

THE TELL TALE

JULY, 1983

THANKS TO ALL WHO HELPED OUT AT THE LAST DRIVER'S TRAINING --
DON'T FORGET WE HAVE ANOTHER COMING UP REAL SOON... MARK YOUR
CALENDARS FOR AUGUST 27 FOR A HOPEFULLY HOT TIME AT P.I.R. SPEAKING
OF HOT TIMES, DON'T OVERLOOK THE PICNIC CHAIRMANS' REPORT ON THE
IDES OF McIVER.

THIS EDITION OF THE TELLTALE IS BEING SENT TO ALL WHO TOOK
DRIVER'S TRAINING IN JUNE - COME ON OUT TO THE MEETING AND RE-LIVE
SOME OF THOSE EXCITING EXPERIENCES.

AS FOR THE REST OF YOU, HOPE YOUR SUMMER'S PROGRESSING WELL
AND RACING'S TREATING YOU RIGHT. WHETHER IT IS OR NOT, JOIN THE
GANG ON FRIDAY, JULY 15TH AT B.C.S NEW PLACE, GIVE YOUR ELBOWS
SOME EXERCISE AND B.S. (THAT'S BENCH SPIN) WITH THE BEST OF 'EM.

REMEMBER - NEXT MEETING IS: FRIDAY, JULY 15
B.C.s
2433 S.E. POWELL BLVD
7:00 SOCIAL, 8:00 MEETING

Four electronic ways to catch speeders

In a recent study conducted for the National Highway Traffic Safety Administration, the National Bureau of Standards identified four classes of electronic speed-measuring devices used in traffic law enforcement:

1. *Electronic speedometer.* It measures the patrol car speed and displays the result on either an analog or digital display. With the analog method, the device produces an eddy current that is proportional to shaft rotation. For the digital method, a magnetic pickup coil generates electrical pulses. Here, frequency is proportional to shaft speed. These speedometers are generally mounted in patrol cars when they are assembled, and their use is limited to pacing—following potential violators. Although their accuracy is guaranteed within ± 1 mi/h at the factory, it changes with tire pressure, rear-axle load, and tire size.

2. *Vascar.* This device uses the distance between two reference points and the lapsed time it takes a target vehicle to pass between them to compute and display target vehicle speeds. Vascar is mounted in the patrol car and may need an odometer cable connection if distance isn't programmed manually. After the distance has been programmed, the operator throws switches to indicate when he observes a target vehicle crossing each reference point on the roadway. Generally, operation is limited to stationary

patrol cars, but can be extended to aircraft-based highway patrol applications when the distance between reference points is known ahead of time.

3. *Orbis.* This automatically detects speed violators and photographs license plates. A pair of roadway-mounted sensors, placed a fixed distance apart, detect the passing of a target vehicle. As with Vascar, distance and lapsed time are used to compute speed. If a violation is detected, an infrared illumination source is strobed and a high-speed camera simultaneously photographs the speed and license plate number. Orbis's bulky equipment must be operated either from a stationary vehicle that is at least as large as a medium-sized van or from a permanent housing. Unattended operation is possible. To date, it has been used only on an experimental basis in a couple of cities in the United States because of potential legal challenges and its cost—over \$20 000 per unit, excluding the price of the van.

4. *Radar.* These devices use an unmodulated CW microwave signal to measure the speed of target vehicles through application of the longitudinal Doppler principle. The radars are portable and may be hand-held or fixed-mounted. They may be operated with the patrol car stationary or moving. A single unit typically costs between \$1000 and \$2500.

Dear TC Picnickers,

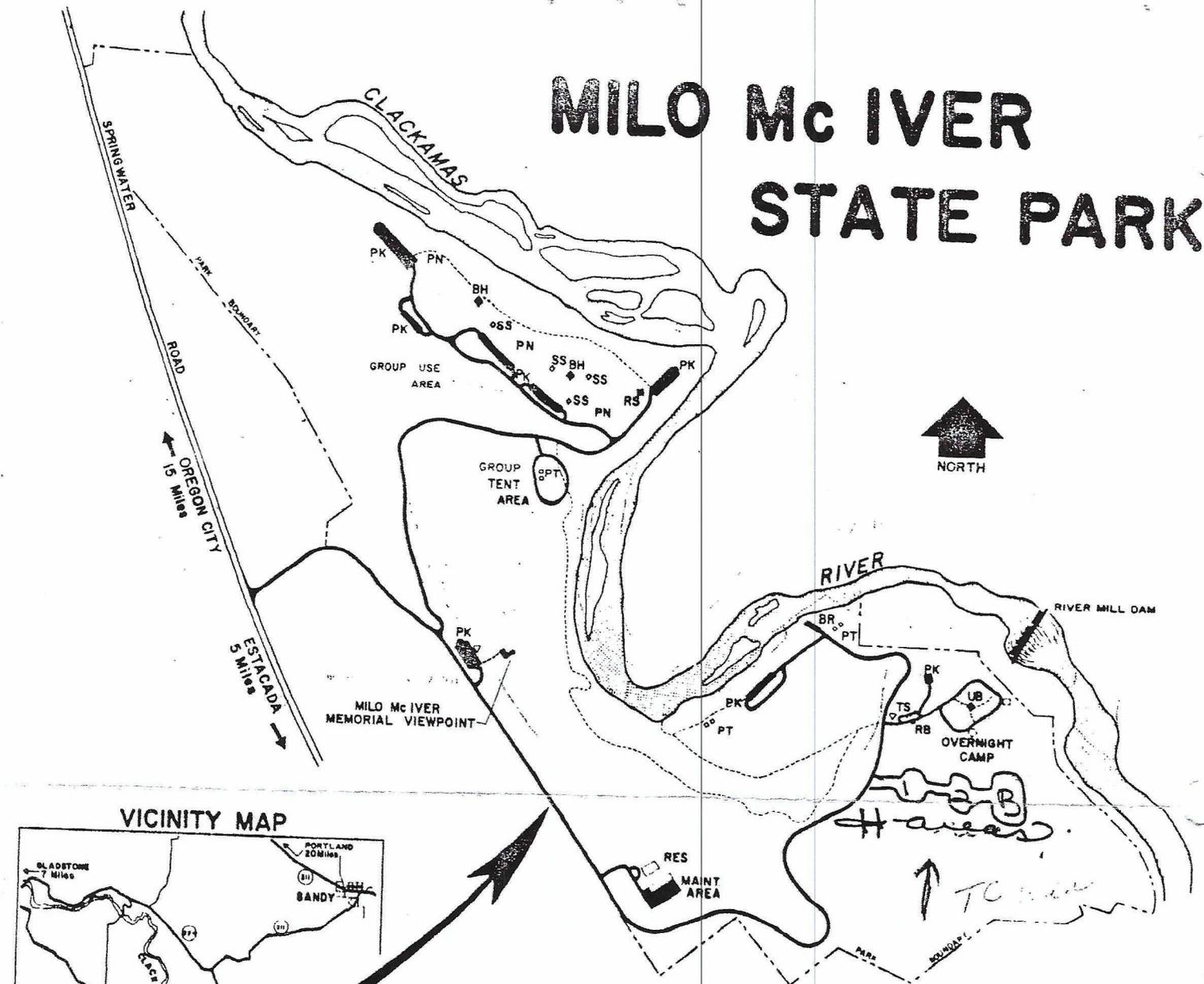
Hello again from Rob, Treasurer and Picnic Chairman pro-tem. If you haven't done so already, mark your calendars for August 19, 20 and 21st at McIver State Park for another great TC picnic. Due to a successful (finally!) drivers training in June, the treasury is not in as bad shape as earlier predicted. Therefore, although the club will not be providing steak for dinner, we will provide corn on the cob and baked potatoes. There will also be our traditional salad contest on Saturday night. The club will provide beer and beer truck, hot dogs and hamburgers (+ all the condiments) for lunch on Saturday and Sunday, and charcoal for our barbeque. We will again be soliciting chili from our resident great hot chili makers (you know who you are). So, plan on bringing your own food for breakfasts and whatever you want to throw on the grill Saturday night.

We are also planning on our shopping cart races, so pull those lean, mean machines out from the attic and polish them up for open competition. or those of you with rubber rafts - please remember that life jackets are, by law, mandatory for all persons in the boat. Stiff fines are handed out for non-compliance. We'll also have our annual hung-over volleyball game and perhaps a lively baseball game.

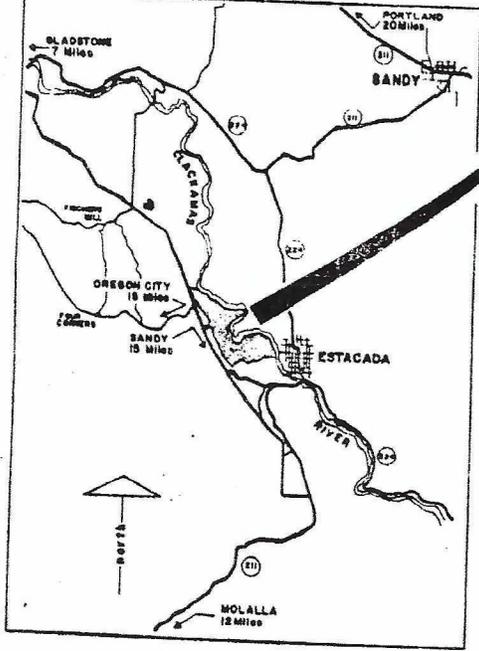
A map is enclosed for your information. Please note that we are in a NEW PLACE: the "H" area. We have reserved four sites for 25 people each, but actually we will all be quite close together with a central area for wining and dining. If you arrive Friday night, the gates are locked at dusk and it is unclear whether we can get a key this year. On Saturday and Sunday there will be a 'per car' charge to enter the park.

If you have any questions or suggestions, give me a call, evenings, at 288-1450.

MILO Mc IVER STATE PARK

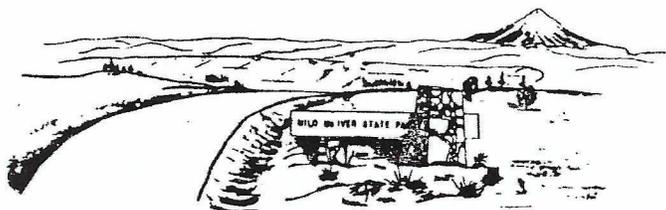


VICINITY MAP



LEGEND

- UB-UTILITY BUILDING CONTAINS SHOWERS, LAUNDRY AND FLUSH TOILETS.
- RS-REST STATION CONTAINS FLUSH TOILETS
- PT-PIT TOILETS
- BH-BATHHOUSE
- TS-TRAILER DUMPING STATION
- RB-REGISTRATION BOOTH
- PK-PARKING
- BR-BOATRAMP
- PN-PICNICKING
- SS-STOVE SHELTER
- ☐ WOODBIN
- INFORMATION BOARD
- △ TELEPHONE
- TRAIL



TC RACER'S PAGE

ROSE CUP '83

Well, we saw Oregon at it's changeable best for Rose Cup weekend, with rain, sun, rain, flood, mud, blood & beer. You can't see much racing from under your collapsed rain shelter, looking through a quarter mile of semi trailers & tents, but here goes anyway. The RS group brought out TCers Tom Newman, Dave Gentzler, Daric Nellis, Cal Craner and Jennifer Haglund (the latter two in SSC) to run the regional. Dave and Tom had a great race from start to finish with good action in turn 8 & 9. Dave made a last lap run at the inside of turn 9, but Tom held out for 3rd, with Dave 4th & Daric back in the pack. Jennifer had it all her way for 1st in SSC, with Cal coming in second. Most of these folks became spectators for the National, but Cal ran & finished 1st in SSC.

Our resident FF wrench, Norton Gaston had his hands full as usual, but Sam Gotter's car fell victim to a Saturday crash which pretty well wasted the FF. Ron McCay did much better for the weekend, with a 7th in the Regional and 3rd in the National - by the way, my appologies to Ron for omitting any colorful comments on his 1st place National win at SIR. Yes, Ron is a new TC member, and doin' himself right proud in FF racing.

In GT, TCers Bill Hanel, and Gordon Barron ran the Regional in GT2, but had to be satisfied with looking at the backside of ex-TCer Jerry Murch as he drove to a 1st. Bill finished 3rd and Gordon 4th. Nick Feederhoff ran GT1 for 4th place in both the Regional and the National. Gordon also repeated his 4th place GT2 finish in Sunday's National. Doug Taylor was having a flat tire problem in the National, and finished 5th in GT1.

The TC beer garden on turn 3 was great - thanks to those who set up the area and provided the beer, munchies, place to crash, and live brawling (courtesy of Baggs). It'll probably be a long time before that guy tries to crowd into the pisser line again - quick baggs, hide under Blue Bell.

And of course, we got to get a front row seat for the Trans-Am, featuring our own loveable BC (that stands for Blue Corvette, or maybe that's for Bumper Car). We're all witnesses, that guy blocked Bill for 2 laps - lap 3, BAM! by-by fiberglass! Really brought the drunks to their feet. Bill Craine has been putting together a damn respectable year in Trans-Am, with four showings thus far, including SIR. At his first outing in May, BC finished 17th at Moroso Park, Florida - then, to Summit Point in DC for a 9th - next, Rose Cup, finishing 8th for the home town crowd, then off to SIR.

SIR TRANS-AM JUNE 26

We picked up a few items from some TCers who made the SIR race, so here's the news. TCer Bill Shields, another new TC member & FF racer put 'er on the pole in the Regional, then drove wire to wire for a 1st place in FF, with a 23 second margin - congrats! In the Trans-Am, seems that David Hobbs blew his engine near the end & collected his following teammate Willy T Ribbs, causing both cars to retire after leading the race. But not before Willy T made a couple of laps, blowing the whole front of his car airborne at start/finish. Bill Craine finished 10th, another good showing for BC. Elliott Forbes Robinson brought home the victory.

Damn, out of space again - Hey Bud, want to borrow some copy? Still haven't covered the dry

..... TC Red

tng