

FEBRUARY, 1988



TellTale 88

AAA.G.A.S.P. National Award
Outstanding Publication
Motorsports Division

Havoc at Hotel Newport

by Ken Killam

It was a cold, dark, stormy afternoon. Perfect for low-tide puddleball or taking a more comfortable view of the game from the TC hospitality room on the sixth floor of the Hotel Newport. Photo album perusing and the air abuzz with more race rap than you could tape on "Havoc Six." There was a new game that should be copyrighted quickly. It's called V.C.R. (Video Controlled Rabbit). You sit directly in front of the television, plug in your V.C.R. and lean into the turns of Westwood's, Seattle's and Portland's race tracks. What more could a great party require?

BEER!!

Have you ever broken a shoe-lace? I have. And when I did, I realized that my shoelaces never broke as I'd take my shoes off. They would break only when I was preparing to go some place. I never bought shoelaces until I needed them either. So, by the time I need them it's too late.

It takes a lot of time, work and commitment to organize an event like Team Continental's Start/Finish Banquet. The accommodations at the Hotel Newport seemed comfortable for those who were able to obtain them. You can't please everyone, but we've had since November to please ourselves.

Tom Pabst was pleased. He had beaten his illegal lane change rap and passed the Boner Jacket (B.J.) to Jon Wilson, our Banquet Activities Director (B.A.D.). Jon blamed the Beer Steward (B.S.) and threatened an appeal. More on this story if it develops.

Then suddenly...! It was cocktail hour! Shortly after that and some pictures, we sat down to dinner. Then more cocktails, pictures, and into the membership meeting.

Introductions of the new Board Members (B.M.), after the fond farewells of the old B.M.'s; a review of last year's goals and accomplishments; cocktails and commitments to future goals, achievements and cocktails.

Frank McKinnon started his A.A. meeting (Award Announcements) using last year's recipients as examples. More cocktails, and Bill Murray's crying. Don Smethers announced a brand new award call M.V.I.P. (Most Valuable Invisible Person) award. Sonya Gant was an astounded recipient of a package wrapped in red with a TC decal, containing a new Team Continental member's jacket. Invisible? Not very. I think she times, or scores, or registrates, or all of the above. She does make good coffee and tolerates Porsche drivers. Something every sports car club needs. Congratulations, Sonya! Somebody said that TC has around 248 members.

With cocktails in hand, Skip Yocom and Bill Halsey, the old and the new, not necessarily in that order, membership directors, called numbers for door prizes. Hats, T-shirts, oil, sweat shirts, and tons more booty was distributed. Donations came from Norton Gaston, Gordon Barron's Truck Stop, Clark Racing, Race Central and Blitz-Weinhardt Brewery. Team Continental gave tie tacks and a car badge. And #69 Team Screw's super-duper, accu-split/lap/time/date/ring-a-bell/check-your-heart-rate stop watch was given to a delightedly screaming and squealing Annie Curtis.

After more cocktails and the emotion to close, the new Prez Dan Dickson wrestled the gavel from the old Prez/new Past Tom Hekker to end the affair, retire to the hospitality room and drink some beer.

There are more stories to be told. "Ashtrays Emptied into Closed Glass Doors...Video Monk Streaks Suite...Mysterious Scrabble Ring Uncovered!...Not Finding P's and Q's...Sunday's Crack-Down on Crabs..." Team Continental's 1988 race season is officially under way.

More Banquet Bull
Page 3



TellTale Editorial Policy

KNOW THIS STUFF!

OK, part of this stuff I'm only gonna say once—unless I change my mind, which I might—so read it and forget it. The official reference for everything pertaining to this publication is the TellTale Publishing Guidelines, hereinafter, TPG. The TPG section governing Letters to the Editor can be found elsewhere in this issue. Below is TPG regarding stuff in general.

- 1.00 The TellTale is published monthly or thereabouts by Team Continental, Inc. Sometimes it is on time.
- 1.01 Opinions expressed in this publication came from somewhere but do not necessarily represent anything meaningful. If you want something officious, talk to the Board.
- 1.02 If you want to reprint something from the TellTale, in part or in hole, you better ask first. (It could save you legal costs if you are perpetrating a libel which originated here.) Once you reprint, you must credit or discredit the TellTale as the source.
- 1.04 There is no 1.03.
- 1.05 You can send me pictures, negatives are OK too, but you may never get these things back. If you think I can't tell what the picture is of/about, send along a description. If I don't get it, I'll make up my own.
- 1.06 Errors have been included in this publication to satisfy those who like to find fault with everything.

- 1.07 Protests or appeals may be referred to the Steward of the Publication (SOP) within thirty minutes of publication. Decisions of the SOP will be binding and final. I am this Steward.

Next issue we'll chat about advertising policy. In the interim, remember: If you want something done around here, we do it by the numbers.

Guidelines for Letters to the Editor

- 1.10 The boss of this pub shall be addressed as Editor with a capital "E". Letters lacking this salutation and proper respect for the person of the Editor will be dealt with severely.
- 1.11 Each missive must be legible and signed. "X" is not considered a valid signature unless notarized as witnessed by two or more consenting adults.
- 1.12 Slovenly spelling and fractured grammar, while accepted, are not encouraged. You are what you write; be someone. Those unwilling to attain harmony with this rule are advised to submit their "renderings" to one of the several car club newsletters with lesser standards. In brief, get out!
- 1.13 The TellTale reserves the right to edit viciously the content, style, or lack of it in compliance with our latest whims. Also, stuff that's longer than we want, vapid, dumb, dialectically preposterous, whiney or otherwise offensive to the Editor's sensibilities will be thoroughly snickered at and disposed of. (Never end a sentence with a preposition.)
- 1.14 Please no vegetable matter.
- 1.15 Comply or die.
- 1.16 Thank you.



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CONTINENTAL CONGRESS
1988 Team Continental
Board of Directors

Banquet Dirt by Brother Butch



by Butch Wood

For those of you who missed the Banquet, too bad; you missed a jolly good time, and we missed YOU.

The football game was a special treat(ment). First, find the only spot of muddy beach in 40 miles, then play. It's not a game where the men are men, but where the men are stupid and mostly wet. We found that Bill Murray is to football what a Javelin is to sports car racing. The score was tied.

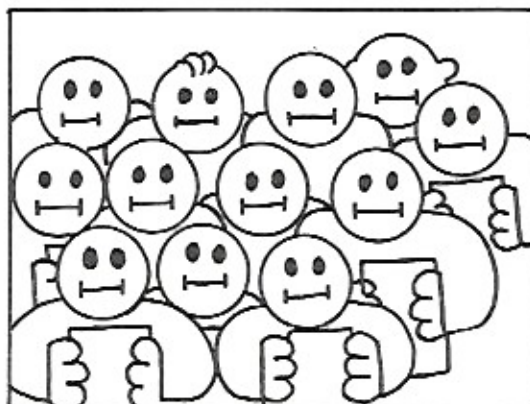
The happy hour started promptly around sixish, the dinner around sevenish and the meeting eightish or so with the introduction of the new Board.

We welcomed two new members, Steve Taylor and Lynn Perry. Both were properly roasted.

The vote for Active memberships were taken and all were accepted. The vote for Senior memberships will be done at next month's meeting.

Awards were presented by Frank McKinnon as follows:

Most Improved Driver	Dick Faith
Crash & Burn	Debbie Barrett
Competitor's Trophy	Don Crawford
Vagabond Award	Doc Nichols
Hard Luck	Dan Dickson
Victory Cup	Frank McKinnon
Sr Instructor of the Year	Rob Risberger
Outstanding Member	Bill Murray



Thousands (left to right) receive trophies, prizes at TC Banquet.

AP Photo

Skip Yocom introduced a new award, the MVIP (Most Valuable Invisible Person). The award was presented to Sonja Gant who, at the time, was not a member; she is now. Thanks, Sonja, for all your help.

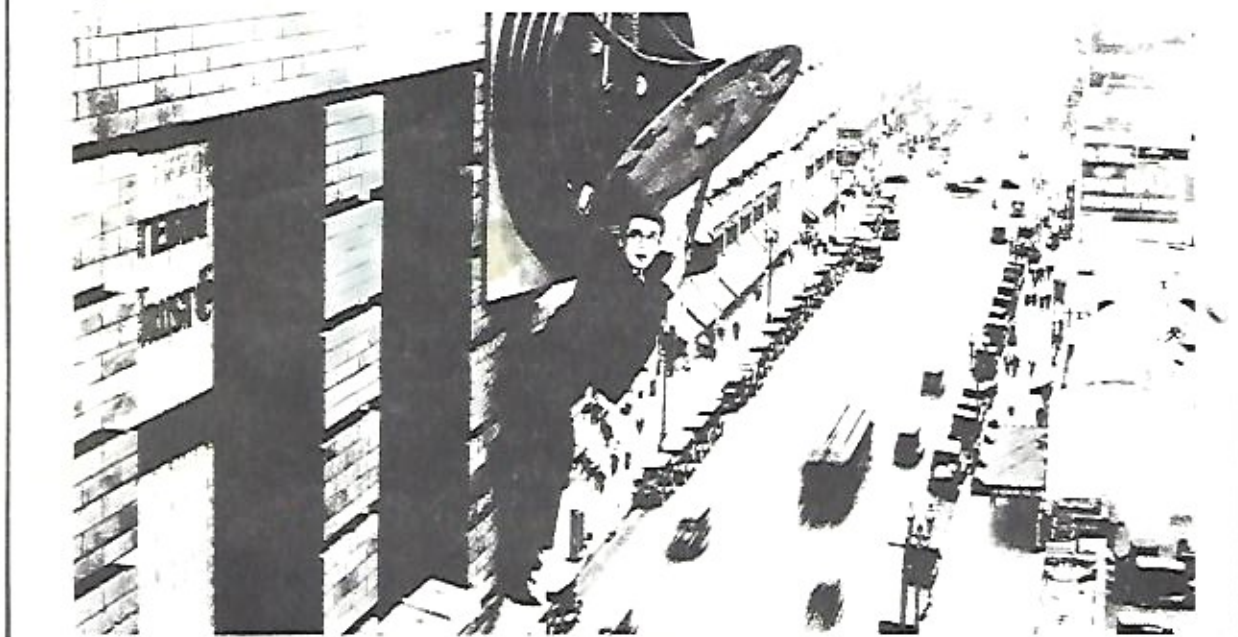
Special Note: Why is it every time Skip gets up to talk a lot of people go to the bathroom?

After the meeting, we had a raffle with lots of donated gifts. We at TC would like to thank the sponsors: Gordon Barron, Race Central, TC, Blitz, Elmer's, Village Inn, Nort Gaston, Clark Racing, Team Screw.

Spoit! Butch

GREAT MOMENTS IN RACING HISTORY #5

Tardy to the grid again, Don Smethers attempts to fool Grid Chief with clock adjustment.





HAZARDOUS REPORTS ONLY



Is Jon Wilson Really Danny Sullivan?

Adjacent to this column is a photo of TC member Jon Wilson. Why? Because it's time to lay to rest the ongoing myth that Jon Wilson looks like/is Danny Sullivan. Look for yourself—you'll find no resemblance whatsoever.

Granted, Sullivan has had some embarrassing moments, too... for example, his "mechanical visitation" to Turn One during CART practice last year. (Ethyl forgot to top off the tank; that's one less bunny pit-side in '88.) Danny's driving style is significantly less "energetic" than Jon's which may bear some relationship to Sullivan's ability to attract and retain sponsors other than auto rebuilders and paint shops.

This may change. We understand Wilson's crew explored high-tech equipment to aid in Jon's quest to become an honorable and upright racer. And what did Jon get in his Christmas sock? A level, an inclinometer and training wheels. This gear should put "Team Look Alike" in tip top shape for 1988. (No, Jon, the level is not hand-held.) Which brings us back to the point of this dissertation—Sullivan does not look at all like Wilson except when wearing a mask.

Why is it that no one in this club ever discusses the fact that Don Smethers and Robert Conrad could pass for brothers? Could it be fear that Don will become agitated and spill a hot entree on himself? Not likely, he's usually able to upchuck his platter without prompting from fellow diners. Anyway, you won't see Smethers cultivating his look alike image running around with a battery on his shoulder. Maybe this is because "Pappy" Smethers is better looking than Conrad or maybe he doesn't need to peddle Ray-O-Vacs or EverReadys or whatever to make his way on this planet.

Take a lesson, will ya Jon, and quit hassling me about publishing the info on your fan club. I'm going to print your ad just this once and I expect that to be the terminus of this dreary and sordid matter.

Next Issue:

**Madonna Accepts Ride
With Hekker Team**



JON WILSON

Jon Wilson, Racedriver Fan Club

Join today. Look what you get: Free subscription to "Jon Wilson ON Track" fanzine; 8x10 B/W glossy of Jon in his driving suit; "Jon Wilson FanFacts," the true story of twins Jon and Danny (learn how these "love-children" were abandoned and raised by the Sisters of Profound and Pious Pity, including the names of the real parents). Special bonus if you order before March 1: "I was touched by JON WILSON" refrigerator magnet (made of genuine parts from one of Jon's many competition vehicles), guaranteed to attract friends! Send \$10.95, cash only, and stamped, self-addressed carton to:

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Portland, OR 97202

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Confidential to "Mystified in Molalla": No, I don't think Donald Crawford is Superman. He doesn't even look like Clark Kent.

In-Continental: Taylor and Searcy



TC's membership continues to wax (swell!) with the addition of new members Steve Taylor and Ray Searcy.

Steve joins us from Issaquah, WA, and brings two years racing experience in Rabbits! (His exclamation point, not ours; is this one of the seven danger signals portending a Bunny basher?) In 1986 Steve entered two races and totalled his first car. Success was just around the corner, however, with four firsts (including an enduro), two seconds and one third place finish in 1987, an excellent showing over an eight entry season.

Steve says he wanted to join TC because it "seems to be a truly fun club with some great members. Also I want a red jacket and more stickers for my car! (Butch told me to say that.)" Steve, we hope you don't always do what Butch says. And you're right, "some" of us are great, at least size wise. The jacket's on its way along with enough stickers to tape it on your car. Good luck and welcome aboard!

(For those who find these details of interest, the spouse's name section of Steve's application was blank.)

Our latest addition—and not a new face to the Portland crowd—is Raymond (you can call him "Ray") Searcy. According to Ray, he has seven years racing experience, this of course discounting unauthorized, extemporaneous street events in the greater metropolitan area.

Ray's another Rabbit man; he started his racing career back in 1981 with seven races, taking third in D IMP Sedan. (Ray's printing is only marginally legible so this entry on his application actually reads more like "3rd place PIMP Sedan.") In 1982 Ray cut back to five races but still snatched (sorry, Ray, I couldn't help it) a first place at the Rose Cups. More recently, his 1987 efforts included a full compliment of 11 races with second place finishes in CP3 and P3 at the Cascade Enduro and yet another Rose Cups first.

Also no stranger to the "support end" of autosport, Ray has served in the past as Cascade's Contest Board Rep and as a rallye master in CSCC's Geargrinders program. TCers considering involvement in rallye competition—especially formation of a team to represent us (we?) Continentals—might consider giving Ray a call. Then again, maybe not.

Ray says his motivation for joining TC is that it is a fun club and that he enjoys involvement in the driver training program. His membership was endorsed (induced?) by Donna Battin and Dave Battin which may have something to do with the driver training enthusiasm. His third, and fittingly final, "character" reference is Win Casey—we needn't say more on this.

Welcome to TC, Ray! We promise not to reveal your jacket size.

If you'd like to harangue these fellas, either through the mail or by the miracle of telephony, here's the data:

Steve Taylor
16720 SE 43rd
Issaquah, WA 98027
home: (206) 562-6670

Ray Searcy
9220 SW Taylor
Portland, OR 97225
home: (503) 297-404?*

work: (503) 226-3831

*last digit illegible. You really must do something about this, Ray. As published now, there are only ten possible ways to dial Ray at home if you are too smart or too cheap to call Directory Assistance first.

February Tech Tip:

For easier access to your automobile, try using the door.

FEBRUARY SEXIST CARTOON



These new Conference Rules are great — it says when the pace car is on course the starter will display a sign that says PACE CAR. Gosh, I'm glad! I always had trouble knowing which one it was.



Hekker of a Deal

Parting Wisdom From the Past Prez

by Tom Hekker

Just a note from your Ex President: First, I would like to thank the Board for the wonderful support they gave me last year in a most successful 1987! Also, much thanks to Jon Wilson for a superb banquet. We had over 100 in attendance, and a special thanks for Frank McKinnon's great trophy presentation. There are so many people to thank there is not enough room to mention them all—picnic, driving instructors, corner workers, Oly feast, race charman & workers, Telltale Editor—Thanks, Gang, for a job well done!

Now just a summary of my "State of the Club" address at Newport. Last January the Board set some goals for the club in 1987. At that time we felt we should keep the momentum moving (brought to you by the Dept. of Redundancy Dept. Ed.) and, most important, solidify our successes of the past few years. To do this we decided on the following:

- 1 Continue to conduct the best driving school in the NW. Well, we all know this was done.
- 2 Put on Conference's best and largest race of the year. Again, no doubt about the success of Oly II, 1987.
- 3 Stabilize our finances to avoid the ups and downs of the past. Again TC is no fluke—Jan 1987 we had \$7,654.00 in the bank and Jan 1988 we had \$10,349.00.

"Tracking" with TC

by Ken Killam

Congratulations to Bill Halsey; he was elected Membership Director in the second election for that position. In his continuing effort to point at orders, he kicked them right in the asterisks.

Concerns regarding club direction, general philosophy and our position in the racing community have been raised. It is felt that perhaps the ideals around which the club was founded may deviate course as a result of the increase in membership over the past couple of years. I would invite our members to spin those ideals, philosophies and original intentions out. "Racing roots... Founding Facts... TC Trials..." Whatever the approach, novice members need to walk the track. Through the reference material presented, we can learn where to brake, where to shift and how to set up for the next turn. After a few laps we should be able to keep Team Continental on course.

4 Explore the possibility of a TC shop and office. We conducted all our Board meetings at the TC "Club House" last year and we have plenty of storage for our race equipment.

5 Explore the club interest in autocross. We set up a committee to look into this and they recommended we wait a year or so.

6 Keep our membership on a roll (this will take one hell of a big bun. Ed.). Last year we had, I believe, about 190 members, and as of January 1988 we have 249 members.

We as a club were quite successful in meeting our goals! Also, we had great general meeting attendance at the Hi-Hat with an average of 70 for the year.

Again, thanks to all, and good luck to the new Board in 1988!

Geargrinding: Many '88 OPPS

Cascade Sports Car Club will kick off the Geargrinders rallye season Saturday, Feb 20, with a rallye school at Portland Community College from 10 AM to 3 PM. The school will cover the how-to's of time-speed-distance rallying as well as a review of Cascade's General Instructions.

In a January meeting, Geargrinders considered alterations to the 1987 "generals." At press time, there was no change in the "order of precedence" area but there may be other changes you should know about if you plan to participate (successfully) in the Cascade series. The rallye school, therefore, is highly recommended.

Classroom instruction will be followed by a three-hour practice rallye to conclude at an unknown (that's the way it's done, folks) pizza parlor. Room location for the school is yet to be determined.

In addition to the usual event awards, Geargrinders will once again recognize successful season-long competitors with series trophies. The "team rallye" program is also to be continued. To form a team, a group of three cars must register under the same team name. Year end trophies will be presented to participants on the winning teams but individual recognition will be confined to those team members who participated in 50 percent or more of the events. (TCers interested in forming a team may wish to "find themselves" at a general meeting prior to the season start.)

Rallye schedule for 1988 includes these dates: Feb 20 (school); March 18; April 8; May 13; June 17; July 8; Aug 5; Sep 23; and the Ghoul's Gambol Halloween rallye (usually a non-series event), Oct 29. More information about the program can be obtained from Geargrinders Chairman Russ Kraushaar at (503) 234-1627.



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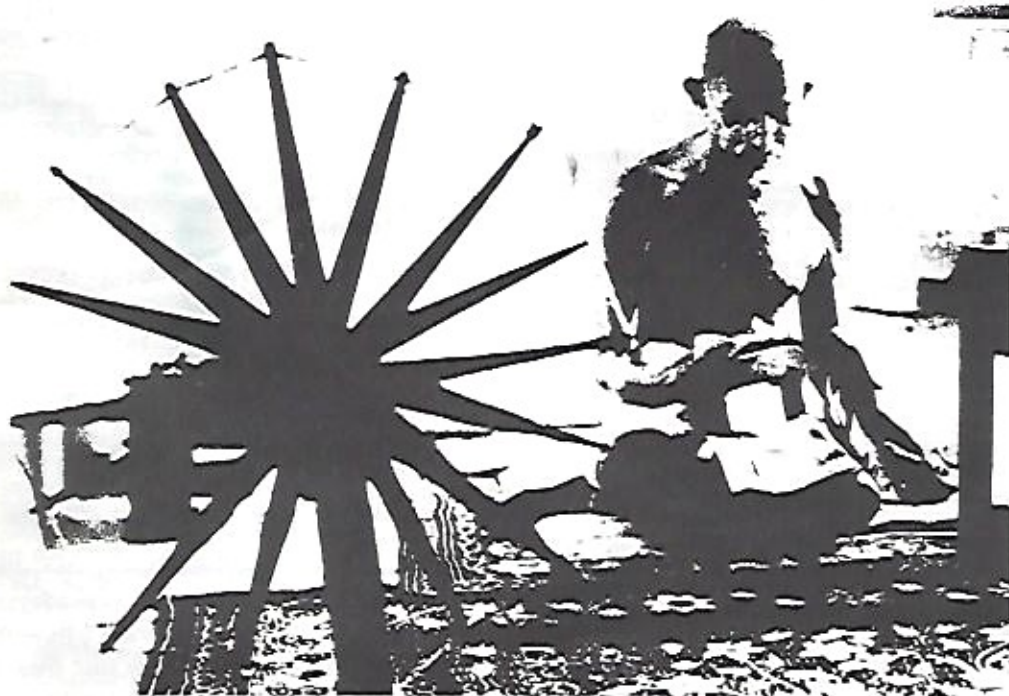
4380 S.W. Macadam #530 / Portland, Oregon 97201

503/223-1128 *Ask for Skip Yocom



GREAT MOMENTS IN RACING HISTORY #1

Steward Mahatma Gandhi (right) spins through first editon of the GCR.





Who's Who (so far) at This Scandal Sheet

For the time being, I am the Editor of the TellTale. My name is Pat Ross. I'm a real person and if you show me some respect your name will get in this newsletter, possibly even more than mine. No promises.

This is my first issue and by now it should be pretty obvious I have no idea what I'm doing. I said this first. Don't remind me of it; show respect.

I am seeking quality help from the membership to "do" this newsletter. There are no qualifications, no applications but the pay and retirement benefits are beyond belief. Currently the staff is small but I'd like to see it grow to incorporate the entire membership. Then we'll take over SCCA.

So who is this "small staff"? Our Sherwood Correspondent is Ken Killam. Ken's an active autocrosser and raceworker whose versatility covers but is not limited to flagging, radio repair and green flagger at the Oly weekend. A true gentleman, Ken is the fellow who quietly withstood repeated cheating at the Scrabble table at the Christmas party. He would never reveal to you that Sonja Gant and Judy Yocom are vicious competitors who would stoop to using abbreviations and foreign words. By weekday Ken's a mild mannered WANG repairman, so when your wang malfunctions you know where to go.

★★Continental★★ ★★★ Cinema ★★★

- **** A Classic/Collect It
- *** Very Good/Share With a Friend
- ** Acceptable/Alternative to Sleep
- * Waste of Resources/Miss It

Tin Men * Richard Dreyfus, Danny DeVito
(Available, unfortunately, on videotape)

It's 1963 or some such. Richard Dreyfus and Danny DeVito "star" in this woefully long tale of competing aluminum siding hucksters. Dreyfus backs his newly purchased Cadillac onto a public roadway where it is struck by DeVito and his Caddy, resulting in one of the few memorable scenes in an otherwise forgettable flick. Dreyfus and DeVito escalate their personal attacks through alternating assaults on each other's car. Dreyfus seduces DeVito's wife, DeVito is victimized by the IRS and both are subjected to a Senate investigation into the home improvement industry as the lack of action drones on. You may remember Dreyfus from prior "stellar" appearances in Jaws and in Close Encounters as a frantic, unaccomplished spud sculptor. This is no better. The only real acting in Tin Men is the chromatic performance of the Cadillacs. If writers were employed for this film, it is not apparent. Rent this to show to your bird or, better yet, miss it altogether (the bird might die).

The Circulation Editor chores are being handled by Karen McCoy who many of you know as a Cascade Starter Sister, IC Registrar, SCCA Race Chairman and a bunch of other stuff that keeps her overworked and out of breath. She also smokes. Non-filters. If you're having circulation troubles, talk to Karen. I personally am not interested.

Karen has teamed up with our Graphics Editor, Debbie Geisler, on typesetting and other grueling details that go into making "this thing" happen. Debbie is a very clever and talented Graphics Queen. If you've seen the SCCA 25 year anniversary decal or Dane's school logo and brochure, you've already witnessed and admired the dreaded "Hand of Debbie." Debbie and her spousal unit, Rich, are relatively new to IC; please see that they are harassed accordingly.

Our Label Puncher is Don Smethers. (That's pronounced "Smuthers," the first "e" being silent.) Most everyone knows about Don, especially that you stay away from him in restaurants, banquet halls or wherever hot food is served world wide.

Skip and Judy Yocom have accepted the position of Kulture Consultants. What this means so far is that they've been telling me a lot of stories that will never make it into print. They give a lot of advice, too. Have you noticed? Anyway, I'm not going to write more about them since no matter what it is they'd probably find it gratifying.

How about you? Wouldn't you like to do something for the TellTale so you could get a nice title after your name and take some free abuse? Dan Dickson wants to. He wants us to call him "Emperor." But he won't show anyone his scepter, so forget it.

We'll print just about anything if it's worthwhile. Know of anyone who's with child, for example? Or perhaps the responsible party? Names, dates and places are always helpful in the world of ethical journalism.

Why don't you volunteer today? We'll be able to take over SCCA that much sooner. Write something (no cocktail napkins, please) and send it to:

TellTale Claim to Fame
6128 SW Minnehaha Court
Lake Oswego, OR 97035

or call me at (503) 620-5620 evenings before switchboard closure at 9 PM. Don't call me at work. My employer doesn't like it; moreover I don't care to have my rest disturbed.

Complaint about your taxes?

Or the behavior of your local IRS representative? Call our free HOTLINE:
1-800-AUDIT ME

"Nessie" Surfaces From PIR Slough

"It was incredible: larger than a house with glowing vermillion scales and eyes the size of a breadbox!" said one observer who asked he not be named by the Telltale.

"It was right after the last Pitarresi School and Dan Dickson and us turnworkers was out by the slough, you know, lightly libating and reflecting on the events of the day. There was a loud splash, tremendous sucking noises and... and then the monster reared its hideous head and gosh! Dan dropped his beer and we all ran like Hades," the unidentified flagger reported.

The Telltale has investigated this incident in depth with authorities at Portland International Raceway. Facilities manager Dale LaFollette was unavailable for comment, but his secretary stated that slough monster sightings, while prevalent over the years, have never been authenticated.

Department of Environmental Quality officials confirmed the slough was once populated by a small coven of carp. This piscine pack has not been observed, however, since the dropping of

Conference Dates All Over Calendar

If your date book wasn't full already, here's your chance to load it up, impress people and probably win no friends at all for your effort. And, mirabile dictu!, there are no conflicting dates between ICSCC and SCCA so bop til ya drop. We'll only be printing the schedule in it's entirety once; we suggest you chew along the lines and save it if ya wanna keep track of life in the Conference lane.

CONFERENCE RACING '88

Mar 4-5	TC Drivers School, PIR
Mar 11-12	CSCC Drivers School, PIR
Mar 18-19	VMSC Drivers School, Western Speedway
Mar 18-19	IRDC Drivers School, SIR
Apr 1-2	TC Drivers School, PIR
Apr 23-24	CSCC Race, PIR
May 7-8	IRDC Race, SIR
May 14-15	SCCBC Race, WW
June 4-5	IRDC Race, SIR
June 25-26	CSCC Race, PIR
July 9-10	SCCBC Race, WW
July 15-16	IRDC Drivers School, SIR
July 15-16	(Vintage Race at PIR)
Aug 5-6	TC Drivers School, PIR
Aug 13-14	IRDC Race, SIR
Sept 3-4	TC RACE!!!, Olympia Airport
Sept 17-18	CSCC Race, PIR
Oct 1-2	SCCBC Race, WW
Oct 7-8	IRDC Drivers School, SIR
Oct 8	SCCBC Enduro, WW
Oct 15	CSCC Enduro, PIR
Nov 5	TC Drivers School, PIR
Nov 19-20	ICSCC Banquet & Fall Meeting Tacoma, WA, Sheraton



NESSIE?

unauthorized effluvia during a UFO flyover the Saturday night of CART weekend, 1985. The DEQ postulates the carp may have been victims of a pernicious radiation-related disorder. When challenged by the Telltale, the DEQ spokesman admitted this was merely conjecture on his part. "They didn't meet emission standards anyway," he concluded.

O Solo Tuo

Oregon Region SCCA has set a tentative Solo II schedule, beginning with "Cone-Circle I" at PIR, Jan. 24—a date you may have missed due to our publication schedule.

While sites for some of the '88 events are not determined, the Solo II organizers feel confident about their "tentative" dates, so if you're a soloist, here's the scoop (locations shown where known): Mar 13, Regional #1, Clackamas Community College; Apr 16, Driving School; Apr 17, Regional #2; May 21, Regional #3; May 22, Regional #4; June 5, Regional #5, Clackamas CC; July 1, Friday Nighter, PIR; July 10, Regional #6; Aug 14, Regional #7, PIR; Sept 25, Regional #8, "WashEgon Challenge," Chehalis-Centralia Airport; Oct 29, Driving School, PIR; Oct 30, Regional #9, PIR.

Another driving school is planned for July or August, depending on site availability. (If you have leads on site locations, Solo Director Bob Tunnell would like to hear from you.) The Solo committee has also been at work reviewing supplemental regulations. Series scoring, which will be detailed in the supps, is planned to follow the same format as in 1987.

Permanent competition numbers (00-200) will cost \$5.00 for the season and be arranged through the registrar. 1987 permanent number holders will have first right of refusal on their 1987 numbers only.

The committee is also considering improvements to the registration form and process as well as a possible program for novice competitors. Call Bob Tunnell on (503) 774-7715 if you'd like more information or you're interested in giving the Solo folks a hand.



ExtraVehicular Subjects: News From Another Dementia

Jan. 11, 5:30 AM The State of Oregon has been breaking wind for several hours, including 50 MPH zephyrs that agitate my wind chimes in other than sleep inducing patterns. One of my favorite utility companies has been playing service interruptus games, knocking over all life supporting appliances. I awaken to the vibrations and clanging of Ben, a live-in analog wake-up service.

Time to feed the cats, deal with their pooptray and head to the airport for three days in Phoenix (AZ not OR). It's still very dark, very cold and very windy as I slam myself through wardrobe and address the last minute chores. Dumping the catbox before sunrise is hazardous; while refilling with new kitty sh -- litter I dump four or five pounds of it on the slacks I pressed only ten minutes ago. The litter is definitely not "trackless" as promised on the bag.

7:05 AM The drive to the airport resembles a vegetable-matter autocross. Tree limbs scattered about the cul-de-sac create a new topographic feature -- the Sea of Broccoli. I approach the Iualatin River slaloming past whole trees in the line, including one suspiciously festooned with tinsel and popcorn.

1:00 PM, Phoenix I pick up my rental car, a Pontiac Grand Am, load it with two co-workers and our stuff and we head south to drop them off. My former boss is navigating, my current boss is the designated back seat driver, I am the low seniority person at the wheel. The Grand Am shows only 5,000 on the odo, it's not yet been flogged to death by aggressive renters; I will do my best. Freeway traffic is moving right along. The geriatric go-getters (migratory "snowbirds" from the north) are passing me by as I, alone with the horse trailers, conservatively cruise along at 70 in the right lane. Driving here could be fun. I check the mirrors, move left and draft a Winnebago driven by an Old Fart who's recently restored his remaining hair with Grecian formula.

1:30 PM We are approaching Chandler, AZ. I am certain we have overshot our destination; I say nothing. Erwin is fumbling with the map, calculating the distance remaining to Tucson. A voice from the back seat says, "I think we've gone too far. Maybe we should turn off at the next exit..." "OK," I respond, "there's a sign coming up, there's probably an exit following it." (Note the clear, logical thinking of your Editor. Ed.) Ah, there it is: FIREBIRD INTERNATIONAL RACEWAY NEXT RIGHT. These rental cars aren't so bad, they know right where to take you!

Bosses "X" and "new," knowing I have a mild interest in racing, accuse me of duping them into a trip to Firebird. Facing the situation squarely, I fix Erwin with my best "You're a flop as a

navigator, give me those damn instructions, I'll never rally with you again!" stare. The people in the Firebird office seem more familiar with compass directionals; we are soon underway reverse course.

2:00 PM I deposit the bosses at their destination and proceed toward mine. The Grand Am handles nicely, is responsive to the right foot and the engineer in charge of ashtray planning should consider a career with the Vienna Boys Choir. I attempt to check in at my hotel. They have not heard of me. This is to their benefit.

4:00 PM Paperwork and office calls done for the day; Firebird is calling. The Grand Am and I are there in a flash, sign at the office and off to the course. Bleachers facing a ditch--well, OK in Arizona it's a lake--what's this? Boat racing on the desert, huh? OK. I find the real course, the one for engines with wheels. There's a driver school in session with a few cars doing pylon dashes in the esses and a few more churning back and forth on the straight. Definitely unexciting stuff. I discover "Advance Performance Driving Academy of Phoenix" regularly offers a two-day high performance driving school (Monday, Tuesday) and one-day defensive driving sessions (Wednesday). My take on this is there's more high performance action to be had back on the interstate. "Going" rate for the schools? \$245 for the defensive minded, \$495 if ya wanna perform.

Back to the office where I pick up some school brochures for Dane P. and check into the season schedule. The office hlep tells me there ain't no schedule yet cuz the folks at SCCA don't got their act together. Indeed! This can't be possible. I personally know, thanks to The Wheel, they've scheduled a Drivers School/Regional for Jan. 30 and 31.

If you're looking for a sunshine/racing combo, here are some "known" dates at Firebird: Vintage Racing, Feb 20-21; SCCA Double National, Mar 12-13; IMSA GTO/GTU, Apr 15-17; SCCA Regional, May 7-8. I will probably work flags at the vintage event so you'll be hearing more about Firebird whether or not you care to. For more information about happenings at the Arizona track, call (602) 276-INFO, your dime.

SCCA Racing'88

SCCA's Oregon Region will be offering a number of 1988 events opening with a Driver's School and Regional at RIR the weekend of April 9 and 10. The schedule for 1988 is shown below. TC's own David Young is none other than the Competition Director this year so guess where to go with gripes or to obtain driver meetings info?

April 9-10	Driver's School/Regional
Apr 30/May 1	Driver's School/Regional
June 10-12	Rose Cups
June 17-19	CART
July 2-4	Regional/National
July 29-31	IMSA
Aug 27-28	Regional/National
Sept 10-11	Double Regional

CALCIFIED ADVERTISEMENTS



FOR SALE OR TRADE - RACE CAR TRAILER

FLAT BED TRAILER - 20 ft overall length, 6 feet 10 inches between fenders. All steel, diamond plate, ramps, tire rack, two 5-gallon cans & mounts, tandem axle, electric brakes. Will carry any size race car. Offers around \$1200, or trade for lighter trailer, maybe single axle - for 1200 lb race car.

Don Smethers - 656-2237 eves or 685-2187 days.



O, Lordy! New GCR's available! Purchase from Tom McCoy, 644-9008. U-pick, \$5.00 each; extra if mailed. (SCCA does not accept stamps, green or otherwise.)

The Race Car Shop still has space for rent. Now's the time to rebuild or fix that loyal racer. At the TC Shop there are large well-lit spaces just waiting for your car. Rental rates are week-end, weekly, or monthly. For more info, contact Bill Murray at Master Mechanics (503) 238-8877 or Colin Clark at (503) 230-1091. Building has a full alarm system.

Final Notice to Bill Murray III (BM³): This is the final appearance of this exceptionally boring ad as is. Next time it's in Spanish or Adios. Ed.

Illustrious TellTale Editor seeking old TellTales (not Shawn's), old photos, old gossip for use in a "Stab from the Past" column. Call 620-5620 between 6 and 9 PM.

FOR SALE 1971 DATSUN 1200
1987 J Production Champion
Lap records at Portland, Seattle, Olympia
Also eligible for I Production or ITC
Loyning Head, Master Mechanics Roll Cage
New Chassis, Never Wrecked, No DNFs
Three Races on R-1s
Spares: Engine Front & Rear Glass
Rear End 12 Wheels & Tires
Suspension Bumpers/Body Panels
Single Axle Trailer Included
Super competitive Low Cost Racing
Excellent for Novice or Veteran
A Real Steal at \$3,000
Call Jon Wilson (503) 774-7079

Forget an enthusiast on your Christmas list? Birthday or other anniversary coming up? Now available, Acutrak, as advertised in "On Track" magazine, Dec 7, '87, wrist \$34.95 or hand-held \$39.95 unbelievable performance. Does things that you have to see to believe. If interested, contact Bill Halsey, Northwest Distributor. S.C.R.E.W., P.O. Box 12534, Portland, OR 97212-0534 (503) 287-1930 Best "stopwatch" I've seen. —S.God

Help Wanted:

Team Continental seeks competent professional to edit dynamic autosport publication. Call Dan Dickson anytime.

TCalendar

February Events

- 17 - TC General Meeting, Hi Hat, Tigard 7:30PM drinks, 8PM meeting
- 20 - Cascade Geargrinders Rallye School 10AM-3PM, PCC. Rallye follows. Contact Russ, 234-1627.

Looking Ahead at March

- 1 - TellTale deadline
- 2 - TC Board Meeting, Dan Dickson's, 7PM
- 5 - TC Driver's School, PIR
- 12 - Cascade Driver's School, PIR
- 13 - Oregon Region SCCA Solo II Regional, Clackamas CC
- 16 - TC General Meeting, Hi Hat, Tigard 7:30PM cocktails, 8PM meeting

Wed., Feb. 17, 1988
Hi Hat Restaurant
Tigard
Dunks 7:30 p.m.
Meeting 8:00 p.m.



NEXT GENERAL MEETING:



Tell Tale Editor
6128 SW Minnehaha Ct
Lake Oswego, OR 97035

ACHTUNG, DRIVERS! ACHTUNG, ALLES LOOKENPEEPERS!

ALL Drivers Training instructors and **ALL** prospective instructors are asked to attend a **MANDATORY** Meeting. Two meeting dates have been scheduled and I ask that you attend **ONLY** one. The dates and locations of the scheduled meetings are as follows:

WEDNESDAY, FEB. 24th at 7:00 p.m.
Donna Battin's House
2918 N.W. Telshire Terr.*
Beaverton, Oregon

THURSDAY, March 3rd at 7:00 p.m.
Portland International Raceway
Rose Cup Room

*(Sunset Hwy. to Cornell Rd. exit, turn right on Cornell and then immediately left onto Bronson; take 2nd right onto 158th, go approx. 3/4 mi. and turn right on Telshire, 1st house on right).

In the meeting, we will be addressing teching of student cars, student scoring, safety, and briefly outline subjects to cover with students.

By requiring you to attend one of the above meetings in order to instruct at one or all of TC's 1988 Driver Training events, we are trying to keep TC's level of instruction the highest in Conference as well as the safest. I'm sure this is a goal you will all strive to maintain and reach!

My assistant, Butch Wood, and I look forward to meeting with you and are open to any suggestions and assistance.

Donna Battin
Driving Master