown, the car's new owner, was to drive the S.C.C.A. regionals and Conference. They needed to have the seat remounted and made adjustable. What I didn't know then was that a seat mount job would be just the tip of the iceberg.

Russ was distracted from the track scene for some time, but eventually took a marketing job with Glen Rissberger's Quikcor Engineering in Beaverton which was becoming big news in the sway bar business.

By the early 90's, and big a fan of the Merkur XR4TI, Russ had established a niche company called Rapido Group, to supply and manufacture performance parts for the marque. This was a car on which Ford had placed, what in hindsight would prove to be, largely unrealized hopes of drawing customers from the B.M.W. segment of the market. Eventually he moved his (largely mail-order operation) to Wamic Oregon just North of the Warm Springs Indian Reservation. He was still running Rapido until he went into Hospice care.

Born at Americas entry into The Second World War, Russ passed away in November of 2023. Through personal tragedies, a failed marriage, and the loss of his only son Robby, he remained a friend and mentor to many. Russ was always a promoter of Rally, Road Racing and of course, his Club, Team Continental.

Russ Harness passed away November 9th, 2023.



**PORTLAND
INTERNATIONAL
RACEWAY**

2024

**VOLUNTEER
FAIR**

**SATURDAY
MARCH 16th
9:00 AM -
11:00 AM -
AT PIR**

JOIN OUR FAMILY - BE A PART OF THE ACTION - HAVE FUN!



Race season is just around the corner and your help is needed! If you have ever wanted to get involved in motorsports, volunteering at amateur and pro car racing events at PIR is just the ticket!

CLICK THE LINK OR SCAN QR CODE TO SIGN UP!

Responsibilities range from Flagging and Emergency to Timing and Sound; there are many ways to become involved. We will teach you everything you need to know!



Help Wanted

Two positions I'd like to get some volunteers for:

- Tell-Tale editor
- Webmaster

I am currently performing both of these jobs, but would very much like to train and then have someone else take over these positions. Either of these positions can easily be done remotely. If you have any interest in doing either of these (or even just learning what is involved), please contact me.

Kevin Smith

503 522 2016

editor@teamcontinental.com webmaster@teamcontinental.com

TC & CSCC working together for Roadster Show Booth

By Linda Blackburn

As Joe Harlan noted in this month's president's message, TC is working with CSCC to have a booth in the roadster show and to promote road racing and track day events. I am organizing volunteer staffing for this event, so thank you in advance for helping provide coverage for our booth! We will have various hand-outs as well as several raffles for attendees of the event to enter. Confirmations and any additional information/details will be sent via email, so please ensure your preferred email address is entered below. When you volunteer, you will also receive same-day free entry to the event (*parking extra*).

Please use the following link to sign up: <https://forms.gle/cQXsoyvjGDxLnFB16>

The information below is just so you can see in advance what time slots are available for sign up.

Roadster Show Dates & Hours:

Friday March 15th, 2024 - 12 PM - 9 PM

Saturday March 16th, 2024 - 10 AM - 8 PM

Sunday March 17th, 2024 - 10 AM - 5 PM

Count me in! I can commit to working the following time slot(s): (*check all that apply*)*

Thursday 3:00PM-??? (booth set-up)

Friday 11:30AM - 3:30PM

Friday 2:30PM - 6:30PM

Friday 5:15PM - 9:15PM

Saturday 9:30AM - 1:30PM

Saturday 1:00PM - 5:00PM

Saturday 4:15PM - 8:15PM

Sunday 10:00AM - 2:00PM

Sunday 1:45PM - 5:45PM (includes tear down)

Help Wanted

Two positions I'd like to get some volunteers for:

- Tell-Tale editor
- Webmaster

I am currently performing both of these jobs, but would very much like to train and then have someone else take over these positions. Either of these positions can easily be done remotely. If you have any interest in doing either of these (or even just learning what is involved), please contact me.

Kevin Smith

503 522 2016

editor@teamcontinental.com webmaster@teamcontinental.com



STAR Projects Events



Annual Instructor Training Seminar & Track Support Personnel Combined Training

Saturday, March 16th, 2024
OREGON RACEWAY PARK

STAR Projects is again offering both our Annual Instructor Training event and Track Support Personnel Training on Saturday, March 16th at Oregon Raceway Park. To address the specifics of each specialty, divided morning classrooms are combined in the afternoon with on course practice in real time.

Worker Training is FREE for all who wish to attend. This is also the first step of training for those who would like to become paid members of the 2024 O.R.P. Course Support Staff.

The cost to cover Instructor Training is \$225. Your lunch and gate pass for the day are included. The morning format consists of classroom, fire suppression practice, lunch, and track orientation tour. The afternoon is split with time on track in each direction. Instructor status is a requisite for dual occupancy on course.

In keeping with our tradition of enlisting the best of Northwest talent I am pleased to announce. that this year's guest speaker will be Mr. Michael Conatore. Michael began his career in drag racing and came to road racing in the 80's. He has a wide breadth of experience that has ranged from almost every iteration of Small Bore Production Car to American Sedan. He has owned and competed in 240 S/X, WRX, BMW, and others, In addition to years as an instructor his driving success are many. He is often sought out to co-drive with many top Northwest Enduro Teams. Michael is one of the ten founding Members of O.R.P. and has balanced these accomplishments with a high profile career with I.B.M. His insights of passing on the intricacies of Performance Driving and thoughts on providing the best experiences for our beginning and advanced students will be the focus of his presentation. If that isn't enough, Michael is still the Fast Lap Record Holder in the famed Ratallac.

As in years past, the Instructor Training classroom will be run concurrently but separately from the Support Personnel Training classroom. Both groups will combine before lunch to familiarize worker recruits with many of the vehicle safety systems and how to best assist drivers with response and egress during emergency situations. Class room sessions begin at 9:00 a.m. sharp. The day ends at 5:00 p.m.

Participation in training does not guarantee placement as Support Staff or qualification as a Driving Instructor, however it bears heavily on the selection process. Whether a seasoned veteran or new to the road racing environment, **YOU** are welcome!

Advance sign-up is required, Instructor candidates please file or update your resume with Brenda with your registration.

Whether Support Personnel or Driving Instructor you are the front line, the people making our sport happen. We continually strive to improve our game. We learn from each other. Come and participate.

Questions: Bill Murray, STAR Projects Events
503-358-2617
10:00 am to midnight

Registration: Brenda Pikel, Track Office Manager
541-333-2452

info@oregonraceway.com



Mike Conatore

If, like me, you consider ancient automobiles to be interesting anachronisms...or put another way, perhaps something to examine and pay due respect to their place in history, (but somewhat like an Elephant) falling short of generating sufficient interest to compel you to find space for it in your garage.... I submit this venerable vehicle for your consideration.



Terry Shea of Hemmings Motor News reported that with the sale of this 1903 Mercedes-Simplex 60 HP. "Roi des Belges" at the Gooding' & Company's March 1st Auction, a new standard for the highest price for a pre-1930 automobile was established.

When the gavel fell the price (with auction fees) was an impressive \$12,105,000 The transfer of a race-winning, historically significant vehicle that has been in the same family for 121 years is a potential once-in-a-lifetime occurrence.

Cribbed for your entertainment by: Bill Murray



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"/> 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 \$45.00 for a one year membership, or \$90 for a two year membership 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: _____

Link to online MSR.com registration form: <https://www.motorsportreg.com/events/team-continental-membership-2024-tc-228612>

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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