



TellTale 88

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

Races to Honor Henneman, Team Jester

The article below, from the Oregonian of Friday, June 9, 1972, is reprinted to acquaint those of you who did not know him with Harv Henneman.

Harv was active in road racing in this area for many years as a competitor, SCCA Regional Exec, tech inspector, race chairman and steward. He was a member of several local clubs including Team Continental, Oregon Region SCCA, Cascade Sports Car Club and Touring Club of Oregon.

On his death, members of these organizations established a fund, currently administered by SCCA, in his name.

Because of his commitment to bringing new participants into the sport, it is fitting that part

of the fund will be used this year in conjunction with driver schools and races administered by these clubs.

Henneman's Team Jester logo will be used on trophies for SCCA's opening driver school/regional, to be named "Harvey's Race," April 9-10. Cascade Sports Car Club also plans to honor Harvey and Team Jester at one of their events. Checkered flags for both races will incorporate club logos of TC, TCO, SCCA and CSCC along with the Jester.

The remainder of the Henneman fund will be applied to something which will benefit racers, workers and motorsports enthusiasts from all the contributing organizations.

Without 'Harveys,' Races Wouldn't Run

By Paul Daquilante

The man's name is Harvey Henneman.

Saturday and Sunday at West Delta Park, Henneman, possibly, will assume the most important role in putting on a production like the 11th annual Rose Cup sports car races.

The fact remains, however, that Harvey Henneman's name isn't going to light up the faces of ardent sports car racing buffs this weekend.

People choose only to associate with a name like Monte Shelton, plus a few others, and call it quits. After all, it's the Rose Cup crown itself—or the Race for the Roses—that Shelton and the others vie for each year.

Without a guy like Harvey Henneman around, however, competition would be for nothing more than a bunch of wilted petals.

Harvey comes equipped with a pretty snazzy sounding title. He's the Oregon Regional Executive for Sports Car Club of America.

His job is a massive one. Basically, he's in charge of making sure a show like the Rose Cup races comes off without a flaw. People called stewards coordinate and see to it that the race is run properly.

Henneman and his crew make sure there's a race for the stewards to run properly.

This is Henneman's first year as regional executive. He served as race chairman last season. He admits to one thing. "I must be stupid to be doing this." No Harvey, not stupid, just energetic.



Henneman also is a former road racer. In 1965-66 he ranked in the top ten nationally in points in the H Production class.

Continued on page 3

TPG on Advertising

- 2.00 The TellTale advertising policy is kept simple with a specific target population in mind. Calcified ads are free to members; display ads are available to all for US funds.
- 2.01 Calcified ads must be submitted by publication deadline in order to appear in the next issue. Type the text or ask your child to print it neatly. Kellie Ryan has third graders who will prepare your copy on a contract basis.
- 2.02 Calcified ads will be scientifically compared against a trademarked spelling verifier: Kolbe Spelskramb! Version 2.1. If your copy passes the test, you may not recognize it.
- 2.03 Calcified ads will run for two consecutive issues unless the Editor is informed otherwise. To borrow from Nancy Reagan, "Just say no."
- 2.04 Display ads will be gratefully accepted camera ready or you can take the risk of letting our staff have at it. Measure the ad dimensions yourself. If you're wrong we'll chop it up to fit the space and bill you anyway.
- 2.05 Display rates, by single issue, are:

Full page	\$25.00
Half page	\$15.00
Quarter page	\$10.00
Business card	\$ 7.00

These rates include vowels. Discounts are available for consonants only and multiple appearances. Let's make a deal.

Minutes of BOARDOM

The meeting was called to order at 7:20. Dan Lane sat in for Skip as Race Chairman. How to pay for the Olympia Race was first order of business. Should we pay 1/3 down, 1/3 in 90 days, etc., until all was paid for. We all agreed to do something.

Donna has a form for every instructor to fill out so she can do her best in mating instructor to student. There is a mandatory driver's meeting (2 meetings at different places and times), all drivers must attend at least one meeting if you intend to instruct. There are also new grading sheets. Having hats made for instructors was also agreed upon. (Please do not confuse these hats with the one Bill Murray wears.)

From here we went on to the TellTale, all ideas were late. Pat had her own.

Bob Smethers, our Contest Rep, said he was OK. We all just smiled and understood, quickly moving on to the Executive Board Rep. He says the new license forms are out, the new rule book is out and SCCA wanted to tighten the rules for LCSCC drivers to get SCCA licenses. Mr. Meeker is the fellow to talk to about Regional and National SCCA licenses.

Halsey said we need more jackets, pins, etc. Quantities and costs will be discussed later.

Tom Hekker wanted to set goals for the next year. Don Smethers was going to use his rowing machine and Donna starts aerobics. Other ideas include having a

Inquiring Minds Want to Know

Those who noticed the AAAGASP banner on the February TellTale masthead have questioned the meaning of the acronym. OK, inquiring minds, here it is: American Association of the Advancement of Grammar and Spelling Properly.

There is no shame in being a poor speller or fracturer of the language if you are willing to acknowledge your affliction and strive to improve. AAAGASP is a private, non-profit organization dedicated to the elimination of linguistic suffering. Confidential meetings are conducted by AAAGASP chapters in your area wherever it may be whether or not you know it. (The Editor will sponsor you if need be.)

safety car inspection for Senior Citizens, or possibly an autocross. Something for the community. If you have any ideas contact your local Board Member.

A committee has been formed to handle future club events, picnics, banquets, etc. They are Judy, Scoop, Sonja & Linda. Sorry for leaving out last names, but who knows, some may change.

Don Smethers showed us our new Bylaws and Directory. (There are some changes, read them.) The floor was open for changes as printed with the changes. No changes of the new changes were changed. The Directory will be updated every year with the change of the Board. Don Smethers wanted an assistant to help him and Tom Hekker was appointed. Bob Smethers wanted an assistant also. Donna was appointed to help him.

The Board was asked about giving money for a memorial fund to SCCA (Team Jester Memorial). The money would go for special trophies or special flags. Sounds good.

Marianne got her first look at the checkbook. If you see her in a mall, frisk her.

Risberger wanted to have a driver of the year in TC. Guidelines will be discussed at a later time.

Your Sec, Butch



TANKS



Several TC members contacted the TellTale Editor with positive comments on the February issue. (Thanks, your cheques are in the mail.)

We appreciate this and would like to share the recognition with those who made the issue what it is today, a legend in our own minds: Ken Killam, Butch Wood, Don Smethers, Tom Hekker, and Donna Battin for editorial contributions; Skip Yocom for support through unsolicited opinions and display advertising (be assured he's being billed for his half page embarrassment); Judy Yocom for assistance dummyping up (ask her) and circulation chores; Debbie Geisler for typesetting, graphics and layout; Tom McCoy for successful dealings with the postal authorities (he truly gave them a licking); and Karen McCoy for typing, circulation and help nurturing the remaining shreds of sanity which appear from time to time in the Editor.

Thanks to all for setting a standard you are now expected to maintain. I have your names; life as you knew it before February is over for you! GOTCHA!





AutoZodiaca

By
Madame Mysterosa

ARIES (March 21-April 19) Maintain positive self image at any cost. Apply for new creditline and investigate additional mortgage opportunities. Explore African beekeeping as new income source.

TAURUS (April 20-May 20) Locate automatic garage door opener to release race car. Sort and label all leftover engine parts for future use. Seek new sponsorship markets—personal hygiene products look up. Schedule sexual experience.

GEMINI (May 21-June 20) Your nurturing nature must be satisfied. Volunteer now for Oly Race assignment to achieve fulfillment. Don't miss stellar sale at Bap Geon—free sixpack with each purchase.

CANCER (June 21-July 22) Emphasis on organization. Insist that roommate "gets it together" immediately. Relentless nagging will yield results. Pretend that you never make mistakes. Begin dating a competent mechanic.

LEO (July 23-Aug 22) Spray yard with agent orange now to simplify summer gardening. Buy battery charger before rainy season ends. Torrid love affair inspires entire CP class, and astroprojection takes on an all new meaning!

♊ **ARGO** (Aug 23-Sept 22) Ennui abates at pre-grid. Our quest for the perfect lubricant is satisfied. The velveta cheese food and kiwi fruit diet results are stunning. Mad Dog promises to show you how to glow in the dark.

LIBRA (Sept 23-Oct 22) Throw caution to the wind—admit you star in blue movies to finance your race team. Market the system and go pro racing. You must change the cat litter this month no matter what.

SCORPIO (Oct 23-Nov 21) Find romance in a tryst at the slough. Nessie will bless this union. Qualifying times suck, but wins still possible if mental adjustments are made quickly. Rely on Pices friend.

SAGITTARIUS (Nov 22-Dec 21) Enough is enough. It's time to take the Christmas tree down. (The valentines haven't fooled anyone.) Ignore vapid remarks and shave both legs on the same day. Study Gemini message for personal clue.

CAPRICORN (Dec 22-Jan 19) Leggy redhead offers to show you great headstones in the Dufur cemetery. This will be infinitely more interesting than changing the brake rotors. Take a shrimp pizza and Bolero along with you.

AQUARIUS (Jan 20-Feb 18) Pay attention to your dreams. You can make them come true if you change classes and the color scheme of your race car. Think pink!

♊ **ISCES** (Feb 19-Mar 20) Jaws was a wimp compared to you. Power cocktail is passe. Concentrate on consuming your own species. Avoid fishtailing in the carousel. Lay in supply of duplicate keys for race car now.

Without 'Harveys,' Races Wouldn't Run

Continued from page 1

His last racing year was 1970. "I was getting too old and didn't have the gung-ho attitude anymore," said Henneman. Racing got to be expensive, also.

Oregon, originally, was a member of the Northwest Region which also included Washington and Idaho. Eventually, the Northwest Region broke up with each state going its own way.

Harvey serves as a talking force for the Oregon Region. "I just want to do the region a service," explains Henneman.

He has a national tech and drivers license. And Harvey's wife, Allaire, isn't one to sit home on race day, either.

She is the Oregon Region's chief timer and scorer. She has a national timing license. "She loves her work," confesses Harvey.

The Oregon Region's main concern is to promote, encourage and sanction road racing in Oregon. "Anybody who's interested in road racing, we'll try to find something for them to do," said Henneman.

The Rose Cup races originally were run by Portland's Cascade Sports Car Club. The Oregon region entered the picture in 1970, and has been conducting the event ever since.

The Rose Cup races have always interested Henneman, whether it was participating in the show or helping run it. "It's a hometown thing," acknowledged Harvey.

Now for West Delta Park's 1.95 mile layout, where more than 225 drivers will compete this weekend.

"It's (West Delta Park) as good as anything I've ever seen," notes Henneman.

"The potential growth is tremendous." West Delta Park is city-owned. The road racing course is the only one in the United States located in a city park.

Harvey elaborated. "We've always had a good working relationship with the city. It's an extremely first-class setup and the growth, once again, is unlimited."

Originally, the road racing course was made up of roads which survived the Vanport flood. It has since been designed as a road racing course with more improvements due.

"The basic problem is money," contends Henneman. So, what else is new?

Henneman believes the course "challenges the driver's ability. It's a little tricky."

Presenting . . .

**Presenting (ta da!) . . .
The 13th Zodiac Sign:
ODIE ()**

**Motorsports involvement
contraindicated for the inflexible.
Stay at home in traction.**



Poison Penmanship: Letters to the Editor

Below, a member "rhapsodizes" on happenings of the February general meeting.

The Membership Director is c o n v e r s i n g on member status upgrades, when a figure arises from the huddled, smothering masses. "If applying for upgrade status, the member must be in attendance to receive the upgrade."

Suddenly the whole (half) of the room is transformed into one gigantic waving yellow flag—slow down, maintain control, danger ahead, no passing!!

Under the current guidelines the member has met all the qualifications—has earned the upgrade. Perhaps at this very moment his racer is disassembled and a frenzy of activity is being undertaken to render whole his aspirations for the '88 racing season. Or perhaps the "Last Supper" as a family unit until Thanksgiving is being served. Or maybe he's in hibernation until the "silly season" and all of its political ramifications is complete.

The blinding yellow haze dissipates slowly—and in the confusion I've lost my bearings—is this my beloved IC meeting? Or have I digressed a week? My eyes clear further—nope, too many people, it's IC all right.

Walking down the darkened parking lot, incidentally, passing a gentleman relieving himself on the tire of an automobile (better a wheel than a stairwell, huh?), I feel as if I've been transmogrified into the infamous ODIE dog.

Jana Toye

P.S.: Annie, please substitute her/she where applicable.

Pat—Perhaps I haven't offended enough people? This is not for publication—just wanted to share my feelings of last night with you. Later, Jana.

To the TellTale Editor

First, I would like to say what a pleasure it was to read...and read...and read...last month's Tell Tale. Our Editor and contributing authors are to be congratulated on a fine piece of work. The material was entertaining, attacks on my person notwithstanding, and certainly up to our expectations of the new TI Editor. If this continues to be as fun for you (is it?) as it is for us, I will happily serve again in '88 as your Campaign Director.

There will be no rebuttal on your reference to my previous pregrid practices, because my rebuttal would just lead to your re-rebuttal, and I would eventually lose—and I don't want to do that. I promise to be there at least 480 seconds before the scheduled race time, which will allow for a 5-minute warning (being given 300 seconds before the 1-minute warning), a 1-minute warning (being given 60 seconds before the pregrid departure time), and 2 minutes for the warm-up lap (which is the part I forgot last time). And regarding my eating habits, I have enrolled in the Pitarresi School of Hand Gesturing to prevent flipping the prime rib in my lap again—the au jus sure was hot!

Now to the serious stuff. At one of the winter race functions, while partaking of the usual pre-banquet refreshment, someone asked "What makes Team Continental so successful with their meeting attendance?" Not hearing a snappy answer, this

person wandered off and I spent some time thinking about the question—which was probably rhetorical anyway. I think the answer lies in our normal way of conducting business. We have an effective Board of Directors that takes care of routine business each month at the Board Meeting. Bills are paid, income is reviewed, each officer reports on current business, and committee activities are discussed. In addition, individuals put in many hours between meetings. This leaves the General Meeting free to cover items which are important to the total membership and to enjoy the social aspect of the club.

In the past few years, IC has doubled in size—about 254 now. Most members believe that this growth has been good for the club, with a membership that includes drivers, crew members, workers, and other enthusiasts. However, along with this growth has come an increasing amount of membership-related business that now uses the largest segment of our General Meeting time—and our time hasn't changed, it's still only a couple of hours each month.

Whenever possible, we should continue to conduct business at Board Meetings, with only bylaw requirements at the General Meeting. Perhaps this approach will freshen up our meetings a little (our VP will be handing out Air-Wick at the next meeting), and make room for some new ideas. Let's support our new Membership Director in improving the format, and discuss other ideas. (Act now, before we lose any remaining ability to reason—remember that I.Q. equals mental age divided by chronological age x 100, and collectively we're losing a little every day.)

Don Smethers

(Because the preceding meets some of the 1PG for letters to the Editor, it has been included in this issue. Readers should understand, however, that Mr. Smethers submitted his little epistle after the TellTale deadline, demonstrating the fact he not only has difficulty with clocks but also calendars. Ed.)

15 February 1987



Dear Pat—

The "TellTale" was great! I'm still laughing! Thanks for all the time and effort you put into it—it was really worth it!

Thanks again!

Kellie

The only fully bionic member!
haha!

INDY CARS



ExtraVehicular Subjects: News From Another Dementia

The remarks below -reprinted from the March Northwest Sports Car News- are by one of TC's newest members, Wayne Erickson, Regional Exec of Northwest Region, SCCA. As Wayne refers to Oregon Region and its Board, a significant number of whom are also TC members, this may be of interest to you. Ed.

re: Regional Racing
...by Wayne Erickson, NWR Regional Executive

I have been very busy going to meetings, trying to find some positive way to insure a successful Regional racing program. We planned a double Regional in August on the strength of a verbal agreement made with Oregon Region's RE, Gary Pazina, at our last race at Olympia. Well, it seems somewhere along the way the idea was forgotten by him and therefore never presented to their Board. I went to Portland Jan 14 to speak at an Oregon Region Board meeting about Northwest Improved Touring rules and also to feel out their Board about a double Regional. I was told these things would have to be brought up at their drivers' meeting Jan 23.

Steve Taylor and I drove to Portland and presented the Northwest II guidelines to the Oregon Region drivers. It seems they feel keeping in step with San Francisco Region is more important than using a set of II rules that make sense. A vote was taken among the II drivers present, and we were voted down 11 to 2. When the NWR II committee wrote these rules, they stated we would have to follow Oregon Region. So folks, we are running the National II Guidelines for 1988 (they are in the 1988 Showroom Stock

Specification book.-Ed.). We tried and came up on the sort end. I'm truly sorry, but I guess we'll have to live with it.

We also spoke about the double Regional and the OR drivers definitely did not want to have to come to Seattle to run one of their own races. Many of them voiced their support of our program but would not even vote on the idea of cosanctioning an event.

All of this news sounds bad, and doesn't help our situation with having a successful Regional race program. But here's the good news. I attended the recent IRDC meeting and presented a proposal that I believe will make this the most successful race season ever. I suggested that we have a championship for the Seattle area, with points kept at all SCCA and IRDC events at Seattle International Raceway, and possibly at Olympia. We have formed a committee of three IRDC members—Jon Landes, Walt Julian, and Mike McDaniels—and three SCCA members—me, Steve Taylor, and Joan Manley. We are going to be working out the details for what I hope will be a great series of races. Call me if you have any suggestions; we are looking for someone to sponsor the trophies.



STAB from the Past

by Bill Haisey**

Twenty years ago TC membership stood at 49. Bruce Baggett and Todd Webb were President and Vice President. The Contest Board Alternate was Jack Aiken and Eric Anderson served as the trophy chairman. Bruce Nelson edited the TellTale.

Over half of the Board at that time are still active members. Twelve of the 1968 members are still with TC. Bill Laird was a novice member at that time.



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In-Continental: Peetz, Seger, Creager

New Continentals received into the fold at the February general meeting are Morgan Peetz, John Seger and Bryan Creager.

Morgan's membership was a surprise birthday gift from his mom who says, "He has loved cars since he was a little guy and he has worked hard and put every penny he has made working after school to put his Rabbit together for racing."

With a Jan 15 eighteenth birthday behind him, Morgan plans to field the Rabbit in '88 sporting IC affiliation. He's put in two years as a pit crew member for Jon Wilson and also crewed for Mike Yochim in '87. Morgan says he wanted to join IC "so I can stop being in the pits and have my own car on the track!"

I ♥ a Parade

Professed affection for baseball, hot dogs, apple pie and motherhood (that's the generic, lower case "m" without paternity suits, version) comprise the American way. The definition of patriotism can even be extended to include parades. After all, where else can we publicly make spectacles of ourselves with the prospect of reward? (Perhaps, I've overlooked work.)

In any case, the Parades is Comin! the Parades is Comin! and you should plan to take part.

Oregon Region SCCA will again participate in the St. Johns Parade—set to hit the streets this year on May 14. The region's Parade Committee, co-chaired by Wes Tipton and Carolyn Kruze, is seeking sponsor support in sums of \$25 or greater for this event. Sponsors will receive some publicity as well as subsidizing post-parade libation for participants.

This is an economical (big word for cheap) form of advertisement for your race team—at least IC's own Team Screw™ thought so and have sent in their pledge already. Maybe some of you high rollers—you know who you are, Pabst would like to chip in as well.

SCCA also has designs on an entry in the Starlight Parade June 4 and has acquired major sponsorship for that endeavor from Monte Shelton.

The Parade Committee hopes to continue the tradition of honoring the race workers' Nose Festival Queen with a victory lap at PIR on June 19th. (More about the history of Nosaria and the disgusting performances of IC's princesses in another issue.)

So...contact Wes or Carolyn if you'd like to support the parade effort financially or otherwise, or...just tell them "I gave at the office" (famous lie #2), or...start a IC parade committee for St. Johns, or...

**Princessi of the
Portland Rose Festival
Court (left) stop in to
cheer our wounded
warrior (right).**



Right on, Morgan! It's time to give Wilson and Yochim some experience on Your pit crew. Good luck and good racing with the carrot chasers!

New member John Seger, Jr., is joining "to gain experience" and earn his license. We have no idea what he's racing since his application was lacking detail but we agree IC's the place to gain experience.

John's application was endorsed by Skip Yocom, someone who makes parallel scratching with heavy downstrokes and a third party capable only of drawing large lazy loops.

Bryan Creager completes the new novice trio and his membership form also drew a lot of blanks. We do know he has a spousal unit named Jean and wears a size L jacket. There were no character references on the form so we're not sure whether Bryan's a character or if anyone knows it.

Lifestyles of the Rich and Famous Pabst Hospitalized

Dateline Dammach—Authorities at the Oregon State Hospital in Wilsonville have categorically refuted rumors that famed race driver Tom Pabst is institutionalized here. The Head Shrink of the outfit stated the Dammach switchboard has been swamped with calls from IP's groupies. All calling parties are being referred to Emanuel Hospital in Portland.

Several club members speculated that, following the spectacle at the IC banquet, Pabst might have fallen victim to toe septicemia. Pabst was observed at that event in intimate feets with several IC "ladies." (For hygienic protection we suggest all who engage in this form of contact in the future wear latex legwear. Ed.)

The Telltale contacted the Visitors' Advocate at Emanuel immediately following the last IC general meeting. She told us that, for the benefit of other hospital occupants, patient Pabst has been confined to a private room where he has been quietly coloring a book on non-violent racing scenes approved for ages 5 and up.

While the Advocate declined to provide specific details of his illness, she did confirm a Pabst smear taken last year at PIR's turn one has shown positive.



Hudson Hound Named March Mutt of the Month

Sit. Stay, as we speak of Earl Bob the Wonder Dog.

In a contest with no one, Earl Bob Hudson has been declared Team Continental's premiere pet of the month. Earl Bob, who sometimes acknowledges such strange appellations as "Duski" and "Bob R Do's" shares his McMinnville manse with proud parents Craig Earl and Goldie "use-my-middle-name-and-die" Hudson.

A Gemini by sign, Bob was born June 12, 1982, on Tobacco Road in McMinnville. According to the hominid Hudsons, "he was the runt of the litter. All his brothers and sisters ignored him 'cuz he was different." This may explain why EB fits in so well with TC.

Earl Bob's heritage includes Collie, Shepherd and traces of Husky. Distinguishing marks—you may need these sometime for a request for Steward action—are a single floppy ear, white curly tail and "cute" (Mother's word) mask over the eyes.

Bob's a talented guy. His understudy of TC driving styles has led to his proficiency in rollovers both at full throttle and under braking. His speaking ability is well known to Continental campers and non-affiliated Flying M picknickers. Bob was a competitor in the 1st Annual TC Dogarama at the '87 campout entering the "Barkenduro" and "Extemporaneous Speaking" classes; he placed and showed in both. (Bob is generally non-assertive, unlike some other Continental canines who sought a tryst in the trees with Maggie R. You fellows know who you are. We caught you on film. Shape up in '88.)

*Alert for the
Facially Furry*

Come to Your Census

World's First International Werewolf Census

Werewolves of America and the world, it's time to make your presence known.

"Come out of your furry closet and be counted," commands Dr. Steven Kaplan, 48, founder of the Werewolf Research Center.

Kaplan is conducting the world's first werewolf census, to be completed by August. The renowned researcher says it will also be his last.

Kaplan wants to hear from anyone who has been a werewolf, knows one, or claims to be one. He can be reached at PO Box 252, Elmhurst, Queens, NY 11373.

The researcher is asking werewolves to send photos of themselves before and after the transition.

Kaplan wants to know if werewolves are family oriented and if they run in packs. He needs to know if werewolves rip, bite, tear, rape, mutilate, and devour their victims, and he wants to learn werewolves' social and sexual habits.

"I want to know everything about them, from their favorite TV programs to the clothes they wear," he said.

National Examiner
Feb 16, 1988

Race weekends in Bob's novice program were few and far between until his parents "went way in debt and bought a motor home." According to Goldie, "he was left at Grandma's a lot but now enjoying the life of a camper dog, he attends races regularly... only peeing on people occasionally."



E.B. HUDSON

Thanks to the folks' new kennel on wheels, Bob is planning public appearances wherever motor homes motor. He was sorely disappointed to be excluded from the Hudsons' December race excursion to the Bahamas. Bob had spent several weeks rehearsing an "upgrade" act to perform on talent night at Sir Winston Churchill's Pub in Freeport. In view of what this reporter saw, we believe Bob would have been a winner. All things considered, we think Bob's ready for "senior" status in TC.

The kinky Collie's race adventures are legend among a select worker group—he knows too many things for he prowls by night. On one '87 pro weekend Bob single pawedly conducted a nocturnal pizza raid on the tent of Turn Marshal Bob Dratwa followed by a pre-dawn assault on the tent zipper of Scrutineer Heidi Gredvig, who heard nothing but awoke to the earnest face licks of the Hudson's prize pup.

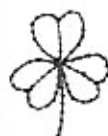
When asked why Bob should be the first pet featured in the TellTale, Goldie stated, "He's everyone's favorite race dog, smiling at all he sees and having a good time." We agree. EB, Earl Bob, Bob R Do's, Duski Hudson, we salute you!

Butch Busted In Top Pet Bid

A significant minority of TC members lobbied heavily for Butch Wood as the first TC Pet of the Month.

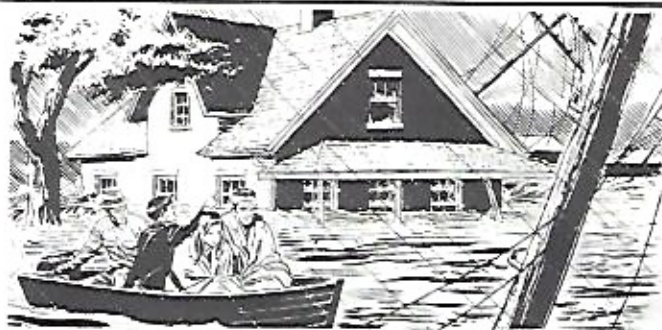
Ample information was furnished regarding Wood's special talents, including several mentions of his performance as trophy boy at Oly. Unfortunately, no one was able to submit a complete TT1040 on Butch—the required statements as to distinguishing marks and breed being notably absent.

We are therefore reduced to recognizing Butch as a mere runner-up. Better luck next time.



ST. PATRICK IS COMING!
Remember the March 17 motto:
ERIN GO BRALESS!

HAZARDOUS REPORTS ONLY



Good Bye Hi Hat Hello Hung's!

In a room designed to seat sixty uncomfortably, eighty-plus TCers gathered Feb. 17 at the Hi Hat for the general meeting.

Pagoda lights swung eerily, rebounding from body contact with chairs TC members dragged in from other rooms on a self-serve basis. For several minutes we feared Howard Adler would be issued a highchair. As one member commented, "The Hi Hat don't give us respect!"

Xplaining that it was Chinese New Year's, XPres Tom Hekker apologized for the small room size. Xcuses having been heard, a small but vocal group heckled Hekker, taunting him with promises of the dreaded boner jacket. Hekker responded the jacket could only be foisted on a victim for an auto-related incident at which point the rowdies threatened to have him run over. Easy for them to say—you couldn't have gotten a car into the room let alone a Club Ford.

Guests were introduced and many got the clap.

Marianne Pratt attempted a treasurer's report and was subjected to the usual uninspired "Are you standing up?" jokes. (This discrimination against the growth retarded simply must stop. Ed.) Marianne had a joke of her own—two signatures will be required on TC cheques, assuming we can find that many penmanship graduates. At report time the chequing balance was \$3421.19 with \$5K stashed in the CD.

Your Editor reported on TellTale production costs for February, furnished display advertising rates and introduced a new TellTale feature, Pet of the Month. If you wish to nominate a pet, contact the Editor to obtain a form T11040 (Pet of the Month Candidate Application, Part 1) and submit the completed form and pet nominee's photo by April 15. For candidates submitted after April 15 you must also complete a form T11040XP (Pet of the Month Candidate Application Extension Petition.)

Noting Skip Yocom's absence, the rowdy table predicted the meeting would be an hour shorter than usual. Yocom's wife was seen frequenting this table.

Unfortunately, this prognostication was made before Bill Halsey** gave a Guinness record breaking filibuster—blathering about new members, member upgrades, jacket purchases and other topics the membership actively ignored.

The Editor consumed an order of BBQ pork, half a bowl of chicken and mushrooms swimming in Oriental noodles, visited the loo, chatted with the folks who fled the fuggy atmosphere and returned to the meeting to find Halsey** still yammering on.

Dan Lane expressed concern that members requesting upgrade be present at meetings where upgrades are to be considered. Discussion ensued, followed by a motion that upgrade candidates be present, including a proviso that candidates living outside a fifty mile radius of the meeting site be permitted to send a proxy. Don Smethers sat coyly at his table until the motion was seconded at which point he noted such action would require amendment of the Bylaws. (Have you ever noticed that Smethers likes to have the last word last?)

President Dan Dickson educated us about which local car clubs support which charities including a tasteless mention that SCCA's charitable commitment is to the Portland Rose Festival Association. Remember, this is only one person's opinion unless you share it in which case it's two.

Probably the most significant action taken was a unanimously passed motion to relocate general meetings to Hung Far Low's in Portland. In a definite deviation from parliamentary procedure, discussion followed the motion regarding the ambience at Hung's, focusing specifically on the eau de caca emanating from the HFL stairwell. Those unable to withstand such pre-prandial assaults on the proboscis may wish to engage in nose hits of Binaca before ascending.

The after meeting BS session was mercifully cancelled, plenty having been dispensed already, and a small cluster of the insensible retreated to the bar where they were last observed working on the Dane Pitarresi Glossary of Driver Excuses. They were still in the "B"s at 11 PM.

**Fortune found in cookie
at the last TC meeting:**

Your help will be needed
in an embarrassing situation.

MARCH TECH TIP

*For improved auto
egress, detach seatbelt
prior to exiting vehicle.*



Calcified Ads

Press a video classic: "Great Races of '87!" by the original artists. Includes: "Big John," "The Ballad of Dan and Doris," "Broken Parted Over You" and many other regional smash hits by the Fubijars. Be the first in your neighborhood to own this multi-volumed treasury of taped memories. Play it over and over, know every line! Only \$21.95 c/o Skip Yocom. Additional boner: order before March 15 and Skip will come to your house to narrate the tapes through May.

TCalendar

TCalendar

- Mar 16 - TC General Meeting, Hung Far Low's
- Apr 2 - TC Drivers' School, PIR
- Apr 5 - TellTale deadline
- Apr 6 - TC Board Meeting
- Apr 9,10 - SCCA Drivers' School/Regional, PIR

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.

'86 RX7. New body style, rose bronze color. 31,000 mi., Blaupunkt. Flawless condition, very well maintained. Book value \$11,970. Will sell for \$11,500. Contact Rick Edwards, 655-2687. Leave message on recorder if no answer.

For Sale: VW Rabbit front spoilers - \$100. Contact Dave Battin @ 224-0656.

(Is that all that's left of it, Dave? Ed.)

MOVE IN TODAY!!

The TC Club House has two spaces available. 24 hour access, air, engine assembly room, fully alarmed, beer on tap. What else could a race operation need? Short or long term rates.

Call: Bill Murray, 238-8877



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.)



Great Moments in Racing History #2

Joan Crawford, National Champion Racer in Formula Bitch, checks her mirror.



Puttin' on the Ritz

Take note TCers! Jack and Velva Aiken have gone high society replete with photo in the Sunday Oregonian of Feb 7. The occasion was the Cystic Fibrosis Foundation's second annual casino auction and costume party at Union Station, Jan 30.

According to the Oregonian, "Jack Aiken won the men's prize with a 1930s tuxedo finished off with white silk scarf and top hat. He and his wife, Velva, arrived in a 1948 Ford convertible they left parked in front of the station as a decorative prop. Velva was decked out in early '30s black crepe and lace with black fox fur and beaded satin bag."

All this is quite grand but one questions the description "decorative prop" in reference to the '48 Ford. It sounds like something this reporter might like "decorously hotwired."

To fully appreciate the significance of Jack's "best dressed" success, one should know the illustrious judges included: Dr. Albert and Victoria Starr; City Commissioner Dick Bogle; Jack McGowan; Sigrid Clark (chattel of Mayor Bud Lite); and 1A DA! Darcelle... "who raced over between shows at her club, Darcelle XV."

Now that Jack and Velva are on a first name basis with the "Big D," perhaps they could prevail upon Darcelle to attend a TC meeting and pass judgment on the Bull Session. Goodness knows (s)he's always scouting for talent--there could be a future in this.

Congratulations, Jack and Velva! We hope to see you and your "decorative prop" (could it be Darcelle?) at a TC function soon.

Trivial Opportunity

Again this year a group of paper rallye and trivia fanatics based in California are offering "Almaniac World Trivia Contest." Contestants from throughout the US, Canada, and several foreign countries generally compete in the trivia contest as well as two paper rallyes--"The Great Maltese Circumglobal Trophy Dash" and "The St. Valentine's Day Massacre"--offered by the group.

The contest is based on information found in the 1988 World Almanac, furnished to competitors as part of the \$24.80 entry fee. Custom designed awards go to the top finishers.

According to the organizer, it works like this: "On the Ides of March (March 15), or as soon as we receive your entry, if between then and Sheena Easton's birthday (April 27), we'll send you the book of instructions, the Old Maltese's trivia questions and the almanac. The challenge will be to use our clues and avoid our tricks in tracking down the answers, all of which are somewhere in the almanac. You have until Mike Wallace's birthday (May 9) to send in your answers."

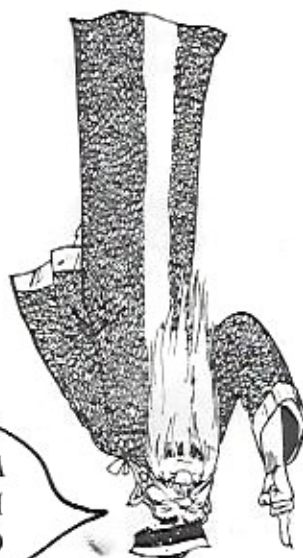
The Editor has participated in these contests and attests to their difficulty and entertainment value for the bucks. If you want to test your trivia abilities, send your name, address and cheque for \$24.80 payable to "Almaniac" to:

Almaniac
P. O. Box 53
La Canada, CA 91011

NEXT GENERAL MEETING: Wed. Mar. 16, 1988
HUNG FAR LOW RESTAURANT
112 NW 4TH, PORTLAND
DWINKS: When you start • MEETING: 8 PM

BOB SMETHERS
7122 SW MONTAUK CIRCLE
LAKE OSWEGO OR
97035 SR

Guess What
Honorable Pilgrims?
We go to Hung's!!



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