



Tell Tale

CSCC's Chicane Challenge June 14-15. Consider volunteering if you aren't planning on racing.

VOLUME 35, ISSUE 5

Thank you to everyone who volunteers

May 2025

President's Message

By Jim Larfield



Hello TC

Racing season is now in full swing with the first three races in the NW being held at PIR (2 SCCA, 1 Conference). I went out to support 3 TC racers - Kevin Smith, Steve Midden-dorff and Russ Watson at the April SCCA double regional. Kevin had a new brake setup that he was struggling to get working properly but finished both races. Steve had a somewhat eventful race on Sat that might be worthy of a certain red jacket award. As I recall Russ won his race Sat but blew the engine Sun morning (forgive me and please correct me if I've gotten the details wrong) which could earn him a perpetual trophy.

Two weeks later it was the first Conference race at PIR. Again Kevin Smith and Russ Watson were entered. Russ now with his backup car, an MGB. Kevin had a great race with a BMW where he had power over the BMW on the main straight (no chicane) with the BMW seeming to have the advantage with brakes and cornering. After the race I told Kevin I can't wait to see the video when you post it, he laughed and told me the battery on his camera died on pre-grid, no video. And it looked like it would have been a great video with lots of passing into old turn 1.

So if you want to hear the details to these stories and more then you need to come to the general meeting Wed May 21 at Buster's Barbecue in Tigard @ 7pm for general or 6pm for the board meeting. Also find out about the plans that Peggy Walker is cooking up for this year's picnic. Sounds like fun!

See you there,

Jim

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Hey, send me some articles/interesting stuff for upcoming editions.
Deadline is usually second Wednesday of the month.

editor@teamcontinental.com

The Tell Tale

The Official Publication of Team Continental
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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
Wed, May 21st, 7pm
Buster's BBQ, Tigard

Board Meeting
Wed, May 21, 6pm
Buster's BBQ, Tigard



SHORT NOTICE

ANNOUNCING AN OPEN TRACK DAY

Friday, June 6th - Prior to the Lucky Dog Event.

The event is open to all teams, O.R.P. Club Members as well as qualified drivers (Intermediate rated and above).

Novice level drivers accepted with STAR Qualified instructors only (Instructor reservations are required). O.R.P. qualified instructors are available through advance registration for both team and private instruction. The instructor fee is \$225 per day.

**Advance practice day registration is required. Sign up is now open through the O.R.P. Office:
Brenda @ 541-333-2452**

Event Schedule & Supplemental Rules

Thursday: 6 p.m. to 10:00 p.m. Gates open for practice registered vehicles to enter and set up.

The Gate Holding Lot, East of the Security Building is open for late night arrivals.

Friday: 7:00 a.m. Gates open to STAR Practice Event registered vehicles only.

Teams not registered for the practice day will be allowed to enter after noon on Friday June 6th.

The gate holding lot will be available for late arrivals and those that have not registered for the practice day.

The Practice day will be open track format (not sessions) passing allowed anywhere on the track with point-by only and will be strictly enforced.

8:30 a.m. Mandatory driver's meeting will be followed by a mechanized track orientation tour. For those who are current (have driven the track in the applicable direction in the last 90 days, may decline the track tour), it is mandatory for those who are here for the first time. Practice will commence at the conclusion of the track orientation tour. (To save time we recommend that you bring a vehicle capable of carrying your whole team to the pre-grid prior to the drivers meeting).

The track will go cold at noon for lunch and go hot again at 1:00 p.m. Checkered flag is at 5:00 p.m.

All O.R.P. rules will be enforced and are available on the O.R.P. website. You and your teammates are responsible to review them prior to your arrival. Overnight camping is encouraged and is free; however, the \$10.00 per person, per day maintenance fee applies and will be collected at the gate. CASH PREFERRED

To minimize impact on racers setting up pits and paddock for the weekend endurance event, those attending Friday only (not part of a racing team) are requested to park in designated areas and vacate at the conclusion of Friday's event.

<https://oregonraceway.com/wp-content/uploads/2021/01/General-Rules-Regulations-2021.pdf>



Supplemental Rules and Advice:

O.R.P. is at 2350 feet. Temperatures at night can be cool. Wind can become fierce. Be prepared.
Do not secure tarps and canopies to fuel jugs.

Open propane fire pits are now allowed. Keep a fire extinguisher available and in plain view.
Store fuel well away from any sources of ignition.

Practice fueling is encouraged.

Anytime a vehicle is occupied by more than one person, one of those in the car must be on the O.R.P. recognized instructor list. Both parties must have signed the Dual Occupancy Release document.

92 Clear (non ethanol) fuel is available at the track pumps. The price fluctuates based on the track's delivery cost as of this writing has dropped to \$6.15 gal.

Helmet rentals are available through the track office for \$20.

Racing teams Drivers and crews must utilize the level of personal safety equipment that would be required during their normal competition.

REMEMBER

Volunteer and trainee turn workers are always welcome at O.R.P. The track has an ongoing search for new talent to become paid staff members. Call the track office for details.

Help us preserve the track's reputation for good citizenship in Sherman County;
Please observe the posted speed limits.

Questions?

Bill Murray / 503-358-2617
10 am to Midnight



Fees and such:

One car/one driver \$275.00

**NO PRICE
INCREASE IN
THE LAST 3
YEARS!**

Second driver same car \$175 Third driver \$125, All additional drivers/ same car \$75.

Your guests are welcome at the Driver's meeting and may attend the Track Orientation tour for free.

Private Instructor (team or individual) \$225 per day (advanced arrangement required).

Those that do not attend the driver meeting will not be allowed on course until they have met with and been approved by the event organizer.

A variety of entry level rental cars are available \$500 to \$700. Call for availability.
Bill Murray 503-358-2617.

O.R.P.'s famous sit down /hard plate lunches are available by prior arrangement for \$18.50 ea. Must be ordered by Tuesday, noon prior to the practice day, to allow us time for sourcing.

Registration and all credit card payments must be made through the Track Office. **Cash preferred.**
Credit card purchasing fees will be added to total.
Register now with a credit card to lock in your reservation, then make full payment in cash or negotiable check upon arrival to avoid credit card service fees.

Please make all checks payable to STAR Projects Events. PO Box 38, Grass Valley OR 97029
Registration is on a first come basis and is limited to 40 cars. Sorry, no late lunch registration after 5:00 P.M. June 3rd.

Office Manager / Registration / Extra meals, etc.
Brenda Pikel / 541-333-2452

Remembering Arnie Loyning

by Russ Watson

When we think of the great race car drivers from the Pacific Northwest names like Pete Lovely, Jerry Grant, Monte Shelton and of course Arnie Loyning come to mind. There's no question Arnie was among the best to ever hit the racetrack. From Daytona to Westwood, Pacific Raceways, Portland, Sears Point, Laguna Seca and beyond, he was always a front runner in whatever car he drove.

Arnie began racing at Pacific Raceways in 1965 in a Sunbeam Alpine. He later purchased a 26R Lotus and successfully campaigned the car in C production. The car (Lotus) I am now driving is a reconstruction of that car.



During a National big bore production race at Pacific, Arnie was driving the Lotus and running 3rd in class behind Richie Ginther in a factory prepared Porsche 914. Partway into the race it began to rain and the two cars in front of Arnie went off course in Turn 3A. Arnie moved into the class lead and ultimately passed all the big bore cars winning the race overall.

After racing the Lotus 26R for several seasons, Arnie moved to Formula Fords driving a Titan. Sponsorship followed with Dale Elmer of Elmer's Pancake House and Arnie's Formula Ford career was on its way resulting in many victories.

In the mid 70's Arnie decided to start his race engine business out of a barn in the countryside near Gresham. Little did we know at the time he would be recognized internationally as an exceptional engine builder. His engines won numerous SCCA national championships in Formula Ford and Atlantic. Loyning's Engine Service also supplied the engines for the Toyota Formula Atlantic Series which supported the CART series throughout North America.

Arnie along with his friend Bob Erickson and numerous others designed and built a run of 15 Viking Formula Fords, one of which won the 1985 SCCA National Championship.

Arnie's racing career was crowned by winning the SCCA National Championship in 2005 at Mid-Ohio in his Viking C Sports Racer. His friend Roger and I were on the crew. The night before the championship races a huge storm came through and basically destroyed the paddock. Early race day morning it was calm but very wet.

Soon the wind picked up and the breeze cleared the fog. We knew there was a slim chance for a dry line by the time of Arnie's race, and sure enough that dry line started to appear.

The crew chief made the decision to put rain tires on the car, but I disagreed. I told Arnie you will not win this race if you go out on rain tires, and I walked away. Arnie followed me and said, "Russ are you sure?" I said, "there's a dry line forming and it will get better after the first few laps."

(Continued on page 6)

April Meeting Minutes

Submitted by Secretary Scott Sullivan



Kevin Smith found a buyer for the fire extinguishers. Kevin said there was thirty one fire extinguishers, and not the sixty or so as thought. Out of those thirty-one, five were in good enough conditioned to be re-certified. The remainder of the extinguisher were too old. They do function however. The remainder of the extinguishers are available.

Other business was regarding the TC summer picnic. Peggy Walker has a cabin in Government Camp and proposed that the picnic be held there on August 16th. That date does not conflict with any road racing events, therefore the selection of the date. Peggy mentioned there's quite a few outdoor activities in Government camp like Malibu Grand Prix, and the luge at Ski Bowl and other activities. There wasn't an official vote taken, but the consensus was that would be a good choice and date.

Kevin Smith raced the previous weekend at PIR but had a real challenge with his brakes to work properly. He went off track a few times due to the poor brake pedal function. Kevin still turned decent lap times, even though he got the black stick for spinning off track three times.

Mention of Cascades track day volunteers was addressed. Several TC members had signed up to help out as they could in any capacity. That track day came and went and was a huge success. More of that in the upcoming meeting this month.

Tim shared that he bought a car named the "789". It's a very cool design that shares a Corvette subframe while the exterior has cues of different body styles from cars of the 50's and 60's.

Sincerely,

Scott Sullivan

Arnie Loyning*(Continued from page 5)*

Rains off and slicks on. After all, us Northwest racers know all about racing in the rain. When we arrived at the pre-grid, we were the only car in the entire field on dry tires. You should have seen the scrambling as all the other teams began changing tires. The narrow dry line was waiting for Arnie to take control, and he did.

The rest is history except for one last hiccup. The mighty Viking C Sports Racer quit running on the cool off lap and our Champion came in on the hook. Roger said Arnie told him to calculate just enough fuel for the race and he teased Arnie about cutting it too close. We later figured out the failure was an electrical issue and not fuel. Nevertheless, Arnie was the National Champion!

Arnie was a great friend, a great racer and an outstanding person in every respect...

FOR SALE: TC silver fire extinguishers

The TC silver (pressurized water-based) fire bottles are for sale for \$20 each. We have 26 of them. Contact me for more information at 503 693 7394 or 503 522 2016.

(see picture at right)

They are all about the same. Anyone interested can have their pick of the bottles.

Thanks,

Kevin Smith

**SAVE THE DATE!!!**

August 16, 2025 TC Picnic at Government Camp, Oregon

Details in next TT.

Thanks,

Peggy Ann Walker

TC Picnic Chair

For Sale:

1998 Camaro SS, Track day or Race car. LS6 engine, 6 speed manual transmission, 3 sets of tires and wheels, caged, comes with some miscellaneous spare parts. Fast, fun, reliable. Asking \$12,500 for car or \$18,000 with enclosed trailer. Contact Rob Rissberger, 541 521-6967.





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:

___ Driver services

___ Registration

___ Tech Inspection

___ Scales

___ Timing & Scoring

___ Pre-grid

___ Turn Worker

___ Flat tow

___ Paddock Marshall

___ Driving Master

___ Driving Instructor

___ Other

___ President

___ Secretary

___ Treasurer

___ ICSCC Executive, Board Rep.

___ ICSCC Contest Board Rep.

___ Race Chairman

___ Driving Master

___ Membership Chairman

___ Communications Director

___ Telltale/Newsletter Editor

___ Picnic Chairman

___ Banquet Chairman

___ 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: msreg.com/2025TCMembership

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.

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



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!



HOUNDG'S BAR & GRILL

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(503) 232-3547 Bar
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