



TellTale 88

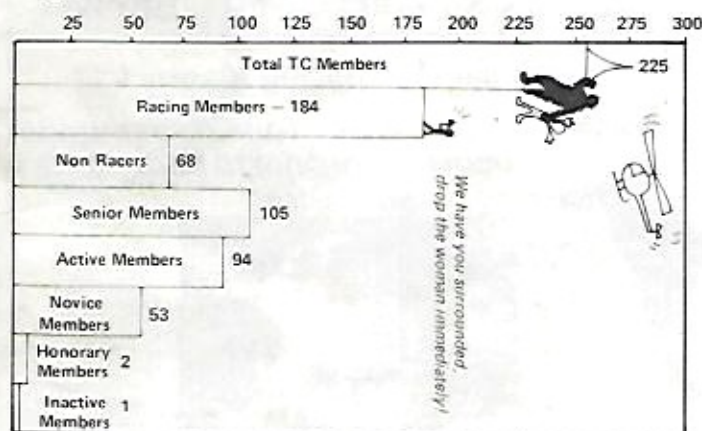
AAAGAS.P. National Award
Outstanding Publication
Motorsports Division

Gauging Growth

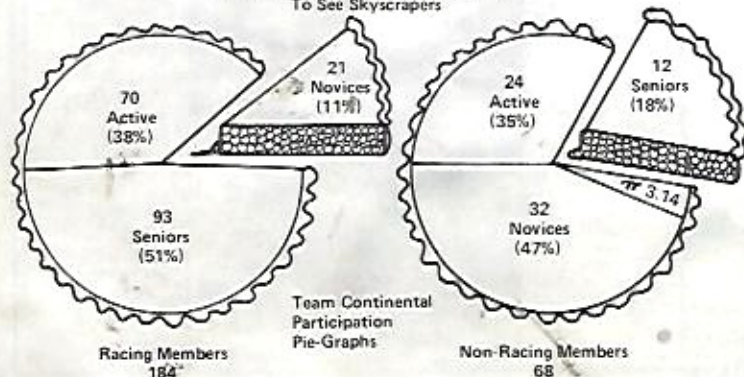
Taking Measure of our Members

As Team Continental continues membership growth, concern is frequently expressed that the club may wander from its racing focus.

While IC has long enjoyed a reputation as THE driver oriented club within the International Conference of Sports Car Clubs, member recruitment over the past few seasons has included a place for non-racers. The objective behind this effort was to bring in a core of race officials to support conduct of IC's Olympia race. After two very successful events at Oly, some members question whether more non-racers are needed, or even healthy, for the organization.



Team Continental Membership
As of February, 1988
Skyscraper Graph
Turn Sideways (Rotate Paper, Not Self)
To See Skyscrapers



To help dispel any membership mysteries, the charts below were prepared to reveal IC's composition as of February, 1988. Of the 255 members, by far the largest member segment is still racers. At 184, racers comprise 72% of the membership; 68 non-racers account for the remaining 27%.

The percentage breakdown of membership classes is: Seniors, 41; active, 37; novice, 21; the one percent left over includes three honorary and inactive members.

Just over half (51%) of racing members are seniors while about the same percentage (47%) of non-racers are novices. This may reflect both non-racer recruitment and the possibility that drivers are more likely to stay with the club longer than non-racers. If the non-racer population is transient, the need for recruitment to support the Oly race is apparent.

Equally important, however, is the addition of more new drivers. Despite increased entry fees, road racing experienced significant growth last season. It is therefore somewhat surprising that only 11% of IC's drivers are novices, a figure which seems low for a driver oriented organization.

Poofreader Terminated

Lots of publications have proofreaders; some only pretend to. Here at the TellTale we're about to give up the pretense.

In our premiere February issue, your Editor inadequately attempted to function in this capacity. The typesetter fearing for her own reputation, fired the Editor shortly after the TellTale hit the streets. For the March issue the typesetter designated herself supreme and sole inspector of the copy and, to be blunt, the TellTale sunk to a new low.

At this point drastic measures are required. We are asking each and every one of you to become your own proofreader. We know you gave at the office but we're asking you to go this one step further to support us in our time of need.

And, please, no feedback to the TellTale staff.

Poison Penmanship: Letters to the Editor

Tim Sigler
2700 Golf Club Drive #86F
Palm Springs, CA 92236

March 28, 1988

Dear Editor,

Many plaudits to you and your staff for the truly phine publication we in red can proudly call our newsletter. You are also to be congratulated on your national recognition by AAAGASP. What an honor for you, your staff and the membership at large. I'm sure that you and others appreciate the service that AAAGASP and other programs of recovery render in the community. It's good that you note that there is no shame involved. The afflicted simply have to admit their problem and be aware that denial is not a river in Egypt.

On an unrelated issue, could you please advise the name and phone number of your software supplier? I have searched high and low for the latest version of Kolbe Spelskrabl but just can't find it anywhere. I've looked through all the latest magazines and catalogs and have called every store in town including Software 'R' Us downtown and their northeast Portland branch, We Be Software 'N' Shit. I'd like to run the program on my normally aspirated 16 valve AT w/640K RAM. Do you know if it's compatible?

I personally appreciate all your hard work and look forward to future issues.

Sincerely,

Tim Sigler

Dear Mr. Sigler,

The software you seek has been marketed by computer entrepreneurs Norbert Nutz and Dudley Deaults, CEO and research janitor, respectively, of the computer firm, Nutz and Deaults.

Interestingly, Nutz and Deaults were planning the introduction of a new product, Kolbe Numbkountr, in major markets this April. As former club treasurer, you can probably appreciate the impact it would have on some of the targeted applications: personal checking accounts, functional accounting for private corporations, income tax preparation, etc. Nutz and Deaults, however, have discovered a new (to them) greed-based marketing strategy and now intend to sell this product to telephone companies nationwide to support Directory Assistance operations.

Spelskrabl is also being withdrawn from the N&D product line as it required considerable memory for optimum performance and some users' RAMs just weren't up to the task. We don't know about yours.

The large memory is needed because a new scrambling algorithm must be generated and applied against each verified word. This ensures alpha strings which result in sufficient word recognition difficulty for the reader. Deaults describes Kolbe Numbskrambl as, "Brilliant! An inspired hybrid of cryptology and the occult!" He envisions the telephone company as a logical beneficiary of Numbskrambl,

again in the Directory Assistance arena.

"The phone company recognizes that a major segment of their customers highly value privacy of their listings. Using Numbskrambl, expensive unlisted numbers will become obsolete. Privacy will be guaranteed because no one, including the operators, will be able to find a listing that's been Numbskrambl'd. This is something the phone company can handle," according to Deaults.

Since Spelskrabl is no longer publicly available, we asked the N&D research team what you might use to create a similar effect. They had two suggestions:

1. If you have a blender or food processor, hardwire it to the circuit shared with your personal computer. When running your current spelling verifier, operate the blender concurrently. Set on puree.
2. If you are not into electrical engineering, this "one-time fix" is permanent and eliminates the ongoing blender operation. Simply apply a thin coating of Velveeta to either the mother board or the diskette housing your master programs. (If you use two sided, really dense disks, you need to apply two coats on each side.) Use a double boiler to warm one inch cubes of the cheese to a liquid state. Then apply evenly using a pastry brush.

Thanks for your kind words about the TellTale. We will pass you around the staff. Your check is being mailed to your Palm Springs address.

Ed.

Great Moments in Racing History #17

Famed Race Driver Tom Pabst irons spouses underlayers prior to Becky's first novice race.



To the Editor:

While meandering through my file of Illiterate Dribble, I ran across this tidbit. It reminded me of your IRS Hotline number in the February TellTale and that it's getting close to the time Big Brother gets into all of our shorts once more!

All American Redneck,
"P. J." Johnston

DEATH AND TAXES

tax his cow, tax his goat;
tax his pants, tax his coat;
tax his crops, tax his work;
tax his tie, tax his shirt;
tax his chew, tax his smoke;
teach him taxes are no joke.

tax his tractor, tax his mule;
teach him taxes are a rule.

tax his oil, tax his gas;
tax his notes, tax his cash;
tax him good and let him know
After taxes he has no dough.

If he hollers, tax him more;
Tax him 'til he's good and sore.

tax his coffin, tax his grave;
tax the sod in which he lays.

Put these words upon his tomb:
"taxes drove me to my doom."

And after he's gone he can't relax;
they'll still be after Inheritance tax!

PABST RACING

March 16, 1988

Ms. Pat Ross
TellTale Editor
6128 S.W. Minnehaha Court
Lake Oswego, Oregon 97035

Re: TellTale article, March 1988, "Pabst Hospitalized" under heading of "Lifestyles of the Rich and Famous."

Dear TellTale Editor:

I feel compelled to correct several "facts and fantasies" abundant in the above article.

As alluded to in the article (and in other locations of this issue) by reference to "Lifestyles of the Rich and Famous," let me set the record straight. I am not rich! For God's sake, I race....don't you know that the way to make a small fortune is to take a large fortune and go racing?

Famous? Well, I do admit a slight notoriety among female racing fans who are attracted to fast drivers, but....you go too far with "tamed race driver." By the way, IP's groupies did not call Dammasch, they all new I was at Emanuel but wanted me to themselves. Hence, they spread the Dammasch rumor to deflect the throngs!

Further, the "spectacle" you refer to at the TC Banquet is called "shrimping".....a perfectly normal activity in L.A. where I'm from! Thank you.

Pat, seriously, I want to thank everyone who called, sent cards and flowers, and have showed genuine concern about my ulcer. I really couldn't believe it....it sort of did make me feel famous. Actually, it made me feel real good!

I understand that you only "zing" the people you like, and ignore completely those you don't like. I guess this article makes us friends!

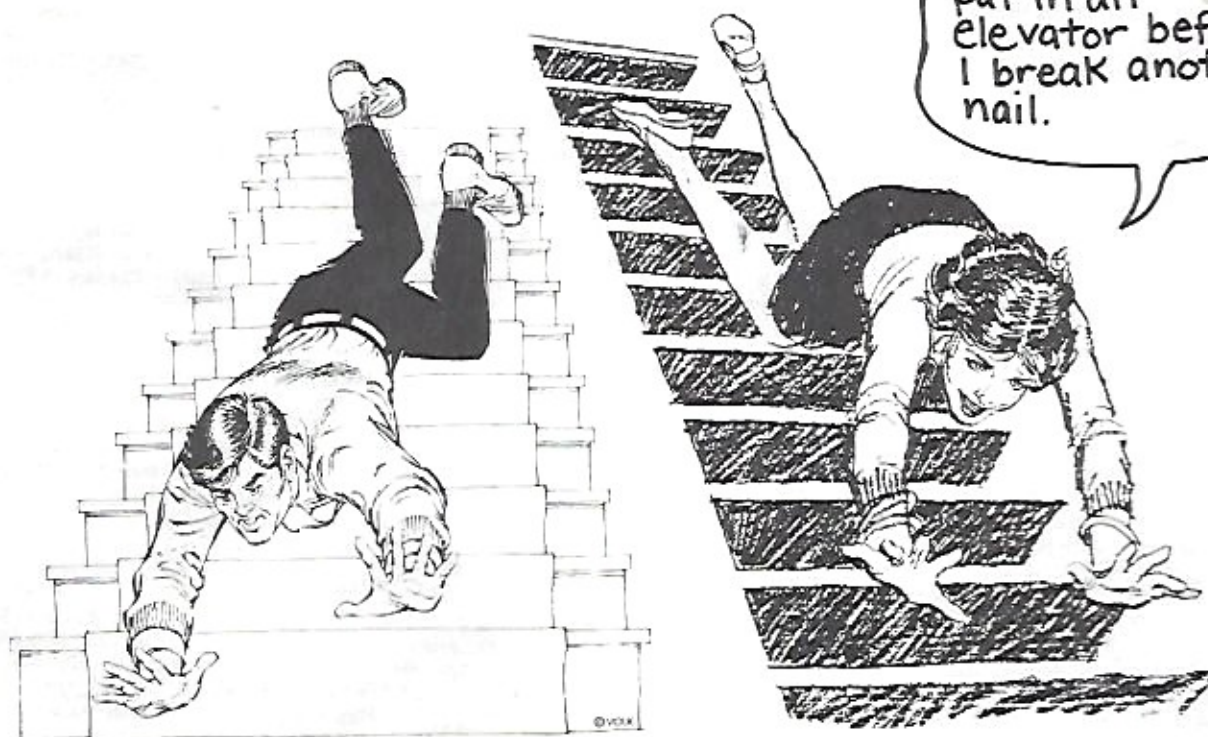
Keep up the good work with the TellTale....it's the best club newsletter I've ever seen!

Best regards,

Tom

4551 N. CHANNEL AVENUE, PORTLAND, OREGON 97217
285-2522

Continental Funnies Features: *Home Time Trials of The Battling Battins*



Recent Members ~~Revised~~ Revealed

When membership chairman Bill Halsey** loaned the Editor the IC membership books, she hadn't anticipated what fun was in store. A few inconsistencies appeared in applicants' approaches to completing the form -nobody seems to know how to spell Camaro ("Camero," "Cammerro," etc.) but everyone knows Porsche with an e.

Over the years ICers have explored just about every form of abuse that could be visited on an application -the most recent crop of new members have done a fine job upholding the tradition.

So many new faces joined in 1987 that many of us have not become acquainted with them, let alone the bodies. Here are the names of those who joined ranks in 1987 along with scraps of information about some of them. Know these people, you will be tested.

Mike Creager - an autocrosser interested in road racing; **Carol Doty** who races an Eldon D Sports Racer; **Goldie M. Hudson** who joined so she could "vote" and "be a real party animal"; **Diane Pitaressi** whose favorite car (huge surprise) is a Porsche 944 turbo. She joined "to vote against my husband when he's wrong!"; **Larry Smith**, who has seven years experience in motorcycle competition; and **Steve Sook**, who says he joined "under duress."

Marianne Pratt -joined for racing and social reasons and got stuck holding the books; **Howard Adler** -a former SCCA timer with IF racing experience in 1985; **Pat Bell** -any relatives on the rolls? **Ric Farrar** -a BMW and Rabbit fan who duly noted that IC is "less socially minded than the BMW club;" **Steve Leonard** who joined to go racing and did, he even demonstrated questionable judgment by renting his racer to Karen McCoy for a one-time appearance at a IC drivers school; **Jerry Norman** -yet another Rabbit fanatic; **Jeff Palmer** -Jeff has several years' experience as a mechanic for Nick Feodorhoff and Gordon Barron and decided to try out the pilot's chair -don't ask him about the episode in Gordon's car at SLR; **Alan Robinson** -a Corn Valley resident interested in Conference racing; **"Big Don" Walker** who thinks "we have a nice club" -right on, big guy!

Scott Haun -a corner worker and beer steward pro-tem who claims to be "the adopted son of Jana Ioye and other older women;" **Bev Hayner** -a former cascade chief of timing who joined "to see if the legend is true;" **Bill Buan** -his favorite car is a Griffith/Shelby GT 350, which went autocrossing with Bill in both '86 and '87.

Kent Robertson -raced a Rabbit in '87; **Andy Taylor** -a corner worker with a strange wardrobe who's also been in the pits with Bill Stevens and survived it; **Mike Yochim** -the guy who spells his surname another way joined to escape Jon Wilson's pit crew.

Scott Alvarez -who wisely refused to furnish any info on his app; **Bill Ballester** -an experienced off road racer who's survived the Baja and been a two time Pacific Northwest champion; **Garth Bowman** and **John Brewer** - who also left their applications blank; **Michael Eidlin**, **Brett Francis**, **Gayle Kovacs**, **John Kramer** -they're only giving their names, folks.

Don Crawford - (yes, Virginia, there are two of them) who stated his reason for joining as "planning to race; weird people." (We could punctuate that one several ways, Don.) Don's membership form was endorsed by the Rubber Chicken (we think he's referring to the Starler Sisters' former companion, Charles Chicquesne), Donald Duck and Butch Wood -a perfectly matched trio.

Randi Miller SCCA's chief of timing and sometimes escort of the membership director; **Gail Robinson** -into Conference racing; **Lew Scott** -Lew's Jaguar can often be found adding an element of class to the parking area behind the Stewards' shack. formerly a steward in the saguaro state, Lew raced a GP Spitfire in the 1970s in Arizona Sports Racing Association competition and had several SCCA regional wins 1980-84 in a CSR Elva. Lew was the 1983-84 SCCA Arizona Regional Exec and also served as a chief steward. He continues his stewardizing for SCCA here in the Northwest.

Gary Blackman fielded a Mini Cooper in '86 and '87 collecting a number of first and second place finishes; **Dick Faith** autocrosses a Mustang; **Renny Watt** another "silent type" on the membership application; **Tom Pabst** a 924 Porsche fan who joined "to avoid additional harrassment." It didn't work.

Dean Tussig who says he joined because he "caught the racing bug at the '86 vintage races;" **Randy Weatherhead** -fond of Rabbits; **Alan Fulsher** we draw another blank; **Chris Jackson** one of thousands of happy Pitaressi school graduates; **Dennis Knudson** a Datsun GT4 pilot and past medical official for SCCA.

Theresa Murray favorite car (surprise) a Javelin who said, "After taking the driving school, I developed a taste for this fun game. Besides, Bill wouldn't let me join Cascade; **Nanci Weatherhead** spousal unit of Randy W., also a Rabbit fan who says IC has "helpful people for beginning racing."

Jim Brassfield marked his favorite cars as "SAAB" and "Ford Ambulance." Jim had eleven character references -some kind of record for a person who "joined IC to drink beer with the real pros;" **John "JB" Collins** -says he joined because he also likes the IC keys and would like to outqualify Skip Yocom; **Joni Jacobs** ain't tellin' nothin'.

Gayleen "Scoop" Dodson who refused to fill in the "years of experience" blank, commenting, "getting rather personal, aren't you?" Gayleen's favorite car was noted as "anything with a large back seat;" **Greg Rubenstein** -an experienced autocrosser who was impressed with IC's driving school; **Steve Taylor** -a Rabbit herder who totalled his first car fresh out of the hutch in '86.

Tom Ostrander -yet another Rabbit fanatic; **Glynn Mills** -took the fifth on the form; **Tom Smith** who participated in BMW and IC drivers schools with an eye toward competition; **Sally Lane** -winner of "two somewhat iffy Solo II championships," who is also SCCA's driver registrar.





Ness in a Mess

The February TellTale featured an article detailing sighting of a slough serpent, "Nessie," at Portland International Raceway. This incited the one inquiring mind in TC, Lew Scott, to further research on the topic; we subject you to Lew's findings in the accompanying piece.

Lew writes, "Pat -Why do you, the Editor of such an eminent publication, persist in the myth of Nessie at PIR? This scientific report should clear up this question for all time. Sorry about the pencil copy, but I'm a brain not a typist (no typewriter either)... This treatise is the result of a reflective afternoon on my boat, which I send you before I use good sense and throw it overboard."

Forthwith, the "final(?) word" on Nessie from TC's supreme slough steward, Lew Scott.

Does Nessie Exist at PIR?

by Lew Scott, Science Editor

During the past several years 31 "sightings" of a creature in the slough at PIR have been reported. Your Science Editor has selected 19 of them as the most credible for study and analysis.

These reports are by TC and SCCA members, all trustworthy (from reporting their own lap times) and experienced observers (yellow flags, etc.) whose statements cannot be doubted. Analysis of the reports shows that most of the sightings have been made between April and September of each year under the following conditions:

- Friday evening/night - 4 reports;
 - Saturday evening/night - 9 reports;
 - Sunday morning* - 6 reports.
- *Loud noise from water dripping or from gently moving leaves during this time period also noted in 4 reports.

The following conclusions have been drawn from study and statistical analysis of the data:

1. A creature does exist in the green slough at PIR. All 31 sighting reports state some sort of hazy object was seen. (There are no reports of a creature not being seen, so we must conclude that it does exist on the basis of this evidence.)
2. This is not a large "Nessie" type creature because the slough is small and shallow. Several reports have noted feet or footprints, not the fins or flippers that "Nessie" has. Besides, "Nessie's" existence has never been proven.

3. PIR's creature, therefore, is a new, indistinct species for whom the following classification is proposed: Amphibious *Iligitimus Boracho* and "Slue" or "Sluey" as the popular name.

It is regrettable that no clear, concise physical description has emerged from the bleary, stumbling prose of the reports.

That sufficient food exists for one or more "Slueys" is beyond question as all of us have observed the numerous ducks, fish and extra club provided worker lunches in or on the slough.

As the Sun Set on the Ness

A "late braking" note on Nessie: Your Editor, equipped with infrared film and a warm feeling following the TC drivers school, returned to PIR at approximately 2200 hours on a slough stake-out. Nessie did not surface.

Several voices, raised in what might have passed for song, were disturbing the peace at over 105db as measured fifty feet from the Editor's auto. Upon investigation the Editor found a group of disoriented turnworkers swamp-side chanting: "Each night at ten we see it again... Hey, Sluey, Sluey, whoaaa... You gotta show now!"

Recently Reviled...
Continued from page 4

Robb Roy Pierson—the only guy in the club actually named after a cocktail. Robb races a Fiat 850—lots—and is a familiar to H-Improved ICSCC competitors. He's worked as a tech chief for Cascade and in a weak moment surrendered to peer influence and spent a year as Cascade's newsletter editor.

Fred Clark—has eight years' experience as an Indy car mechanic and who marked his character references as Dick Simon, Tony Bettenhausen and A. J. Foyt; Ray Searcy—another "carrot chaser" who was abused in a prior issue of the TellTale and can look forward to more of the same.

Finally something strange happened when we looked under the "L" tab of the membership directory. We found John J. T. Lake's application—find his "story" elsewhere in this TellTale—and the ramblings of one Michael Louis Lathrop. Lathrop notes his preferred nickname as "Mad Dog" and states "I don't 'prefer' this nickname, but it stuck, so what the hell!" Mad Dog also noted his spouse's name as "Ex" and indicates he raced two Mazdas in nine events in '86 and one car in eight races in '87.

About the '86 season he says, "Lost brakes at Westwood's hairpin, stuffed that worthless Mazda into the tire wall, and just missed Don Smether's Porsche and tried to run over fellow novice Dan Lane, all at the same corner."

Michael's reasons for joining TC are "wine/women/and song" and he is the past "Club Drunkard" of IRDC. We look forward to another season of the S-Car-Go Cortina, assuming Mad Dog's vaccination records make it past the Tech Inspector.



SOLO Sunday

by Ken Killam, SOLO Editor

On Sunday, Mar 14, at Clackamas Community College, Team Continental did not hold a Solo II autocross, but SCCA did.

Regardless, I decided to participate. This was a tough decision. I don't have a vehicle that would be both legal and stay together through all three runs. Sister 'Scarlet' McCoy came to my rescue by offering me the use of her MGB. Really I coerced her by mentioning that I wanted to get my permanent number back from two years ago. That number was, of course, sixty-nine. After convincing her of my sincerity, I pleaded with Kellie Ryan to accompany me on my flirtation with British machinery and to witness the untimely demise of so many orange pylons. She cautiously agreed, explaining her hesitation as concern for the borrowed MG. I got my back scratcher out and promised not to make any "fast moves." It would still have my respect in the morning. At least, for a cookie I would. Fortunately, we wouldn't be running until the afternoon.

Not many TCers were there. Sean #128 ran D Prepared and pulled out a first place that morning. We had arrived too late to watch, but I overheard him mention to Frank McKinnon that he was disappointed that Dan Rowland hadn't shown up to give him some competition. Frank suggested drugs to be a remedy.

Dave Frezza and Debbie Barrett leaped up in the Saleen Mustang to pull first places in E Street Prepared and ESP Ladies. We shouldn't expect any less.

The stock classes ran in the afternoon, so Kellie and I got to watch Linda Williams' TC sticker laden Camaro Berlinetta breeze through to another first place win in F Stock.

OPENING SOON SLIM TAN

BARTA BERGER and JULIE SALING will have their "ONE STOP BEAUTY SHOP" open the beginning of May. Services will include tanning, weight reduction, body wrapping, hair, nails, massage therapy and electrolysis. Something for everyone — so come by and see us. There will be grand opening specials.

SLIM TAN SYSTEMS
9220 S.W. Barbur Blvd.
Portland, OR 97219
(503) 293-7848

Also we will be hiring soon, so contact Barta (206) 573-6221 or Julie (503) 244-0797.

With the top down and the wind in our face shields, the K&K Unsurance Package unzipped its way around the little orange pointy guys. Racing against the clock on the twisty pylon course, we played dot to dot through the parking lot. I know we had a good time because I don't remember how I placed. I do remember, however, that I gained a position when Patty Tunnell protested another "E Stock" Rabbit that had beaten her by just under one half second. An obviously illegal bunny.

Despite these cheap shots at generally "good time" competition, I felt satisfied in participating, once again, in an autocross.

It's really too bad that some "other clubs" that have indicated interest in this particular style of low cost competitive motorsport haven't done anything about it yet.

One of the biggest problems is finding a site to put an event of this nature on. Another is environmental. Solo II had Mr. Hunt and his "Unsound team" enforcing ninety decibels at this event and one hundred five decibels at PIR.

A major drawback with TC attempting to hold an autocross is that we would only have four classes. Modified or Stock Rabbit and Modified or Stock anything else. But I digress. This can become a future article, if necessary.

My thanks to our sponsor, Karen McCoy, for her generous contribution to our efforts and, of course, to Kellie for all her patience, her level headedness, her support, both emotionally and morally, and her excellent chocolate chip cookies. It would have been a beautiful spring day, even in the rain.



Make competitors disappear before your eyes.
Serious inquiries only to: Box Zap-88 c/o
1ellTale.



In-Continental: A Through Z

This issue brings us ten new members to profile, so we're approaching the swarm alphabetically. If Halsey** & Co. continue recruitment at this rate they will need to contract refreshments with the Editor to ensure publication of new member profiles.

Ernest F. "Ernie" Anderson isn't exactly "new" to folks in the local racing community with 21 years experience that belie those innocent, boyish looks. Back in 1977, Ernie entered 17 races and finished the season as FP champ and Conference Driver of the Year. In '79 fifteen races produced a GP championship and last year he took the Pinto to a third place finish in GP. In addition to all this, Ernie has also served as novice license director for Conference. He's also the only guy your Editor knows who arrived at a costume party dressed as a six-foot egg that later hatched into an adorable chick. (His wife Jean had preceded the mystery egg's arrival decked in Easter bunny array.)

Dr. Craig Breese of Vancouver claims only one year of race experience in a Rabbit but actually has about fifty spring kart races (with eight wins) to his credit. Craig has also fielded a Scirocco in several Solo I and II events. His twelve races in 1987 produced a fifth in H Production and a second place finish at Cascade's Enduro.

No, Craig is not a veterinarian; when he's not busy with racing, he plucks babies from wherever they come from. Craig says he's chosen Team Continental because he'd like to become involved with instruction at IC training schools.

John J. L. Christian says he's signed up with IC "to gain friends before my wife Rita divorces me for racing again." John had many wins and set several track records back in the '70s racing an IF Lola. In 1976 and '77 he was second in Northeast Division points. In 1982 he switched to a Iiga, was the Northeast Division points champion and accumulated seven straight national race wins before CSPRRC at Atlanta. He qualified in second spot in his Atlanta bid but a clutch failure struck two laps from the finish while he was battling for the win with three other competitors.

John and the Iiga repeated the points championship in '83, qualified third at Atlanta and finished in that position. His \$2000 track records were posted at Watkins Glen, NY; Lime Rock, CN; Pocono, PA; Summit Point, WV; Charlotte, NC; and Bryar, NH.

He moved into a formula Atlantic Ralt B2 R1-4 for 1985 competition in the pro WCar series in which he finished tenth. He also ran nationals at Laguna Seca and Watkins Glen taking the checkered flag first in both. John was also honored as 1985 WCar Sportsman of the Year.

Wayne Erickson of Seattle claims twenty years of racing experience and notes the Lola T294 BSR as his favorite. In 1971 he entered 15 races with a '67 Camaro and earned one SCCA national victory. Last season Wayne competed in eight races with his '76 Rabbit and had the distinction of blowing three engines. Wayne currently serves as Northwest Region SCCA's Regional Executive.

Bud Freeman of Portland has been around racing for 25 years and has served as an AMA technical inspector and national event chairman. His favorite car is a Peugeot and the rest of his application features blank space so it's up to you to fill in the gaps when you meet Bud.

Jarrett Freeman, another Portlander, also left most of the app blank but noted he's joining IC to gain friends and because of interest in our driver schools.

Sonjia Gant was made a ICer by general acclaim when the board honored her as the "Most Valuable Invisible Person" supporting Team Continental in 1987. Sonjia helped the club in capacities too numerous to list—especially at the Oly race—which of course obliges her to try to outdo herself in '88. Sonjia says she joined IC "to meet some rich guys!—except these guys spend all their money on cars." Her favorite car is a 450 SL—"although I don't own one yet"—and so she is confined to motoring about in a 1980 Caddy Seville diesel.

Gordon Jones has been involved with BMWs, serving as president and driving chairman of the BMW club, and lurking around the track in general since 1975. In both 1974 and '75 he was a WOW autocross champion and extended his experience to CSP Solo II in Oregon Region. He took the WOW autocross championship in 1987 as well. Gordon intends to begin road racing in 1TB.

Greg Meythaler has been a corner worker at Conference and SCCA events over the past four years. He's joining IC because he's made many friends among the IC membership and intends to run a CP car this season. Since completing his application, Greg participated in the Cascade driver school where he embarrassed himself as the "most incidents" of the day winner and created quite a stir on comm as former coworkers enjoyed commentary at his expense. In fairness, Greg's "incidents" were minor and not nearly as noteworthy as the student who drove directly off turn 9 into the tire wall while concentrating on his line and forgetting to brake. Look out, Greg, the workers are probably planning more humiliation for you even now.

Jay Wratten, a fellow with thirty years around racing, says his favorite car is "whatever I'm racing currently." Lately, that means something from the Volkswagen product line. In 1985 Jay took a Rabbit through a thirteen race program that concluded with a second in ICSCC F Production. Switching to a GTI in '86 and '87, he finished 4th in PCRRRC ('86) and was the Conference F Production champ ('87).

Jay has been active in Conference for several years serving as Cascade's President and Race Chairman in 1982 and Driver Support for ICSCC in '86 and '87. His reason for signing up with the Red and Black? It's "a good group" that "appreciates good beer."

Cheers, Jay! Welcome aboard to you and the rest of the alphabet as well.



Minutes of BOARDOM



Board Meeting 3-2-88
...Butch Wood

Tom Hekker had a lot to say about our last meeting at High Hat. The meetings are to be fun!!!

By the time you read this, we will have already had our first meeting at Hung's, so no use saying we've moved.

Marianne talked about money (a new subject). We have \$5,200 + \$5,000 CD. School insurance is paid for; money was sent to Oly; and we bought some beer (not in that order). Donna may even have a profit/loss statement for the school. The cost of all this stuff is staggering (even with Meister Brau).

The TellTale will soon be done by bulk mail to save some cash.

Mr. Murray was at the meeting and said we need to take inventory of all our equipment, fire extinguishers, flags, cones, etc., etc. Hey, we spent a lot of money on gas rounding up those cones, don't want to lose them.

Another item discussed was safety equipment for track stuff. First aid kits, vinegar & water, rectal thermometer (someone asked for large) I don't care, they all taste bad.

Bill whats-his-name said we had 261 kids in the club. Honorary membership should it be forever. Should it be for just the older ones (Hekker planning for the future), to be discussed. But, one idea was for the Board to vote yearly to see if these members are truly members. So, stay close to a Board member. If you want to get close to me, just call.

There is an honorary committee of Skip Yocom, Bob Smethers & Tom Hekker to define honorary member. If you are one and not participating, you could be relieved.

Contest Board pleaded no contest.

Back to the driving schools March was a small school and my student rolled his rabbit on the way to the track. He's OK. Get with your friends these schools are our income. Get everyone signed up. Oh yeah, April School is full. The drivers meetings were a success. Some of us got home late. Hey, ladies (wives, sisters, girl friends, especially single females), come out to the schools and help out.

Don Smethers said the ICSCC Spring Meeting was a good one. (That's all he said; I'm serious, that's all he said.)

Skip discussed the IRDC and SCCA rules. They're trying to get together. Guess who has to budge.

We had to purchase a police permit to have the race at Oly. (Don't ask me what it's for, they don't know.) IC wants to put on the best race of the year. Good trophies, good party, good flags, good party, fun, whipping IRDC at volleyball, good party oh yeah, good racin' too. IC is responsible for Saturday & Sunday; Monday belongs to SCCA. Organization is most important, tech, registration, all as smooth as possible for drivers and crews. Skip gave us a proposed race budget. (Mr. Hughes, where are you.)

We discussed the problems with poking fun at other clubs whether it should be done or not. Well, take heart, true IC'ers, no one is immune to a cheap shot -let's keep it that way.

Love, Butch

Late Braking... Dirt of the Moment

Several among the TellTale readership have complained there is simply too much focus on factual reporting in the club rag. In an effort to correct this deplorable situation and fuel the furnaces of scandalmongers club wide, your Editor will occasionally undertake the collection and revelation of dirt in a "Late Braking" column.

The rumor mill has been running only limited shifts this month but we can anticipate a satisfying scandal quota for questing quidnuncs once the season is in full "swing," as they say. This month's limited tidbits.

IC's first driving school afforded season opening opportunities for eccentricity. Bunny pilot Win Casey dragged his car to the track in the most designer tow of the weekend, a very long, low, virginally white Cadillac complete with decidedly scarlet interior. Much commentary ensued, including speculation the vehicle may have been used in achieving gainful employment for ladies of the sunset hours. Several admirers suggested Winston should convert the Cad to a low rider and he tells us the hydraulics are already in place. Are dingle balls and a dippy-doo doggie brake advisor in the future?

The Lane clan -Dan, Sally and Jeff -also graced the paddock with the famed Church of Godzilla bus, now equipped with on-board heating to the delight of cold weather wussies circuit-wide. The bus has undergone a complete facelift since the driving school and now sports a crimson coat that's a true attention getter. The painting party took place at PIR with several spirited IC supporters cheering Dan on in a Saturday spray mania session that has turned the bus into a traveling tomato. Other aesthetic additions (including eyelashes for the headlamps) are planned as the season advances.

While spectating at the bus renovation party, PIR authorities demanded your Editor and Commander Skip Yocom remove themselves and their vehicles from Don Crawford's roadway project. Something about too much weight on a newly prepared surface. Glad I didn't have to be the one to break the news to Skip.

The Starter Sisters appeared at the driving school where they were victims of an impromptu contest of the capacity of the starter tower. Up to six ICers populated the tower concurrently resulting in some unique waving routines for

Continued on Page 10



Latest Late List

by Bill Halsey**

Well, the lady in charge of the TellTale says she wishes to hear things and one of the things she's been waiting for is the listing of whom is on the --- list. Well, it's that time of year and that list appears herein... This means that you flakes are reading your last issue unless you get the dues in before the April fools day, and that's no joke!!!

The thing that surprises me is the statistical breakdown of the possible dropouts--11 senior racing, 12 active racing, 1 active, 1 novice racing, and 8 novice members. Can you believe 39 flakes that by not renewing will make it much more difficult to exceed 300 by year end.

Just think folks, if the mentioned required presence at general meeting thing is proposed and passed, we can have a catered dinner meeting at the coliseum after all, member plus significant other amounts to about 500!

While I'm on that subject, here's a little thought for you all. Historically, IC has never been the type of club that required anything more than paying your dues. It would be nice, I'll be the first to agree, if more people did get involved with the club and made more meetings and other events especially the picnic and the banquet. However, IC is a racing club and I believe we do quite well for ourselves. There is a club that "requires" you to work other events to be considered for awards and expects you to make meetings and so on. If that's what you want, I understand that they are on a membership drive to catch up with IC.

If we want to start requirements, let's start with running with the large decal (provided) on the car. I fought hard for my first season to acquire active status to get the decals for my car and then couldn't find the membership person to get them until the last race which also gained me senior status.

I hope we will stay the way we have always been, loose, carefree and having fun. That's what I'd prefer, and so far, Team Screw is having fun!!!

THE DREADED LIST

Charlie Burrows	AR	Frank Pool	AR
Ken Cannon	SR	Glenn Rissberger	AR
Colin Clark	AR	Steve Rissberger	AR
Pat Derouin	SR	Bob Reule	N
Jim Dille	N	Raj Savara	AR
Bob Erickson	SR	Jim Schnell	N
Tom Foster	SR	Ed Shobert	SR
Jonathan Hart	A	Stephen Sook	N
Charlie Hexom	SR	Mike Spring	N
Dennis Krueger	SR	Bill Thew	SR
Jim Leach	AR	Rick Tiplady	AR
Don McIntire	N	Barry Vaughn	SR
Mark Morland	AR	Bill Wilson	AR
Lee Nielsen	N	Denise Wright	N
Jeff Palmer	NR	Gary Wright	SR
Tom Phillips	SR	Don Walker	AR
Kevin Pike	AR		

Dues for N, NR, A & AR are \$14.00.
Dues for S & SR are \$10.00.

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MORE TOPSOIL

Continued from page 8

participants on their cool down laps. Butch Wood tried his hand and other equipment as a starter. Some of his flag displays were rather wimpy but the bun-bumping while blue flagging was delightful. We're not sorry you missed this; we don't intend to share.

The Starter Sisters and #1 Starter Brother Ken Killam will continue their checkered career this season with TC but are retiring from similar duties for Cascade Sports Car Club. This Cascade starter position will be amply occupied by George Burgesser.

Opening of the TSD rally season included disgusting displays by several TCers: Karen and Tom McCoy, Pat Ross, and Bev Hayner participated as checkpoint workers; Win Casey and Ray Searcy competed but exited the pizza parlor before anyone could determine their score; notably absent as a competitor was Mister Smethers the Younger. A few TCers have also starting Solo IIing, or is it Soloing II, for '88; an article on this appears elsewhere in this issue.

The TellTale has been attempting to confirm a rumor that a certain member—who shares his surname with a discontinued car marque—never wears undergarments on the southern portion of his torso. We'll let you know if he's really naked under his clothes as soon as we've seen the evidence.

TC's own Team SCREW is said to be close to a deal on a competition vehicle for Membership Director William Halsey**. Look for the dreaded Admiral to field a Honda dumpster in '88.

Your Editor missed most of the last general meeting because she was busy purchasing a pre-owned Camaro. The new wheels are topped by a TC red exterior with I-top and a satisfying array of driver gadgets are on board. The car has been piloted by a select group of TCers who have voiced approval of its use as a pace car at Oly. Unlike the old Camaro, this one responds properly when touched. The power plant (V6MPI) produces that deep, throaty sound the Editor associates with operation of parentally owned battlewagons of her youth.

While rampant on the network, rumors that IC member Gary Pazina was about to be impeached as Oregon Region SCCA Regional Exec were greatly exaggerated. This resulted, however, in the attendance of a fair number of TCers at the March SCCA Board meeting. As usual, nothing happened. This rumor allegedly originated outside TC ranks; it will probably resurface as the season continues.

Still another rumor has a IC Board member with a frequently misspelled surname having again run afoul of authorities responsible for maintaining sane speeds on Portland arterials. This victim of "repeat business" has refused to reveal the spicier details of the incident, including purchase price of his freedom; we can only hope his insurance rates will not be adversely affected.

Numerous TCers were present for SCCA's season pass making party. Some of the passes are rather "unique;" ask them about their lap times.

Famed race driver Tom Pabst is "well" again—assuming this is a state he has previously

achieved—as evidenced by his letter to the Editor in this issue. Careful reading of this missive should confirm Pabst has not been observed in the general vicinity of a Webster (the book) recently—but then it's tough being both "rick" and famous concurrently.

A final note: There were no reports of unwanted pregnancies in March.

Horse Puckey Before the CART

Recent forays to Arizona have taken your Editor by Phoenix International Raceway with some regularity to enjoy winter exposure to the whine of Indy racers looping round and round the cactus bowl testing tires.

Guerrero and Fabi were out one afternoon in a closed session turning left left left until the sunset over western turn one caused a blinding suspension of the day's efforts. Both cars were "generic" in appearance with sponsor colors yet to be applied. Press were not permitted at the session so your enterprising Editor simply scaled a bobwire fence on the east hillside, squatted among the saguaros and snapped telephotos of the session without detection.

Following the session your Editor acquired a brochure promoting the CART season opener, "The Checker/Schuck's/Kragen Checker 200," slated for Phoenix April 8-10. And, here's the hype cranked out by a possibly brain damaged copy writer:

It's the Checker 200. For Openers.

So, what's the big deal?

It's the Checker 200. For openers.

It's the first pitch of the season, the first two-base hit. It's the opening kickoff, the first quarterback sneak. It's the initial jump ball, the first slam dunk. It's the first time, the debutante ball, the first step, the premier viewing.

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For openers, it's the Checker 200. Your first look at the brand new Indy Cars. Your first look at the new Lola. The new March. The new race.

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It's the 13th time in 24 seasons the Indy Cars have travelled to the Valley of the Sun to unveil the world's fastest cars on the world's fastest one mile oval.

It makes sense.

It's the Checker 200.

It's your season opener. Be there.

Had enough? The Matchbook School of Journalism is no doubt touting this graduate's efforts as something you could imitate given the improper substances and a typewriter.

Apparently the thrill of victory begins with the agony of promotion. It's going to be a long season.



Maggie Chosen Dawg of the Month

Our April mutt of the month is Maggie Rissberger who boards at the homestead of Rob and Annie Rissberger. Maggie's biological mom, a purebred Malamute, was living next door to the Rissbergers when an unknown significant other wandered into her life and engaged her in a tryst resulting in eight furry malamysteries.

The pups populated the Rissberger's yard on youthful explorations and Annie tried them all out as potential pets but Rob said, "No." Eventually Maggie moved in anyway and she's been there ever since.

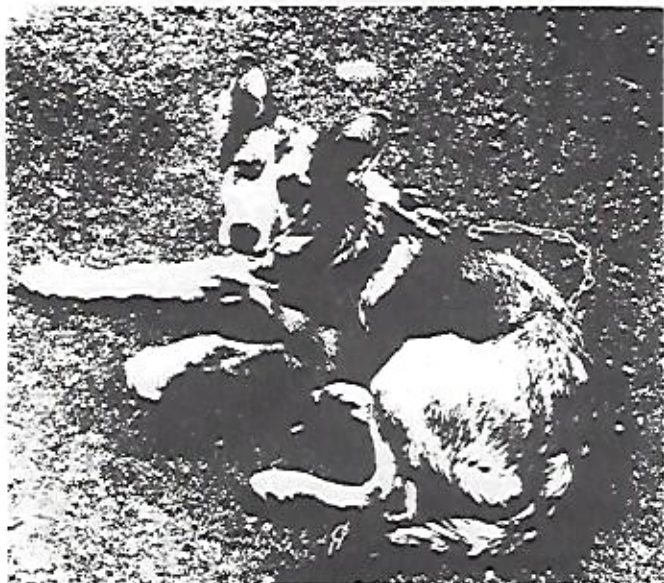
Asked to describe Maggie, Annie said, "She looks like a dumb wolf. She has cute but dumb looking eyes. You can tell right away the dog doesn't have a lot upstairs."

Maggie just celebrated her second birthday March 8. She has few tricks to her credit although she will knock on doors with her nose to signal time out for bladder relief.

When still a pup, Maggie was enrolled in obedience class and attended all eight sessions. This is where she learned to respond to her only command, "Sit." (The Rissbergers have been working on "Stay" for the past year and a half with some signs of progress being shown.) Maggie's obedience report card included the following marks: attendance, A; sitting, B; attitude, D; performance, F. The instructor's final evaluation was "cute dog."

Maggie may not have been a cum laude graduate but she did complete the course. The TellTale was asked to print her diploma as it was feared there might be some skeptics.

With the problems described above, there is little danger this musher will be running the Iditerrod but she's a race fan nonetheless. Maggie attends IC functions frequently but wisely avoids Hung Far Low's where it is rumored she could be in jeopardy of participating in someone's meal in a very direct fashion.



MAGGIE RISSBERGER

COLUMBIA DOG TRAINING SCHOOL

Certificate of Completion

This certifies that Maggie has successfully completed

a course in PUPPY OBEDIENCE

Date July 27, 1986

Michael J. Fied
Instructor

She's been on several adventures at PIR including a July 4 hide and seek game with Rob after too many close encounters with fireworks. Rob located her beneath some empty semis near the concession stand and performed a rescue. Although there was no lasting emotional trauma from this episode (Maggie's memory isn't that long), both she and Rob exited from beneath the car carriers well lubricated with oil and other debris.

Annie would like to alert ICers who've yet to encounter Maggie that this canine is a true crotchhound. No additional details were supplied.

Maggie is fond of dog treats and will consume them freely. Her oral fixation extends to anything plausibly edible. In fact, once Bill Hanel was trading racing tales in the Rissberger's motorhome and offered Maggie an unlimited supply of hot spiced popcorn. Maggie scored an A in popcorn consumption; unfortunately for Bill she followed her ingestive performance with an A+ in upchucking.

Annie says there's not too much more to know about Maggie -she's attractive, affectionate and somewhat indiscriminate in her choice of friends. She gets along with Halsey** now, for example. To her credit, however, for unknown reasons, Maggie hates Milton the Can Man at PIR.



In recognition of the arrival of the Easter Bunny, this month's runner-up Pet of the Month is the Rabbit. This will be the TellTale's one attempt to appease IC's considerable crop of carrot charioteers for the season. So, go buy yourself the fleshy orange red root of the cultivated strain of Daucus carota and enjoy.



HAZARDOUS REPORTS ONLY



As I get vertical to "do" the April issue of the *TellTale*, the first fly of Spring has entered my domicile and is circling my head. It may not be the last as Rossman Sanitary cancelled my garbage collection six months ago. This necessitates daily trips to dumpsters at local fast food establishments wherein I deposit potentially hazardous wastes. The paper stuff is consigned to 32 gallon leaf bags in the garage. Both MGs are completely surrounded by this plastic and paper empire there's almost enough to fuel a TC barbecue at the next drivers school.

You have probably never wondered what goes into publishing the *TellTale*. Me too. It's really not too bad. You get some pre-yellowed paper, either a legal pad or some of the stuff that's been living on the dining room table since the good old days when the dining room was still used for dining, line up a six pack and toss the cats outdoors.

You wimps who complain about the odors of the Hung Far Low stairwell wouldn't last five minutes at the Editor's residence. This is the place I come on weekends to change the litter box for two unruly young felines who will squat on anything flat and make an interest bearing deposit.

I used to enjoy a relatively sane and normal lifestyle of mild mannered manager by weekday and corner worker on weekends. Then I joined IC. It's been an uphill struggle to stay ahead of reality ever since.

Just an example: At last year's IC picnic Judith Yocom prevailed upon me to housesit a stray kitten for three weeks while she and spouse John Harvey and offspring Eric flitted off to Rome (Italy not Oregon). I should have known better as this is the same person who convinced me to housesit Eric the Wild in Raging Puberty while she and Skippy attended the SCCA convention in 1987. (Eric lived through this; I did not.)

Judy brought this "darling" black and white feline unit by my then enterable house Sunday afternoon following the picnic, deposited said furball, a "gift" cat tray and bag of poopchips and did a quick "Arrividerchi." The cat duly christened Domingo Tercero de Julio—is still here despite repeated contacts with the Lake Oswego authorities and the filing of child abandonment papers.

Within a week Domingo had inflicted severe damage on an antique Louis XIV campchair formerly valued at \$1500 and had shat twice on my bed. It was apparent he required supervision in my absence so fellow ICer Karen McCoy and I hastened to the Alley Cat pet store where feline #2, Ignacio el Chispo (aka "Nacho") leapt from

the cat cage and attached himself to my person in an effort to escape from a litter of surly black siblings. Since then I have been held hostage in my own home and, for their sanitary protection and comfort, no other members of the human species have been permitted to enter.

At this point the neighbors have filed an environmental impact statement and the DEQ has threatened to condemn my property. The IRS has unfairly attached my savings for failure to file for three years and I'm beginning to adjust my former attitude about the benevolence of the American democratic system. This is a tough pill for a conservative Republican and patriotic citizen to swallow.

Now back to these cats yes, they've grown beyond kittenhood and are out stalking the neighbor's Doberman even as I write. I've tried to imagine how one could market them to find them another nice home to terrorize. If I were in the toy industry it might read like this: "Clawmaster by Coleco" shreds davenport covers on demand, cries real tears and other things, remotely controlled. Or "Own the Big Bite" trained to chew your face off while you sleep, sprays walls and baseboards at will, be the only person on your block, etc.

Well, you can see it's not easy to contend with the demands of being a modern working, constantly traveling businesswoman, publishing the monthly quota of drivel in the *TellTale*, and finding a path to the bathroom where the toilet trained among the household go to find relief.

At the age of forty, I should be enjoying midlife crisis selling strategies against cellulite, concerning myself with how to help my chest defy gravity and other simple pleasures—but no, I had to join IC.

I rest my craze.

Caca Caveat to PIR TP Users

Justifiable Homicide?

Toilet Paper User Paid with his Life

He used too much toilet paper.

That's the bizarre reason Nathan Hicks, 36, gave St. Louis Police for killing his brother, Herbert.

After the murder, Hicks called police to the scene and admitted his guilt. He said he shot his 33-year-old brother once in the chest with a .22-caliber rifle because he had used too much of a new, eight-roll package of toilet paper



Driving School a Non-Smashing Success

Team Continental's first '88 drivers training, March 4 & 5 at PIR, continued our tradition of safety, quality instruction and fun for all involved.

Fortune smiled on the students; there were no "smashes" - barring a pre-school incident that eliminated Butch Wood's student before he made it trackside - and few offcourse excursions.

The following graduates (instructor's name follows in parens) are congratulated on their successful completion of the course:

Bill Barber (Skip Yocom); John Brewer (Ray Searcy); Joseph Denman (Rob Rissberger); Wallace Fitzwater (Gary Anderson); Donald Hanson (Tom Pabst, famous racedriver); Roger Hawkins (Frank McKinnon).

Eric Howell (Bill Murray); Timothy Jackson (Jon Wilson); Greg Jones (Bill Halsey**); Gordon Jones (Dan Dickson); Steven Kibbe (Gary Blackman); Daniel McKennie (Rob Rissberger).

Bonnie Mueller (Tom Hekker); James Mueller (Tom Hekker); Marcus Neff (Jim Graffy); Becky Pabst (Win Casey); Gerald Reese (Dan Lane).

The Straight on Jackets

by Bill Halsey

I'm sorry that I took time at the general meeting to try to handle a little business that I felt was very important. I wish to have jackets in hand, to issue to a member when he joins the club. I don't want a list of people we owe jackets.

Traditionally, the IC jacket that's been given with the membership has been the cotton twill/poplin "Sir Jac" type jacket which is usually quite ample, for most people, during the racing season. It also doesn't melt when brushed against something hot. We are limited in the funds to expend on a jacket and the other items that are included in the initiation fee.

I do have a problem with the fact that a motion, properly seconded, had no resolution. Four or five loud yellers do not make a majority vote. A visible count should have been taken.

I am also having a problem with what seems to be a faction within the club that wishes the board to do all the business dealings of the club, totally contrary to Section X of the Team Continental bylaws. I have doubts that the fifty to eighty members showing up at meetings are there only to eat Chinese and swill a few drinks.

I believe those people have the interests of the club in mind and wish to be a part of running the club. If I'm wrong, fine, but a word of warning to go with my obvious next proposal. It takes two-thirds plus one of the voting members present at the general meeting to overturn a bylaws revision submitted, and published, by the board.

Michael Schmeer (Gary Anderson); John Seger (Ray Searcy); Chad Southard (Frank Pool); John Swyers (Bill Murray).

Craig Vixie (Bob Smethers); Dennis Vixie (Craig Breese); Warren Webb (John Berger); Jason Naylor (Dan Lane); Bob Sickler (Steve Leonard).

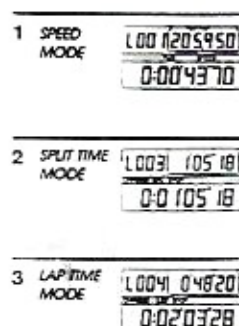
Officials working the school enjoyed the day as well. In the morning, with a cone-created chicane in use, Jana Ioye had assigned flag responsibilities to Craig Hudson and Gary Pazina. These gentlemen employed some interesting new techniques between cars including use of the waving yellow to signify leaves on course. (According to Craig most of the tree fallings were over 105 db and deserved it.)

The Starter Sisters had lots of company visiting the starter's tower and were able to enlist the guests' participation in syncoated waving to the students. (Thanks to Starter Brother Ken Killam for loan of the boom box.) The traditional bedspread blue flag was displayed for two worthy student candidates: Warren Webb and Becky Pabst.

Driving Master Donna Battin put together a great crew and is applauded for her efforts. Thanks to all - let's do it again!

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Speed Lake Goes Racing

The following great race tale, 1965 vintage, is courtesy of John 'J. T.' Lake who joined Team Continental last December. When it came to completing the "Wins or Other Achievements" portion of the membership application, J. T. noted the car involved as a 1952 Ford half ton and said "Almost won and would have except over to next page..." We're sharing that next page with you and hope it will be the first of many more J. T. submits. Ed.

by J. T. Lake

I have run in several rallies and autocrosses in my youth using an old TR3 and MGA, however, my most notable race was actually my last year of high school when I was challenged to match talent against Mike Weatherly.

Weatherly later became a famous Viet Nam war ace but back then he had a '47 Ford pickup with a hot flat head eight. I had my father's '52 Ford 300ci six which I drove while I saved for my first Lotus (I'm still saving for my first Lotus).

At any rate, Weatherly challenged me to a race from Silverton to Scotts Mills over the Abiqua Pass Road, a road noted for chuck holes, narrow bridges (where bridges could be justified) and ditches filled with empty beer bottles. The loser was to buy the winner a case of beer; in those days most of my acquaintances would have committed major felonies to obtain a case of beer.

The race began on a usual rainy Spring day. My trusty navigator, Norman Barnett, had secured a half case of beer thanks to his job as a box boy at Safeway. We were officially started at the city limits without much fanfare and the race went quite well; in fact, I was a good ten truck lengths ahead as we topped the pass near some sort of headwaters of the Abiqua (I think).

We had also consumed most of the half case of beer and the rest of the trip was down hill, so to speak. We had stretched our lead even further as Weatherly had to stop for water near the top of the pass. However, about an eighth of a mile before we hit pavement we were nearing the bottom of Skiders Hill—just before Hansen's Corner—when the empty half case of bottles slid from Norman's side to mine lodging against the accelerator.

This happened as I swerved to miss an empty six pack left by some pre-ecology period drinker. Norman being a good navigator put his foot in front of the floor shifter trying to move the half case. Unfortunately, that is when I successfully forced the truck into second gear, trapping Norman's leg. I could have saved the day and won the race if my Dad's favorite naked lady whoopee knob had not come off sending us out of control into the ditch just short of Hansen's front yard.

The race was to have been run again the following year except that my Dad traded the truck off for two Spring helpers, leaving me without a race car.



Give the Checkered Flag To Pre-Season Flab

Did Winter work wonders on your waist? Driver's suit just a bit too bracing in the buns? Exercise corpulence with this Racer's Pre-Season Diet from BMW Racing. Ed.

by Robb Pierson, Nutrition Editor

Racer's Pre-Season Diet

....from BMW Racing

Breakfast

1/2 grapefruit
One slice whole-wheat bread
8 oz skim milk

Lunch

4 oz broiled chicken breast
One cup steamed zucchini
One Oreo cookie
One cup herb tea

Mid-Afternoon Snack

Rest of the package of Oreos
One quart rocky road ice cream
One jar hot fudge

Dinner

Two loaves garlic bread
Large pepperoni and mushroom pizza
One or two pitchers of beer
Three candy bars
Entire frozen cheesecake, minus wrapper

Diet Tips

1. If no one sees you eat it, it has no calories.
2. If you eat a candy bar, drink a diet soda; they will cancel each other out.
3. Calories don't count if everyone in your crew eats the same thing.
4. Food taken for medicinal purposes doesn't count. Numerous trips through the beer line after the hot racing day is over are required. Same holds for energy foods such as chocolate, cake, cookies, brownies, etc.
5. If you hang around heavy people, you'll look thinner.
6. Snacks consumed during the race day do not count as they are part of the pit routine.
7. Pieces of cookies contain no calories. The process of breaking causes a calorie leakage. Carrying an open beer around for 3 minutes will cause all the calories to escape from the bottle or can.
8. Late nite snacks at the track have no calories. The light is not strong enough for the calories to see their way into the calorie counter.

Complaint No A 105278	Soc Sec No 544 568331	Report No	Yes ☐ No ☐	☐ Civil Traffic	☐ Criminal	☒ Criminal Traffic
DEFENDANT COPY STATE OF ARIZONA	Driver's License No 537120	State OR	Class A	☐ Oper	☐ Justice Court Precinct	
DEFENDANT Patricia Kathleen Ross	First Name Patricia	Middle Kathleen	Last Ross	☐ Chau	PIMA COUNTY, STATE OF ARIZONA	
Address (Residence) 6128 SW Minnehaha Ct Lakewood OR 97039	City Lakewood	State OR	Zip 97039	On Month 02		
Address (Business) 910 SW Park Portland OR	City Portland	State OR	Zip 97201	Day 21		
Year 87	Make Chevy	Model Celebrity	Color 4DR	Year 88		
License No DPB-687	State AZ	Expiration 9/88	Registration 51R9H6117218	Time 11:50		
NOTICE TO APPEAR Juvenile Court ☒ Justice Court No 3				At Location MP33, SB8		
located at MT Lamina Ajo				Ariz. 75(R)		
on the 1 day of mar 19 88 at 8:00				Ariz. 55		
☒ without admitting guilt				Ariz. 55		
☒ appear as directed herein				Ariz. 55		
☐ without admitting responsibility				Ariz. 55		
☐ acknowledge electronic device				Ariz. 55		
Signature <i>H.D. Huggins</i>				COMPLAINANT H.D. HUGGINS		
I certify that upon reasonable grounds I believe the defendant committed the act described contrary to law, and I have served a copy of this complaint upon the defendant.				DEFENDANT IS ADVISED TO READ INSTRUCTIONS ON REVERSE SIDE AND TO BRING THIS COPY TO COURT.		

Authorities Nab TellTale Editor

The long and ugly radar assisted arm of the law has reached out to embrace your Editor without her prior consent.

Be aware the outstate Arizona fuzz have no sympathy for Oregon's basic rule in action. There was your editor on an outing to the Mexican border in an '87 Chevy Celebrity doing her level best to try out yet another rental car for review in the TellTale. She had left her fuzzibuster back in the Beaver State and was counting off cactus to determine rate of speed beyond the 85 shown on the face of the Celebrity's speedo.

Conditions were perfect - dry surface, no cars for the past twenty miles - when Ed. spotted the dome lights rising above the prickly pears just outside Ajo, AZ. Conditions weren't quite as perfect when she subsequently chatted with officer #703, H.D. "we don't smile at tourists, ma'am" Higgins of the Pima Sheriffs Patrol.

"How fast do you think you were going ma'am?"
"Gosh, officer, I don't know. But I bet you'll tell me."
"What's the speed out there in Orygone?"
"Well, officer, we have a concept called 'The Basic Rule.' It works like this..."
"Where is your registration? your rental agreement? your proof of insurance?"
"Well, they're back at the hotel in Phoenix. Are you a detective?"

Several cigarettes later, Officer No Smile returns with a pink slip. Sign here. "The reasonable and prudent speed for you, ma'am, is probably zero." Plus, he marked the box on the ticket that says "Criminal"! A real Ajo of a representative for Arizona tourism.

Wait til my insurance agent hears about this! Someone is gonna pay!

Great Moments in Racing History #8 (Alert to Motor Home Owners, Campers)

Scrutineer Takes Technical Inspection One Step Beyond Silhouettes on the Shade.



'Oly Cow!

Still Time to Beat The Registration Rush

The article below is reprinted from the April issue of Northwest Sports Car News, the official publication of Northwest Region SCCA. Those of you planning to compete in Northwest Region races, especially at Olympia, will find this of interest. Also, female readers may wish to consider the author's remarks concerning work in registration. Ed.

by Kathy Simon, NWR SCCA Driver Registrar

It's time to dust off the race cars, polish the wheels, empty the checkbook and select a permanent race car number. If you had a number last year and ran at least one NWR race, your number will be held for you to use this season. If you wish to have a permanent number in Oregon Region, call Sally Lane, (503) 642-9549, and ask her how Oregon's permanent numbers work. Each Region is a little different.

In NWR, permanent numbers are held until 10 days before the first day of the event. Then it's first requested, first received. A driver may request that a number be held until the first day of the event by phoning me prior to the registration date. For a new permanent number, or to confirm an old one, call me at (206) 742-3549.

My apologies in advance to anyone this offends, but due to an extreme shortage of Registration workers, pre-registered drivers will be registered WHEN I RECEIVE your completed entry blank and entry fee. SCCA does not allow Registrars to take phone entries. Drivers entering at the track will not only have to pay an additional fee (read the supps) but may have to wait to be processed.

Part of the answer to the long lines at Registration is to have some help. So drivers, if you're tired of standing in long lines, offer me some help in the form of live, reasonably mature bodies. Give me your girlfriend, wife, roommate, sister, mom, grandma, daughter, cousin, aunt, co-worker (even MALE friends and relatives are welcome) to learn the specialty of Registration.

Remember, you also save money by entering before the event. One final reminder; our great USPS

Make Mine Oly

No, we're not Artesian -it's time to start planning for IC's Olympia race again. You runaway racers should note Labor Day weekend, Sept. 2-5, and see your physician soon to lay in an ample stock of anti-hangover medication.

IC Race Chairman Skip Yocom is looking for your support so try telephone haranguing (655-3246) or slip something in the mail. Since he was not motivated to write his own article (he is probably partaking of remote control recumbent racing at this very moment), this is all he gets.

is not always swift. Several drivers yelled nasty (yes, nasty!) things at me last year at Oly because I hadn't received their entries. This is beyond a Registrar's control. Please mail early.

Provided I receive all the entry packets when promised by the race committee, I will be mailing them the week of March 21. If you haven't renewed your driver's license or are a new driver, please call and give me your address.

Just a Little Bit Re-re-re-respect at Registration

The Telltale has contacted IC's Driver Registrar and her reasonably mature (remember the signage?) worker team, which includes officious of both genders.

When we asked the Registrar what special registration requirements would be imposed on potential Oly competitors, she responded, "Just be there."



TC Driver demonstrates proper posture and approach to SCCA registration at Olympia.

TCalendar

TCalendar

April 20 - TC General Meeting, Hung Far low's,
8 PM
April 23,24 "Spirit of Harve Henneman"
Cascade Sports Car Club Race, PIR
April 30,May 1 - SCCA Driver School/Regional,
PIR
May 3 - TellTale deadline for May issue
May 4 - TC Board Meeting

Calcified Ads

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



BEFORE

AFTER

COSMETIC SURGERY FREE EDUCATIONAL SEMINAR

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Prabhas* Tung, M.D., F.A.C.S.

Diplomate of the American Board of Plastic Surgery

This seminar will cover all of the common plastic
surgery procedures including suction lipectomy and
permanent eyelash liner.

Limited to 30 participants

To be held at:

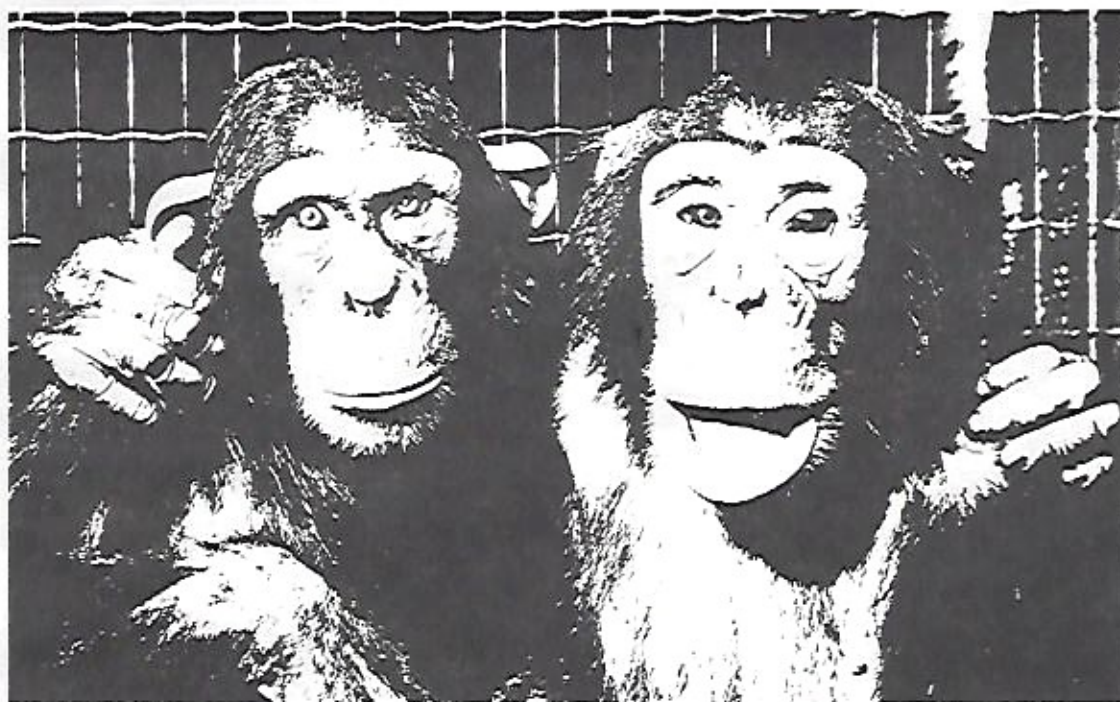
The Greater Sacramento Surgery Center

3201 Del Paso Blvd., Sacramento, CA. 95815

Saturday, February 22, 1986

10 A.M.-12 NOON

For reservations call: (916) 929-7229



Making use of the two available TC Club House spaces — on the short term rate — Olympia
Race organizers Dan Lane, left, and Skip Yocom, Race Chairman, right, discuss plans for the
event. More of this monkey business next issue.

TellTale Editor
6128 SW Minnehaha Ct
Lake Oswego, OR 97035

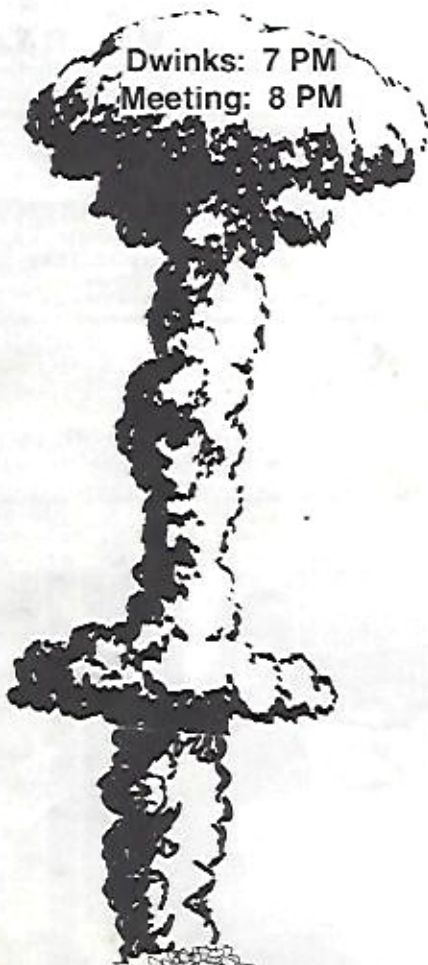
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NEXT GENERAL MEETING:
Wednesday, April 20th
Hung Far Low's, Portland



Bob Smethers
SR
7122 SW Montauk Circle
Lake Oswego, OR 97035

Dwinks: 7 PM
Meeting: 8 PM



CONTINENTAL CONGRESS
1988 Team Continental
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TellTale Editor

Pat Ross
6128 SW Minnehaha Court
Lake Oswego, OR 97035

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