



TellTale 88

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

Pitarresi in Print

More Than Just Another Pretty Face

The following article by Craig Armstrong is excerpted from the April 20 *This Week*. This feature, headlined "Driving to Win," was the issue's lead article and included an impressive full cover color photo of the great Dane. Rumor has it Dane will soon be marketing autographed wallet traders of the cover pic—good luck. Ed.

Portland's motorsports renaissance has provided a chance for the talented and motivated to take advantage of the new opportunities afforded in motor racing and its supporting businesses.

Dane Pitarresi is one example of how an interest in racing can turn a pastime into an exciting new business.

A native of Portland's west hills, Pitarresi operates the Northwest's only competition driving school. While it provides professional and amateur racers the chance to hone their skills, it is also a place where the "would be" racers among us can live out the dream of racing with expert instruction and in relative safety.

But we've raced ahead. Let's go back to the starting line.

The Porsche 944 Turbo grows silent now, gliding to a stop at the exit of the chicane on Portland International Raceway's front straight. In June, the chicane, a quick right-left kink designed to reduce speeds in an otherwise long and straight stretch of race track, will be filled with screaming Indycars, in the hunt for a win at the Budweiser/G.I. Joe's 200.

Today, however, it is quite peaceful. The Porsche's driver, J. Dane Pitarresi, relaxes for a moment. "I love this place," he says in a hushed tone, almost as if he were describing a cathedral or holy shrine. For this champion road racer, motorsports broadcaster and owner/chief instructor of the only racing and high performance driving school in the Pacific Northwest, this is home.

What motivates a guy like Pitarresi to pursue a no-guarantees career in motorsports? Certainly it is not for lack of other options. The family business, Johnny's Oswego Cleaners, was passed

on to Dane when his father retired. And, according to Dane, it is a very good enterprise.

"It's a hard business, but a good business," Dane says. "You can do very well at it if you're willing to work very hard. I get a good deal of satisfaction out of doing a good job for our customers. But compared to racing and my driving school... well, there's just no contest."

Pitarresi has been interested in cars for most of his life. Even before he graduated from Portland's Jackson High School in 1970, Dane was zipping around the west hills, matching driving skills with anyone who cared to challenge him. "We used to race for money around Fairmont Boulevard," Dane recalls. "At the time, I had a 'tricked-out' but street legal, Mini Cooper. I used to regularly beat the Corvettes, Mustangs and other American muscle cars."



PITARRESI
MOTORSPORTS, INC.

Driver Training and Development

Dane got serious about professional motorsports after high school. "I was 18 years old, just out of high school, and I went traipsing across Europe," Dane recalls. "I sold my cars and just about everything else I owned to be able to make that first trip to Europe." He was traveling with a friend from high school, and they decided—in the middle of a "boring" eight-hour ferry ride from the Isle of Corfu to Brendizi, Italy—to go back to England to the Thruxton Driving School instead of heading to Morocco. It proved to be a fateful decision.

The English driver training fanned Dane's fire for motor racing. When he returned to the

Continued on Page 8

Preferred Paddock Perches Promised

Dear Editor (with a capital E):

Enclosed is a listing of the 1988 Race Committee and their telephone numbers. We would appreciate your publishing same as convenient. Also appreciated would be an impassioned plea for volunteers to fill the open slots.

Perhaps the calcified ads could be prevailed upon. Anyone interested in assisting those listed should contact the specialty chief, Dan Lane or myself soon. Team Continental depends on all of its members to make this the best race of the season.

For those competing on this race weekend, if you volunteer, Bob Caspell and I will arrange preferred paddock space as an accommodation. The committee will be meeting next month. With the heavy schedule in mind, we want to get started right away. Many thanks.

V/R

Skip

SAVE A LIFE: VOLUNTEER FOR OLY



Gun not good move, Kimosabe. Me think we get um more volunteers with Halsey** candy. Save 'em silver bullet for SCCA Registrar.

1988 Race Committee

Labor Day Races...Olympia

Race Chairman: Skip Yocom 223-1128/655-3246 (h)
Asst Race Chairman: Dan Lane 642-9549
Course Marshal: Craig Hudson 472-2248
Registrar: Karen McCoy 644-9008
Senior Race Advisor: Bruce Ballett 662-4317
Race Advisor: John Bradshaw 682-0942
Race Advisor: Paul Johnston 775-8068
Race Advisor: Lew Scott 646-3840
Race Advisor: Eric Anderson 272-3293
ICSCC Liason Officer: Don Smethers 656-2237
SCCA Liason Officer: Wayne Erickson (206) 546-5430
Race Steward: Steve Doty (206) 892-3480
Beer Steward: Tom Newman 657-8045
ICSCC Contest Board Rep: Bob Smethers 626-3202
ICSCC Competition Committee Reps: Dan Dickson 649-8989 and David Young 281-1698
ICSCC Licensing Director: Bill Gallatly 641-4137
Pace Car Coordinator: Butch Wood 246-6082
Chief Scrutineer:
Chief Weighmaster: Gayle Kovacs & Don Crawford 232-8600
Chief of Paddock: Bob Caspell 287-4253
Chief of Pre-Grid: Tom Hekker 282-5208
Chief Turn Marshal: Jana Toye 289-9199
Chief of Communications:
Chief Starter: Patricia Ross 620-5620
Chief of Timing & Scoring: Sonjia Gant 656-2237
Scoring Crew Coordinator:
Chief of Medical: Jim Brassfield 311-8232
Chief of Emergency: Steve Leonard 245-6490
Chief of Festivities: Lida Raimondi 638-4627
Chief of Publicity:
Chief Pit Marshal: Carolyn Baker-Archer 245-9369
Gate Chief:
Trophy Chief: Marianne Pratt 641-3499
Trophy Queen: Gayleen (Scoop) Dodson 245-3428
Trophy Boy:
Installation Chief: Tim Sigler 245-7166
Airport Liason: Earl Pearson (206) 754-5221
Crowd Control Chief: Andy Taylor 233-8015
Mechanical Flag/Black Flag Station: Tim Sigler 245-7166
Chief Equipment Marshal: Gary Pazina 289-9199
TC Sound Control Rep: Dave Luria 659-1304
Chief Announcer: Howard Adler 288-4260
Chief Seamstress: Linda Williams 235-6911

RACE OR WORK

OLY

**"It's the Runways"
AND A LOT MORE!**



In-Continental:

TC "ranks" expand yet further with the addition of ten new members who forked over the requisite form and \$ in Feb, March and April. For those keeping tabs, five of this crop are workers, four intend to compete and one is a merchandiser extraordinaire. Alphabetically, please welcome:

Tiffany "There's Something You Should Know" Boggis. Tiffany's been hanging around tracks—mostly with an extra set of ears on—for the past six years. She's a real pro in the communicator business; she braves corners and corner workers as a communicator for SCCA and is Cascade Sports Car Club's Assistant Chief of Communications. Tiff says her favorite car is her Chevy Cavalier and she joined TC because Skip Yocom twisted her (according to the application) arm.

Joe Denman favors the Porsche Speedster (1958 version) which he fielded in four races back in 1968. In 1969 he entered a '61 Porsche roadster in six events. Joe says he chose TC "to improve my knowledge and skill in the area of sports car racing." His "character" references are Skip Yocom, Rob Rissberger and Tom Pabst (oh my).

Bob Jensen is a faithful flagger at SCCA events as is spouse Rachell Murphy-Jensen. Watch for these people on the corners; Rachell is the one who chuckles a lot on blue flags.

Doug Lashley says his favorite machine is the 427 AC Cobra ('67). He joined TC because he plans to compete and wants to "share the experience with others who love cars and road racing."

Jason Naylor is another of those Rabbit fanatics who says he's joining "to show my cousin how to really push his red bus to its limits!" Interestingly, his cousin did not endorse the membership application.

John "Skid" Swyers signed up because TC is "a large competitive club and I want to go racing!" He also noted "Bill Hanel and Bill Murray both drive with TC." Does this give us a clue as to the type of driving style "Skid" may cultivate?



Stab from the Past

The following dirt is resurrected from the June, 1969, edition of the TellTale. Ed.

Gary Wright was awarded second place money at the Wolverine, Michigan, Trans-Am scoring fiasco. At the Trans-Am at Mid-Ohio this past weekend, he missed a shift and limped into the pits for a DNF.

Nick Cox has certainly picked up some interesting if not exciting things the past month or so. On the way back from a race he took a little sightseeing excursion down into Mexico. On some desolate road they encountered a roadblock and were held up by a bunch of banditos complete with machine guns and grenades. It seems that he was also picked up this past week by the police when he visited the home of a friend. The friend had an ample supply of reefers about the premises when it was raided.

Wes Tipton is really fond of his designer Mazda RX7—just ask him. He's been out Solo Iing this year and last and probably practicing on Portland streets as well. Wes holds a national flagging license with SCCA and is also chairman and unsung hero of the SCCA parade committee, a job he's approached with great enthusiasm and professionalism. Wes' brief essay on joining TC: "To explore the extraterrestrial aspects and aura of motorsports in relation to the position of the planets at beer time... in other words, to 'bullshit.'"

Tecla Tipton—Wes' fulltime legally blessed roommate—signed TC's dotted line along with her spouse. In completing the "Racing History" portion of the application Tecla had a problem with the "Years of Experience" blank noting "At What?" She says her favorite car is the Saab/Lincoln, yes, that's "Saab slash Lincoln"—you'll have to ask her about it yourself. Tecla is involved with SCCA as 1988 Publicity Co-chairman and it's rumored she may become a corner "commie" as well. She's joining TC "to be with my husband Wes while he 'floats' in the heavens at beer time."

Bob Vincent of Race Central fame actually joined TC on March 3, 1988! His favorite car is the Lamborghini and if you frequent often Race Central perhaps he'll buy a couple and give us all rides. See Bob at the Race Central van and spend-spend-spend! (Maybe we can even convince him to take out an ad in the TellTale.) Bob's been supporting TC all year—permitting us to use Race Central as official Portland outlet for the TellTale—for which some of us (his customers notwithstanding) are grateful. Mr. Vincent says he aligned himself with TC because "I was forced into it by Craig Breese and Bill Halsey** (death threat)."

Welcome new Continentals! May your trackside experiences be enjoyable and your mugs floweth over as you explore our spinning world and beyond.



TCalendar

- May 13 -Cascade Friday Nite Rally, Mall 205 6 pm
- May 14 -St. John's Parade & Picnic (SCCA/TC/CSCC)
- May 14/15 -SCCBC Conference Race, Westwood
- May 18 -TC General Meeting, Hung Far Low, 8 pm
- May 27/29 -SCCA Trans-Am Classic, Sears Point
- May 28/29 -SCCA Cal Club, Reg/Natl, Riverside
- May 28/30 -SCCA NW Region, Double Natl, SIR
- May 30 -Memorial Day
- May 31 -June TellTale deadline
- June 1 -TC Board Meeting
- June 11/12 -SCCA Oregon Region, Rose Cups, PIR
- June 11/12 -NASCAR, Riverside
- June 15 -TC General Meeting, Hung Far Low, 8 pm
- June 17 -Cascade Friday Nite Rally, Mall 205 6 pm
- June 17/19 -Indy Car racing, PIR
- June 18/19 -SCCA San Diego Region, Regional, Carlsbad
- June 19 -Father's Day
- June 25/26 -Cascade Conference Race, Doernbecher Dash, PIR
- June 25/26 -SCCA Cal Club, Regional, Willow Springs



Raceworking: Tom "Top Hat" McCoy Tells All

by Chuck Russell
Oregonian, April 21

Not even race car drivers understand Tigard's Tom McCoy and his friends—and if anyone should, it's the drivers.

They can't figure out why anyone would want to stand alongside the track when he could be out racing.

McCoy said he had tried racing, and while it was OK, he had no love for the mechanical tinkering that went with it. He also tried being an ordinary racing fan but couldn't stand that.

"I'm a fidgety spectator," said McCoy, 35, an industrial salesman. "I'm not one for just sitting there. I've got to be involved."

So he's now a course marshal, among other trackside jobs, at Portland International Raceway. On a given day, he's the one in charge of emergency equipment, turn workers, flagmen, fire extinguishers and brooms.

"We're the safety marshals and street sweepers of the track," McCoy said. "We've got the best seats on the course, as far as I'm concerned."

Indeed, the "seats" are so good that when the International Motor Sports Association and CART IndyCar racers come to town, there's no problem getting 120 volunteers to work the turns and man the equipment. Everybody wants to watch the Andrettis and Unsers race.

But even in local races, when McCoy is marshal for International Conference of Sports Car Clubs events, it takes several dozen willing hands to get the job done.

"I like to see 50 at every event," McCoy said. "And less than that, I get a little uncomfortable whether we can do the job. The safety of the drivers is the main thing."

"In the old days, drivers used to work the turns themselves—they and their wives and their children," he said. "We're the same breed: car freaks. We're just a sub-species."

McCoy didn't set out to find this niche in auto racing. Over a period of years, it found him. Once upon a time, he was doing some rallye racing in Cascade Sports Car Club events, at a time when Cascade was asking around for track volunteers. McCoy happened to be listening, and he responded.

"That was 1971," he said. "I've been doing it ever since."

What's more, his wife, Karen, is race chairwoman for the Sports Car Club of America in Portland.

McCoy said race workers were among the most diverse groups around a track.

"We have kids just old enough to get out on the hot areas of the track," he said, "and we have people who are retired. They're spending their retirement out there."

The race season runs from April to October at PIR, so there are plenty of opportunities to spend time there. McCoy said new workers always were in demand for all races, including those of the local ICSCC, SCCA and Team Continental groups.

Twice in this decade, McCoy's own racing instincts have heated to the point that he entered cars—a Karman Ghia and a Ford Fiesta—in what he calls "your basic slow production class."

The temperature might rise again, he said, but working the turns has its own rewards.

"We don't get a checkered flag, but after the race, we have time for a barbecue," McCoy said. "We don't have to take care of a car afterward. I always tell people I'm out there half for the racing and half for the fun."

"A lot of workers want to be racers," he said. "They're saving up to get a car, or they're fixing up a car. They think of themselves as drivers. But some others just don't think racing is as much fun. What we all have in common is, we love racing."

McCoy said he has a role model in his job. The model is a man who comes down from Washington regularly to work the turns—and who turned 80 in December.

"I think if I can still be doing this at 80, I'll be happy," McCoy said. "It takes all kinds in racing. If everybody wanted to be a racer, there wouldn't be any workers."

"On the other hand," he said, "if all racers wanted to be workers, they wouldn't have anybody to watch."

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Downhill? Racing on the Runways

The following article, reprinted from the May, 1988, Northwest Sports Car News (Northwest Region SCCA), appeared under the headline, "The Oly Situation." Author Wayne Erickson, who is a Team Continental member as well as Northwest Region's Regional Exec, makes clear his opinion of club racing up north. You probably have an opinion, too. Wayne says he wants to know... so load up your mechanical pencils and fire when ready. Ed.

This is an open letter to the racers in NWR and Oregon Region explaining the situation at Oly. I am writing this prior to the race, but can see some problems coming.

First, let me give you a little history. As you know, NWR's Regional racing program has been on the decline for the past ten years. All sorts of things have been tried to put it back in the black. One move that seemed to help was to include Vintage and Historic cars in the program to try to get enough entries to break even. This seemed to help at first, but because there is only so much time, the Regional groups have been consolidated into unsafe proportions. This didn't seem to matter when we had only 40 or so cars. But I'm sure that, because there's renewed interest in our Regional races, including FOUR Vintage sessions in the day just so a few Vintage cars could have two different drivers has cost us far more in disgruntled Regional drivers than it gained in Vintage entries. I am committed to having some kind of Vintage program, but not at the expense of a respectable Regional racing program.

I have reformed the Race Committee, but too late have found out that this committee does not set the schedule. That's done by the Race Organization Committee (composed of crew chiefs). And many of those people on that committee prefer to think my suggestions and directions are misguided.

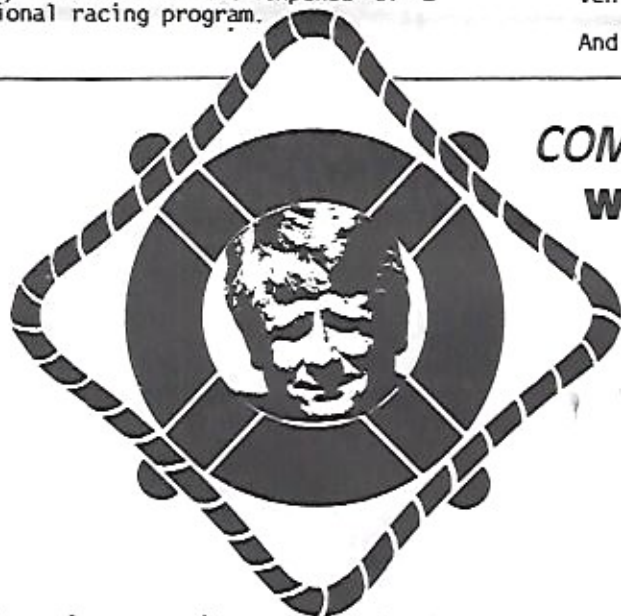
Please write me and let me know what you think of this situation. I cannot hope to change things without your support; it seems that some people need to see these criticisms in writing. I've been working hard to make regional racing happen, but I need your support in writing, so these changes can happen.

If you don't have time to write, please don't call me (I already have a good idea what's wrong); call Jay Bratton. He's the Race Chairman. Tell him why you won't come to our races. He needs to know. But the best way is write me with your complaints so I have them on paper. One or two letters won't help much, so get mad! And write!

Further Flatulence...

Wellington, New Zealand -- The daily output of flatulence from a single sheep contains enough methane gas to power a small truck, according to Dr. David Lowe. The researcher, speaking to a conference of meteorologists, cited sheep gas as a possible answer to New Zealand's fuel problems if there could be found a way to harness "the less savory product of its 72 million sheep." Lowe said daily methane output of New Zealand's sheep was 1,000 tons and suggested if a sheep was put on the back of a utility truck with a bale of hay and connected to the engine "with the appropriate fittings," it could run the vehicle for about 40 kilometers a day.

And take care of the tailgating problem to boot.



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Continental's Clean House at "Harvey's Race"

TC competitors collected their fair share of racing hardware and checkered flags at Oregon Region SCCA's opening regional April 10 at PIR. "Harvey's Race"—a salute to longtime Oregon Region member Harve Henneman—saw TCers take three overall wins in the seven races staged Sunday.

Competition opened with HP, SSA-C and SSGT gridded for a 17 lap trip around PIR. SSGT driver Joe Hermes took his Mustang under the checkered flag first, over 17 seconds up on closest competitor James Schnell. Frank McKinnon took fourth in SSGT.

Becky (aka "Becky Rae") Pabst finished first in SSA and ninth overall in her first SCCA competition. Thom Nelson was close behind with a tenth overall and third in SSC.

Debbie Barrett (13th overall, 5th SSGT) and Don Crawford (14th, 6th SSGT) did not fare as well dropping out after 14 and 8 laps respectively. Jay Wratten and Dave Frezza—both entered with Mustangs—were DNFs for the event.

DNF fever also struck in race two claiming both TC entrants: Don Smethers in ASR and Gary Anderson in S2, who completed five laps. Scott Gibson took first overall and in S2 in his Swift DBZ. With Smethers out, the ASR competition was left to Tom Hendrickson and Chad Southard who finished third and fourth overall.

TC dominated the SP, GT1-3 race as expected with six of the eight starters sporting red and black decals. Overall and SP victories belonged to Bruce Sanders. Earl Pearson drove by the starter's stand 33 seconds later for second overall and in class.

The GT2 race was much closer with less than a second separating winner Steve Gatrell and Ric Tiplady, who settled for fourth overall to go along with the second in GT2.

Tom Pabst finished fifth overall and first in GT3 over a lap ahead of Ernie McCoy. The only other GT3 entrant, Frank McKinnon, was a DNF.

Gordon Barron completed 18 laps of the 21 lap race to capture sixth overall and third in GT2.

The chainsaw and snowmobile bunch were gridded up for the fourth race of the afternoon. Kellie Ryan finished second overall and second in F440 72 seconds behind Brad Loehner.

Race Group 5—CP1-3, ITS, ITA-C—saw 28 cars scheduled to start with 15 representing TC. The first three places—overall and in CP1—were locked up by Bill Calhoun, Larry Newman and Dave Frezza. Calhoun finished almost ten seconds ahead of Newman, posting an average race speed of 80.355.

Taking TC colors out in his first competition, Rich Geisler piloted his IROC Camaro to a respectable seventh overall and fifth in CP1. (Geisler took his first checkered flag later in the month leading novice competitors through the chicane at Cascade's Conference opener.)

Finishing eleventh, twelfth and thirteenth overall were Arlen Stanek (also first in ITA), Frank McKinnon (6th CP1) and Joe Hull (first in ITC).

Twentieth to twenty-fourth positions were occupied by Ken Jones (2nd ITC), Dave Gentzler (3rd ITC), Jon Wilson (3rd ITS), Marianne Pratt (5th ITB) and Steve Leonard (3rd CP3). Bill Thew and Don Crawford DNFed.

Seventeen starters were called to the grid for the sixth contest—EP, GP, SR, GT4 and GT5. Lans Stout, the sole EP entrant, was also the victor in this 18 lap event.

Michael Bell piloted his Datsun 510 to the highest finishing position of the TC contingent—fourth overall and second in GT4. Alan Robinson finished seventh overall and third in SR.

Doug Lashley completed 17 laps for tenth overall and second in GT5. Joe Meinhardt, with 16 laps, was right behind in eleventh overall, an effort which was sufficient to earn the first place spot in GP.

Gary Blackman and Jim Graffy were marked as DNFs.



The final race of the day—CF and FF—saw lone TC entrant David Young out of the race early (lap four) after a turn three encounter with Tony Shelton. Shelton completed only six laps before retiring to the paddock.

Crossle driver R. J. Rose took the checker in CF; Curtis Nelson was the FF winner.

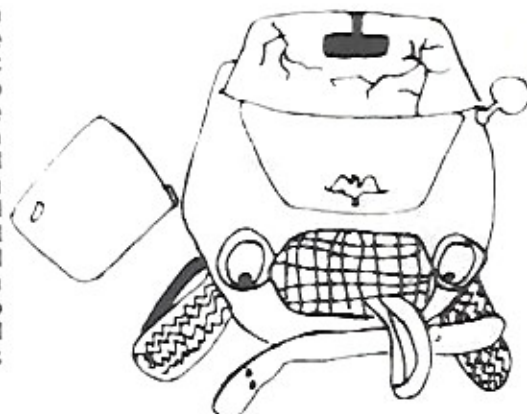
This reporter was unable to watch much of the racing (being involved with race ops stuff) and solicits additional race reporters to share coverage of our Continentals in competition. We're looking for observations, color (Chris Economaki needn't apply), opinions, yarns, etc.—not just results!

Complete results from the first Conference race and from Northwest Region SCCA's opener at Olympia have not reached the TellTale but should appear next issue.



S.O.S. SAVE OUR SPORT CARS!!!!

Each day thousands of sports cars throughout the world languish without gas, oil, antifreeze and other vital nutrients, are consigned to the slag heaps of our planet. Many of these classic vehicles begin 1988 with no hope of attaining the little luxuries so many of us take for granted like tires, windscreens, bodywork. Some have never known the warmth of tonneau cover, soft top or even upholstery. Most have never felt the loving touch of a trained mechanic. Won't you help just one of these rotting hulks? You could be the driving force in restoring a twinkle to a diseased headlamp. Your contribution could rend rust from a car carcass and breathe new life into the cash register of an impoverished mechanic. For only \$1.50 a day (just \$45 a month--little more than an SCCA membership) you can help a needy sports car in its fight to attain dignity. Just complete the questions which follow and send them along with your first month's sponsorship cheque to the address below.



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British or
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2. I want to sponsor a car that has/had:

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Boo Boo

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Shortly after we assign your car, we'll send you a photo and brief personal history. If a picture is unavailable, we'll send a cave painting, mud daubing or other rendering by a local starving artist.

Yes No

5. Would you like to correspond with your sports car?

If yes, please indicate whether you speak:

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MARIO, AGE 42, YUGOSLAVIA ↑



Pitarresi...

Continued From Page 1

States, he set out to "go racing." As it turns out, he was even better on the race track than he was in the west hills of Portland. He won his very first race at PIR in a track version of his trusty Mini Cooper. Since then he has won many more races in a variety of cars on many race tracks, earning a place for his name in the record books along the way.

"For me, racing is a very personal thing," Dane reflects. "I'm testing myself to do the very best I can 100 percent of the time that I'm in a race car." In our daily lives, he explains, we may test ourselves for only a few minutes at a time. Rarely do we test ourselves for long periods. Racing affords that opportunity.

"That's what really intrigues me about racing," Pitarresi says. "When I race, I totally focus my concentration on driving just as smooth and fast as the car and racing surface will allow. Until I see the checkered flag, I am completely oblivious to the crowd in the grandstands. I just won't allow anything to distract me from the goal of winning."

Describing the sensations and intensity of motor racing to those who have never strapped on a high-powered race car is not an easy task. Dane likens it to all-out skiing, going "so fast that you feel literally out of control, knowing that you won't stop until you reach the bottom of the hill. And you're only halfway down. Now imagine that you're doing this in an extremely noisy, vibrating, 120-plus-degree environment for more than three hours," he says. "It's not as easy as it looks on television."

Although Dane Pitarresi is first and foremost a racer, he hasn't been able to drive as much as he would like to, or to graduate to the bigger and more lucrative racing series. "I still have aspirations," Dane admits. "I would love to try CART Indycars and, since being in my mid-30s is not a liability there, I may get the opportunity to do that."

He hasn't allowed the grass to grow under his feet while he pursues his racing career. Getting involved in the many different aspects of motor racing, from broadcasting to driver training, is Dane's way of staying involved and gaining additional exposure.

The biggest thing in Dane Pitarresi's life right now is Pitarresi Motorsports, Inc./Driver Training and Development, founded by Dane in October of 1986. Although there are at least four other well-known high performance driving schools in continuous operation around the country, Dane saw an opportunity in the fact there were none in the Pacific Northwest.

"I had been a volunteer teacher of high performance and race car driving for Team Continental, a local racing enthusiasts club, since 1976," says Dane. "I first got interested in teaching the art of high performance driving when I was a student at the Thruxton school in England in 1971. It's really very straightforward instruction—fun, and relatively easy to teach."

The school's clientele are primarily enthusiasts and racers but Pitarresi has a vision of expanding the program to include extensive instruction of driving skills to minors,

particularly those who have never driven before. "Better to start them out right than to have to correct bad habits later," he says.

Dane's biggest initial problem with the school was the facility where he wanted to conduct the driver's training. Portland International Raceway. "The track is absolutely perfect for instruction and testing," Dane states. "But it is also one of the busiest race tracks in the nation." Obtaining the track time necessary to conduct enough year-round schools to make it profitable is difficult. "We don't want to rush through the 'behind-the-wheel' instruction, so we plan our schools to include as much track time over a two-day period as possible. That way, we're able to give much more personal attention to each individual student driver. Unfortunately, that limits us to about two schools a month, year-round."

Despite some typical new-business glitches, Dane deems the first full year of operation very successful. There were also some atypical difficulties. One of the school's four Toyota Corolla FX16 GTS training cars was rolled and totaled last fall. Despite guarantees by students to be responsible for the first \$2,000 in damage and a very expensive school insurance policy, the matter is still tied up in litigation.

"The insurance problem is a very thorny issue for motorsports in general," Dane explains. "In this business, we need to contain our costs as much as possible or the ongoing expenses will kill us." Still, he says, "I'm optimistic. Our reputation around the country is excellent due, I think, to the fact that we have tried to keep our school ahead of the pack."

Continued on Page 10

Ballester Boogies To Wastelands Win

Fullerton, CA—The SCORE/HDRA 1988 desert series got off to a land rush start at the SCORE Parker 400 with a record entry of 367 cars taking the green flag.

Six Yokohama team drivers ended up in Victory Circle at the completion of the two-state event which traveled 100 miles in California and 190 in Arizona, just across the Colorado River.

George "Giti" Gowland and Bill Ballester threaded their way through traffic on the California side of the track, chugging through silt holes, cross washes and volcanic rock in their Yokohama equipped Class 14 modified four-wheel drive Toyota truck.

Ballester, who drove the California side, took the class lead in spite of losing his power steering.

Gowland took over for the late afternoon laps in Arizona, still without power steering and now battling blinding dust and darkness, but he continued to hold the lead. Their Yokohama tires proved equal to the task, and the team had no flat tires and no other troubles, to finish the day over an hour in front of the second place truck.

From Score News March 1988



"It Was a Dark and Stormy Day . . ."

The second TC Drivers School was held at PIR on Easter Bunny Eve (April 2). It should have been billed as "Revenge of the Rain God."

We're not sure what offerings to set out for this surly Lord of the Heavens but someone had best determine what appeasements are required. Gary Pazina, Commander of Cloud Control, was confronted with a full panorama of water bearing clouds that converged the previous evening while he was off duty with other TCers in Portland's finest pubs. Bill Halsey**, who claims (among other things) omnipotence, was totally ineffectual in influencing a solar appearance. The tower and Rose Cup Room enjoyed full population through the day as the wussies and the wise of the club played indoors.

The students, piloting everything from open wheel through Lincoln Continental, enjoyed some spirited spinning and there were numerous off course excursions into the mud-a-rama pit down at turn one.

Turn eight's "Lake 'O the Line" produced some lovely rooster tails as students experimented with hydroplane racing in the privacy of their street machines.

Those of us staffing turn ten huddled between showers to chant students away from the tire wall: "When April showers come your way, get off the power or you will pay..."

The starter's tower afforded some distraction from the watery miseries of turn ten flagging. We observed a concurrent display of yellow and green flags which we interpret to mean: Slow down. Sing one verse of the University of Oregon fight song. Do not pass ducks until beyond pond.

Students and instructors did a fine job in spite of the elements. We salute the following students (instructor name in parens) who braved Mom Nature's onslaughts to demonstrate their commitment to motorsports: Billy Ballester (Skip Yocom); Daniel Bradshaw (Frank McKinnon); Debra Breese (Win Casey); John Brewer (Charley Hexom); Douglas Buchner (Ray Searcy); Bryan Creager (Frank McKinnon); Mark Dana (Skip Yocom).

Curtis Eames (John Berger); Hiram Gilbert (Jay Wratten); Roger Hawkins (Frank Pool); Steve Hershberger (Rob Rissberger); Michael Hoffman (Don Crawford); Joe Hull (Jody Donker); Jon Isaacson (Jay Wratten); Timothy Jackson (Jon Wilson); Kenneth Jochim (Tom Hekker).

Jeffrey Johnson (Dave Gentzler); Larry Johnson (Dave Battin); Greg Jones (Rob Rissberger); John Knapp (Larry Donker); Shawn Kolbe (Dave Gentzler); Kenneth Larkin (Tom Hekker); Doug Lashley (Gary Blackman); Patrick McGraw (Bill Murray).

Kevin Magenis (Frank Pool); Jason Naylor (Dave Battin); Marcus Neff (Bill Murray); Scott Olsen (Ernie Anderson); Sid Olsen (Ernie Anderson); Paul Portlock (Tom Newman); Gerald Reese (Jim Graffy); Greg Rubenstein (Bob Smethers); Bob Sickler (Dan Lane).

Dick Sposito (Don Crawford); Ralph Steinebach (Butch Wood); Ambrose Su (Bill Halsey**); Dave Thompson (Dan Dickson); Nanci Weatherhead (Marianne Pratt); Tom Weddle (Win Casey); Jess Wilson (John Christian); Jon Wilson! (Ralph Raimondi); Steve Wondra (Ray Searcy).

Special recognition goes to the Idaho contingent who drove all the way from the land of famous spuds to enjoy our PIR sunshine: Curtis Eames, Kenneth Jochim, Kevin Magenis, Dave Thompson, Jess Wilson and Jim Wilson. No more "tater tots" for you school graduates; we expect to see you peeling out in club racing with the rest of this year's crop. (Sorry our weather was so au gratin!)

The TellTale salutes Driving Master Donna Battin and the many TCers who worked indoors and out to ensure another safe and successful driving school.

Desperate Moments in Racing History #1



Mirror, Mirror Gazing Back at ME,
Who Should the Oly Trophy Boy Be?

TEAM CONTINENTAL MEMBERSHIP INFORMATION

Bill Halsey, Jr**, Membership Director
P. O. Box 12534, Portland OR 97212-0534
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Tardy TellTale

"Not Our Problem"

If your most recent TellTale was more recent than you think decent, thank the undefeatable team of the USPS and IRS.

When the TellTale applied for a bulk mail permit to minimize mailing expense, the authorities behind the postal cage (there for their protection) informed us "B" is for Bulk and "B" is also for Back of the Bus. This translates to low priority delivery if "the system" is experiencing heavy demands.

Your naive TellTale staph anticipated a possible mail glut at Christmas when people nationwide feel obliged to a singular annual correspondence with their inlaws and outlaws. We never thunk about the IRS and their April 15 fetish to inflict forms and forage on your finances (possibly because we never file ourselves).

So...if your TellTale was tardy, we're sorry—tell it to your auditor.

The May issue may be a late arriver as well; we're currently shopping for candidates to blame. We'll keep you "posted."

Desperate Moments in Racing History #2



Mirror, Mirror, Why Be Coy?
I'd Make the Perfect Trophy Boy!

Pitarresi Prattle . . .

Continued From Page 8

Pitarresi has a persistent vision about his driving school. In his words, to "make it the 'trickest' and best racing school anywhere." Such innovations as a G-force analyzer and the use of on-course video, supplied by Stereo Super Stores, are employed to assist students in identifying areas where improvement can be made. Those tools have set Pitarresi Motorsports apart from the competition.

In addition, his SCCA-trained turn workers are more than just safety personnel. All of them seasoned racing observers, they provide valuable input for students in various sectors of the race track.

The price tag for a student is not low. It costs \$1,000 for the basic two-day school, using the Toyota FX16 cars. The advanced race driver's session adds one additional day to the basic two-day class and students drive the twitchy open-wheel Formula Fords. Total cost is \$1,675. Despite the hefty tuition, Dane has a waiting list of students for virtually every school that he schedules.

With the help of such national corporations as Toyota, Yokohama Tires, Tokico Shocks, MSW Wheels and Hilton Hy-Per-Lube, as well as local companies like Race Central, Art Stearns Tire & Wheel, Stereo Super Stores and BAP-GEON Parts Stores, Dane Pitarresi has managed to make his driving school dream come true. But the fact of the matter is that in order to grow, Dane will need to secure some investment capital, a fact that does not escape him, but certainly doesn't thrill him either.

"I realize that what it will take to keep the school on track and growing is time and money. Right now, with my obligations at the dry cleaners, I frankly don't have much of either," explains Dane.

With some expert help, however, he is putting together a business plan to secure long-term financing for the school. He sees it as necessary if he hopes to take advantage of new opportunities such as driver training for government and business, and high-performance driver's education for minors. Though he gets a large number of applications for driver training, Dane feels the school has barely scratched the surface. "I suppose this means I'll have to take a deep breath and dive full-time into the deal," he says.

The Porsche's engine fires up again and Dane Pitarresi steers the finely tuned former race car back down the front straight at PIR. The racer in him will not resist the temptation to mash down the accelerator. He grins impishly and, cocking his ear slightly, listens to the sweet sound of the turbocharged motor as it revs up in third gear.

Dane Pitarresi may never win the Indy 500 or a Grand Prix. There are very few people in this world who will. But he does share that rare combination of ambition, commitment and a zest for living that is reserved for winners.

**FORGET IT, PABST
EVEN TEAM
CONTINENTAL
HAS STANDARDS TO
MAINTAIN!**



Imaginary Moments in TC Camping



TC Picnic Committee warms to their task on recent site-scouting trip. (Leave your snorkel at home — we're going to the Flying M.)

Porcine Pleasures Prophesied at Premiere Pig 'N Jig

by the Picnic Committee

TC's first annual "Pig N Jig," a definite social "must," will be held at the Flying M Ranch on July 22-24, 1988. This year will be a blend of old traditions (salad contest and required athletic events) and new adventures (pit roasted piggie).

Peggy Gaston shall be the Games Mistress—please feel free to call her with your brilliant suggestions at 666-8059.

Julie Sailing and Barta Berger shall orchestrate the beloved pasttime of salad creativity. The ladies will be pleased to give the categories and vague hints about the prizes to be won.

Mark your calendars—this is one of our few free weekends and definitely not to be missed. Some motel rooms are available by calling 662-3222 (tell 'em you're a TCer!).

P.S. If you aren't going to the picnic, there is still space at the TC Clubhouse. Lots of air, assembly room for engines and other stuff. See if you can make the alarm ring! Short or long term rates, with or without Bill Murray. For a questionable time, call 238-8877. Ed.

*No Pet of the month
in May!*



**Candidates Welcomed
Contact Editor**

"I have always considered that the substitution of the internal combustion machine for the horse marked a very gloomy milestone in the progress of mankind."

Winston S. Churchill
A Churchill Reader, 1954

"We have nothing to fear but Lucas parts themselves."

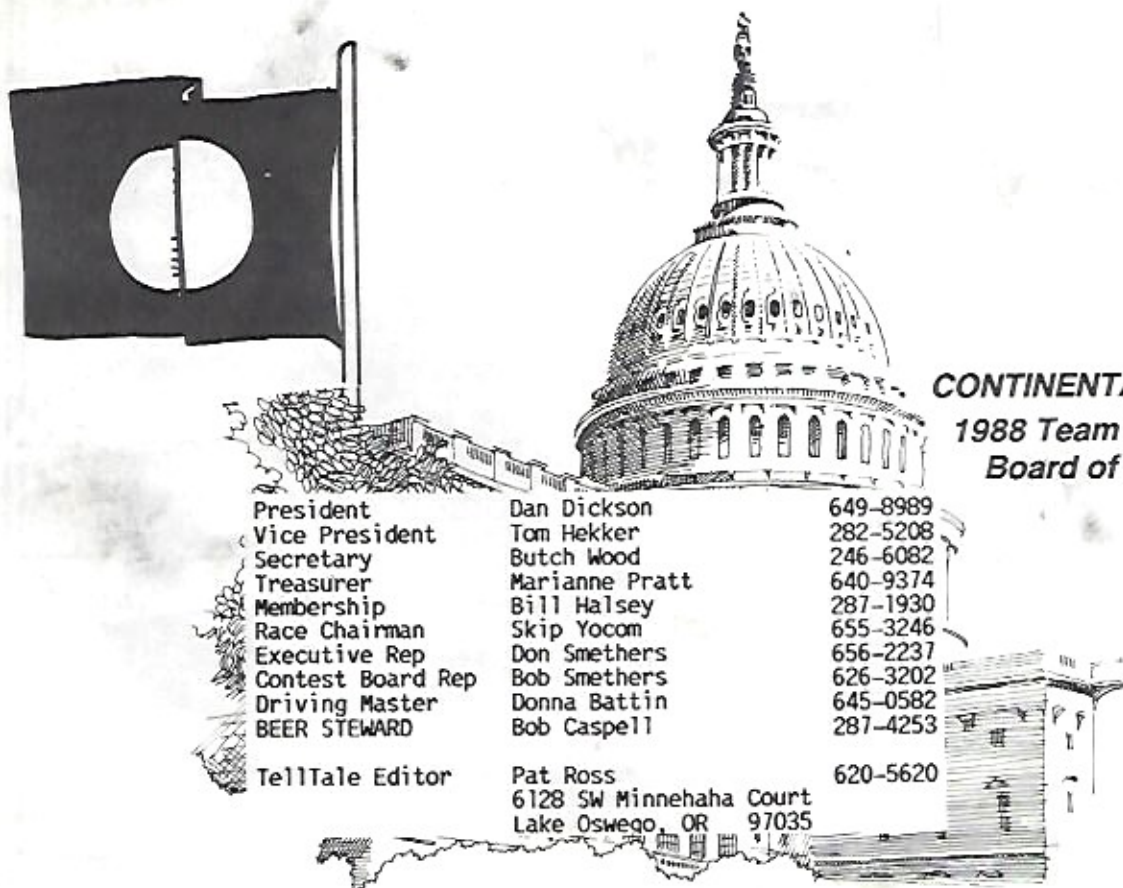
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