

June, 1988



TellTale 88

AAAGASP. National Award
Outstanding Publication
Motorsports Division

Thorn of Plenty

Rose Festival Strikes Portland

By the time you read this, Portland's Rose Festival madness will have already exercised its annual strangle hold on the city. 1988 marks the 100th anniversary of the Portland Rose Society (ask any old Rosarian) and the 80th celebration of the festival.

The 17-day festival schedule opened May 22 with the Royal Rosarian blessing service at Montavilla United Methodist Church (a picnic this reporter was forced to forego) and is filled with high excitement right through to the finish—the lawn bowling demonstrations June 19 at Westmoreland Park.



Between fighting Festival Fun Center traffic on Front Avenue, you can drop in on some swell events: synchronized swimming at PSU, woodcarving at Washington Park or check the fleet as they check out your wives, sisters, and daughters.

In addition to racing, there may actually be a few decent acts to catch amidst the rosy fun and frolic: the airshow at Hillsboro Airport is scheduled to conflict with Rose Cups while the Hot Air Balloon Classic bids for your attention at Indy car racing June 18 and 19. Nice planning, guys.

If you miss the Queen's Coronation, don't despair. It's rumored there will again be a Queen of Nosaria contest at PIR replete with corner worker princess. Portland Rose Festival Association officials have kiboshed the Nose Festival Grand Immoral Parade previously staged the Sunday morning of the CART race. (Yes, Virginia, someone asked for permission and guess what the answer was! Surprise.) Turnworkers being an innovative and enterprising lot, something may yet happen before the big race.

The festival events schedule shows GI Joe's Rose Cup SCCA Regional/National Championship races from 9 AM to 8 PM Saturday, June 11 (who did this schedule?) and 9 AM to 5 PM (that's more like it) Sunday the 11th.

The GI Joe's 200 the following weekend lists P&Q Friday from 9 AM to 5 PM with a "Thriftway Sports 2000" race at 4 PM. Saturday's feature "Corvette Challenge" is set for 2 PM and the big boys of Indy will look for a green flag at 1400 Sunday. Be there or don't.

BB Does Business on BB

What do Bridget Bardot and Barta Berger have in common besides their monograms? The BB (Body Beautiful) objective of course.

Be advised that Barta means business—specifically Slim Tan Systems, an enterprise she and partner Julie Saling opened Friday, May 27, at 9220 SW Barbur Blvd (also BB).

Slim Tan Systems could be your one stop body shop: get your bod wrapped and slapped (body wrapping, message therapy); coif your hair or leave it there (styling, electrolysis); bronze your skin or make it thin (tanning, weight reduction).

Barta and Julie's staff includes three experienced hair stylists and one—soon to be two—message therapists specializing in Swedish and sports therapy message. Barta says a few patrons—herself included—have stopped in already for finger retreads and have been most satisfied with the perfect-for-racing, impact absorbing fiberglass nails. (Barta did not advise the TellTale how often fingers should be rotated but it is suggested one pace there scrubbing on early laps.)

While Slim Tan is celebrating their grand opening, drop in and let them plan your Rose Cups Re-Do. Be the most beautiful bunny in the pits—call 293-7848 to schedule your shop time.

"Old Yellowflag" Featured in Local Rag

In its glorious history the US Navy has contributed many heroes to the fact and fiction of American folklore. The WWII deeds of Lt. Cdr. Queeg, also known as "Old Yellowstain" were amply chronicled in Herman Wouk's The Caine Mutiny. Now Portland's Oregonian, April 28 version, has undertaken to reveal the acts and aspirations of Cdr. John Harvey Yocom, TC's own "Old Yellowflag." Simper sigh. Ed.

by Chuck Russell

After being around sports car racing for 25 years, John "Skip" Yocom of West Linn had pretty much done it all—except race.

Yocom had headed a national committee of the Sports Car Club of America, had been a regional and state racing executive, and, through the years, had done about every track chore from sweeping the asphalt to waving flags at such Oregon racing outposts as Goshen, Tillamook, Newport and even Portland. He had done everything but slip behind the wheel and knock down some rpms.

Last year, that changed.

Yocom, 44, a vice president at W. R. Reed & Co., a Portland insurance brokerage, teamed up with Lake Oswego drivers Dan and Doris Dixon for some serious racing in Portland and other tracks in the Northwest in International Conference of Sports Car Clubs events.

The only reason he did it was to satisfy friends at the Team Continental racing group of Portland, who kept telling Yocom that he should get a driver's perspective if he wanted to achieve his next goal of becoming a track steward—a sort of high sheriff of race tracks.

"I thought they were wrong," Yocom said. "I thought I could be a good steward without being a driver."

He found out differently, in the heat of competition in one conference race, when he failed to spot a yellow flag coming off a turn and got dinged for not slowing down.

"As an official, I could not imagine how a driver couldn't see that flag," Yocom said. "But as a driver, I know I was concentrating elsewhere."

"I found out, as a driver, your perspective is slightly different," he said. "They were right."

And he learned something else. He learned a love of driving.

Yocom started the season as a green recruit, but despite having to go from novice driver to senior driver in one year, and being able to drive in only three of 11 "points races," he finished fifth in his division standings.

For that, the International Conference of Sports Car Clubs named him its rookie driver of the year.

That, despite the fact that Yocom, who had just retired after 20 years with the Naval Reserve, was beginning to think of himself as an unlikely candidate for rookie of anything.

"This was my midlife crisis, and I loved it," he said.

Yocom and the Dixons shared the wheel of a Volkswagen Rabbit and gave it a real workout in 30 races, during the 1987 racing season. Yocom and Doris Dixon ran ICSCC events in Oregon, Washington and British Columbia, while Dan Dixon competed in SCCA races at Portland International Raceway.

"We're going to do the same thing this year," Yocom said, "only Doris is going to race SCCA and Dan and I will be racing in conference."

Actually, Yocom wore two hats in 1987. Not only did he drive the ICSCC circuit, he also worked as track steward in a half dozen SCCA events at PIR in his spare time. Now torn between two loves, Yocom wants to keep racing but likes the command responsibilities of track steward as well.

"It's like being referee in a rugby game," he said. "His word is law."

This year, the Dixons believe Yocom should go after the regional points championship in the H Production Class a class slightly higher than his previous one by driving a full schedule of 10 races, not just three. So, Yocom is planning to do that, and it just might work out, if this year is anything like last.

"We simply did really well last year," Yocom said. "We had some smoothness and consistency, and I was able to take advantage of instruction I got in driver training, and from Dan and Doris."

"I enjoyed it as much for the people as anything," he said of his first year out. "I've found that racing is something I want to do for a few more years."

The 1987 season was doubly rewarding. You see, not only did Yocom win his rookie driving award, but for his work as a steward, other drivers at PIR voted him winner of the "Driver's Choice Award," given annually to a top track official.

"It was a banner year," Yocom reflected.

TCalendar

- June 11-12 -GI Joe's Rose Cup/SCCA Reg/Natl at PIR
- June 15 -TC General Meeting, Hung Far Low's
- June 17 -Cascade Friday Nite Rally, Mall 205, 6 PM
- June 17-19 -Budweiser/GI Joe's 200 at PIR
- June 18-19 -SCCA San Diego Region, Regional, Carlsbad
- June 19 -Father's Day
- June 25-26 -Cascade Sports Car Club, Doernbecher Dash (ICSCC Race #5)
- June 25-26 -SCCA Cal Club, Regional, Willow Springs
- July 2-3 -SCCA Oregon Region, Great American Weekend, Reg/Natl, PIR
- July 5 -July TellTale Deadline
- July 6 -TC Board Meeting
- July 9-10 -SCCBC at Westwood (ICSCC Race #6)
- July 16 -Vintage Racing at PIR
- July 16 -IRDC Driver Training at SIR
- July 23-24 -TC Picnic, Pig 'N Jig, Flying M Ranch
- July 23-24 -SCCA Cal Club, Regional, Willow Springs
- July 25 -TellTale Typesetter's ?? Birthday
- July 30-31 -IMSA at PIR



Spirited Showing at Cascade Conference Race

Results: Spirit of Harve Henneman Race, Cascade Sports Car Club, April 23 & 24, Portland International Raceway.

Novice Closed Wheel Race: 1-Rich Geisler; 3-John Swyers; 6-Greg Rubinstein; 7-John Brewer; 11-Jarrett Freeman; 12-Bud Freeman; 14-Michael Eidlin; 15-Allan Fulsher; 16-Sid Olsen; 17-Lee Creager; 18-Warren Webb; DNF-Bill Barber, Don Crawford, Eric Howell.

Race 1 (A-F Production): 4-Larry Newman (1 CP); 6-Joe Hermes (1 EP); 7-Don Crawford (2 EP); 8-Jon Wilson (5 DP); 12-Frank McKinnon (4 EP); 17-Roger Bergman (7 EP); 20-Debbie Barrett (8 EP); 22-Colin Clark (6 FP); 24-Michael Creager (8 FP); 25-Jay Wratten (9 EP).

Race 2 (G-J Production, ITC, Honda): 1-John Berger (1 HP); 2-Tom Newman (1 GP); 3-Dan Lane (2 GP); 5-Ray Searcy (3 HP); 6-Craig Breese (4 HP); 8-Skip Yocom (5 HP); 10-Ric Farrar (6 HP); 14-John Kramer (2 ITC); 16-Ed Fitzgerald (8 HP); 17-Steve Leonard (9 HP); 23-Mike Yochim (2 IP); DNF-Butch Wood, Randy Weatherhead.

Race 3 (FV, F440): DNF-Kellie Ryan.

Race 4 (GT1-3, SP, A-D Improved Production): 2-Don Crawford (1 GT1); 6-Frank McKinnon (2 GT1); 8-Rob Rissgerger (4 GT3); DNS-Jay Wratten; DNF-Gordon Barron.

Race 5 (E-H Improved Production, GT4&5, ITA&B, ITS): 3-Jon Wilson (1 ITS); 5-Win Casey (4 GT4); 6-Roger Bergman (2 ITS); 7-Dan Dickson (5 GT4); 9-Ed Fitzgerald (1 GIP); 11-Debra Breese (6

GT4); 12-Barta Berger (7 GT4); 15-Kent Robertson (9 GT4); 16-Steve Leonard (10 GT4); 17-Bill Thew (2 ITB); 18-Marianne Pratt (3 ITB); DNS-Robb Pierson.

Race 6 (Formula Atlantic, Libre, Ford, CF): 1-John Christian (1 FA); 4-David Young (1 CF); 12-Pete Kuckenberg (9 CF); 19-Raj Savara (16 CF).



Race 7 (A-F Sports Racing, Sports Renault): 1-Don Smethers (1 CSR); 2-Renny Watt (2 CSR); 5-Frank McKinnon (1 ASR); 6-Kent Robertson (2 DSR); 10-Mike Creager (1 BSR); DNS-Butch Wood.



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Missing Mascot Causes Crash

Once again the TellTale brings you coverage of a story that won't make On Track or Auto Week. The "freak" accident described below was the subject of an article headlined "Teddy Bear Causes Fatal Crash" in the May 24 World Weekly News. If you're bullish on bears or other plush mascots, be advised to take them on road trips lest you, too, be caught without the Right Stuffed. Ed.

The wife of an up-and-coming race car driver says a three-inch stuffed bear caused the fatal crash that snuffed her husband's life!

"Matias always raced with the bear in the car with him but this time he forgot it and died," Carmen Cardena, 28, told reporters in Cadiz, Spain.

"The bear killed my Matias," she continued. "It was his good luck charm turned bad."

Officials at Albeniz Raceway south of Cadiz were the first to admit that the crash and explosion of 28-year-old Matias Cardena's Fiat were as freakish as they come.

They said the young man had led through 47 of the race's 50 laps when all four tires blew at once, causing the car to flip over and slam a concrete wall.

"It was the damndest thing I've ever seen," said flagman Ignacio Munera. "I've been in this business 25 years and I've never seen tires go like that."

"It's not like he ran over debris. We hadn't had a crack-up all day. The track was smooth and clear."

Cardena realized that he had forgotten the bear, which he had adored since childhood, before the race began and almost pulled out.

But as an amateur looking for sponsorship he decided to take a chance—because representatives of several automobile manufacturers were in the stands looking for new talent.

Psychologist Luis Teofilo Perez told reporters that the stuffed bear might well have played a role in the racer's death. "People get attached to lucky charms and objects and actually lose the ability to function without them," he said.

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Color of Car you Drive Reveals your Personality

The color of the car you drive reveals a lot about your personality, says a prominent New Jersey psychiatrist. "A car is a major purchase and its color figures in your decision to buy," Dr. Berthold Schwartz, a practicing psychiatrist and consultant to the Essex County Hospital Center in Cedar Grove, N.J., selected some popular automobile colors and described the people who buy them:

RED - The person who buys a red car is flamboyant, a lover of life who does not want to waste a minute. He or she is a self starter, an extrovert and a lover of people.

BLUE - People who buy this color are tranquil, reflective and thoughtful. They're loyal, conscientious and would rather think things out than rush into something.

GREEN - Those who choose green are warm, giving individuals with a soft spot for nature, and their fellow men. They're well-balanced, easy going, down-to-earth citizens.

YELLOW - The people who buy yellow cars are optimistic, creative and friendly. They are usually cheerful, happy people.

WHITE - People who choose white are conservative, clean and neat. They're protective of the people they love. They tend to be more spiritual than they are materialistic.

BROWN - Those who choose brown are solid and responsible. They're sociable, informal, family-loving people who like to roll up their sleeves and pitch in.

PURPLE - The person who buys a purple car is outgoing. He or she may even be an exhibitionist. They hate to look at the serious side of life. They are fun to be with.

BLACK - These people are business-minded with little time for frivolity. They're conservative, serious about being successful, and somethings cool in their attitudes toward strangers.

SILVER, CREAM or GRAY - Those who choose these colors are basically conservative with an urge to obtain the better things in life. These people are perfectionists who like security and always try for the best.

Lois Zolliker, a color consultant for the automotive industry since 1955 and head of her own color consulting firm, agrees with Dr. Schwartz. "The color of car people choose is definitely an expression of their personality," she said.

WOOLLEY WINNERS ...



The following article is reprinted from the May 24 Weekly World News, on sale at check-out stands nationwide. Ed.

"Geneticists in Scotland have now developed the world's first plaid sheep a top British newspaper reports.

"After years of research and development, the scientists produced five lambs that slowly developed black-and-white checkered coats, which later turned into a true plaid, London's Star newspaper said.

"The report also said that the scientists plan to clone the sheep to ensure consistency of coats in future generations.

"Plaid sheep aren't likely to have a great deal of commercial value, said the newspaper."

We think this has great possibility for the Oly race weekend. Picture ewe accompanied by a checkered ram or lamb on your victory lap. Ed.

Calcified Ads

So-Low Competition, Ltd., announces two new products for soloists interested in maintaining a competitive edge, legally or otherwise. Cone-a-way, an aerosol cone repellent can be applied to your vehicle with guaranteed results. Repels plastic, polyvinylchlorides, naugahyde, even cones! (Keep away from coolers.) Want to make your times look superior by inflating those of others? Try Magnakone-- causes cones to leap and cling to competitors cars. Best when applied in dim moonlight. Send stamped, self addressed bag (no plastic, please) to So-Low, Rt. 5, Box 134 #12, Sherwood, OR 97140.

Committed Continentals



Pitch in for Oly!

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Fashion Facts for the Continentally Cool

The TellTale has been remiss in its attention to matters of fashion for those who follow the wheeled sport. A look around PIR will assure the viewer that most of us are socially unconscious in the area of fashion expression... with, perhaps, the notable exception of Diane Crawford, who is the only person this reporter knows who owns a rainbow array of pastel pit finery.

We are informed by those in the know that the ornamentation which separates the chic from the hick in '88 is designer eye protection. Last year's vogue Vaurnets are passe; this is the year of the Revo.



Astrorevolutionary: Pete Conrad, Jr.

A few smart spectators were scene last year at the pro events sporting Revo's iridescent solar orange lenses—which makes the wearer look something like an astronaut/housefly hybrid. In spite of—or in addition to—the attention getting appearance, Revos live up to their claim as a revolutionary advancement in sunglass design. In the manufacturer's words: "Revo sunglasses' transmission curve is such that it more closely matches the eye's photopic vision curve. This allows a greater luminous transmittance. That is: more useful light."

In addition to Solar Orange, Revos are available in Ariel Blue and Spectral Violet so there's absolutely no excuse for a clash between optical tint and primary color choices for your trackside togs. A variety of frame styles ("pilot," "classic," "horizon," etc.) are offered with a suggested retail of \$150 for matte finish nylon frames (in black, blue, brown or white) and \$200 for gold or silver metal.

The technology supporting Revo derives from camera and telescope lens filters used in US satellite systems. Twenty-five layers of optically pure inorganic compounds are applied to the lenses with a final coating of quartz added to achieve high scratch resistance and protect iridescent appearance of the lenses.

In a conversation with the TellTale, Revo's marketing rep told us the manufacturer is exploring the addition of prescription lenses to the Revo product line. An announcement regarding this is expected in the Spring of 1989. Currently, Revo has no plans for applications such as helmet visors or goggles.

Official endorsements for Revo presently come from astronaut Pete Conrad and the skiing Mahre brothers. Revo has yet to sign up racers or race enthusiasts for product endorsement but will entertain proposals. If interested, contact the Editor for additional info and marketing contacts.

As the eyes have it, Binyon may not be the only optics game in town; Revo is also receptive to sponsorship proposals.

A final pronouncement to those who really wish to be "in": it's not Revo—as in rpms; say Revo (rhymes with the rock group Devo, whoever they are).

And remember—when you're haute you're hot.

Rally Easy

Promises, Promises...

Cascade Sports Car Club's Friday Nite Rally series continues June 17th with an event titled "Back to Basics." The rallymaster promises "no gravel" and "straightforward course following. For the ralliers of the past who have enjoyed the easy, simple rallies and no tricks or traps, this is the rally for you." (Since this is likely to draw "easy, simple" competitors, this may be the perfect rally for TCers. Including the two of you who drove all the way to Mount Hood last year through creative interpretation of the instructions and use of celestial navigation. Ed).

Cascade's Geargrinders will also offer the "Mountains to the Sea" rally, Saturday, July 9th, for enthusiasts who'd like the OPP to spend an entire day—not just ninety minutes—yelling at the navigator. If executed properly, this will be a day rally. It is suggested that you carry a photo of the Pacific along with your regular gear. If you have not seen the ocean by nightfall, turn on your dome light and look at the pictures.

Geargrinders Chairman Russ Kraushaar says the event will terminate in Newport, but he won't commit as to which Newport. (Clue: There are one each "Newport" in Oregon, Washington and California.) Anyway, Russ says you should make reservations somewhere soon if you're planning to beach for the night.

More info on the local rally scene can be had by ringing Kraushaar on (503) 234-1627.



BUDWEISER

G.I. JOE'S

200

Club Your Mother-In-Law!

What to do with your mother-in-law June 17-19 during the GI Joe's 200? Simple. Buy her a membership in the 200 Club (not to be confused with other numbered clubs advertised on CBN) and take her to the track.

The 200 Club is yet another conception of Portland's prickly Rose Festival Association which, in their words, "was created for that special race fan who wants to enjoy the Budweiser/GI Joe's 200 Indy Car event in comfort and style." We suspect another "motive" for this creation, but we digress...

What "bennies" accrue to the 200 Clubbie? For starters: a three-day reserved seat ticket, paddock pass and access to the "Chalet Village" (those tent and picket fence prisons designed to pen up the racing inarticulate). Then there's the official race pin and official poster; preferential parking privileges; closed circuit TV; continental (not TC) breakfast and buffet lunch and an official souvenir program. But wait, there's more! YES, it's official—"private portable sanitation facilities" (aka plasto-potties, just like us racers use).

"Whether you want to entertain a few select clients or treat yourself, the 200 Club is the perfect solution." The price tag for all this? \$165 a head or \$1320 for a herd of eight (no proof of vaccination required).

Perhaps you'd like to treat a few of "Mother's" friends.

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Thorns
From
our foes
Seeking
Dough*



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Send it Back! It's full of Stewards!

S.I.R. Conference Results

Continental's Prevail At Coors Grand Prix

Results: Coors Grand Prix, IRDC, May 8, Seattle International Raceway

Race 1: 6-Rich Geisler (2 EP); 7-Don Crawford (3 EP); 10-Frank McKinnon (6 EP); 14-Roger Bergman (8 EP); 19-Mike Creager (6 FP); 20-Sid Olsen (7 FP).

Race 2: 1-Ray Searcy (1 HP); 2-Dan Lane (2 HP); 3-Tom Newman (1 GP); 6-Skip Yocom (3 HP); 7-Ric Farrar (4 HP); 9-Thom Nelson (5 HP); 11-Butch Wood (6 HP); 19-Mike Yochim (2 IP).

Race 4: 1-Jeff Palmer (1 GT2); 3-Rob Rissberger (1 GT3); 5-Don Crawford (2 GT1); 7-Frank McKinnon (3 GT1).

Race 5: 8-David Young (5 CF); 15-Pete Kuckenberg (12 CF); DNF-Raj Savara.

Race 6: 8-Win Casey (4 GT4); 10-Dan Lane (5 GT4); 11-Roger Bergman (3 ITS); 12-Dan Dickson (6 GT4); 14-Thom Nelson (7 GT4); 15-Kent Robertson (8 GT4); 16-Ed Fitzgerald (1 GIP); 17-Marianne Pratt (2 ITB); 22-Robb Pierson (1 HIP); DNS-Donna Battin, Larry Smith, Joe Meinhardt.

Race 7: 1-Don Smethers (1 CSR); 6-Jeff Palmer (1 BSR); 9-Frank McKinnon (1 ASR); 12-Ric Farrar (3 DSR); 14-Mike Creager (2 BSR); DNF-Renny Watt.

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Sullivan, Piquet Proclaimed Pets of Month

DSH — The Racer's Edge!!!

By Rich Geisler

Kitty Korrespondant

The co-pets of the month are Nelsen and Danny, the two cats living with Rich and Debby Geisler. Nelsen is 3 years old and feels honored that last year's World Champion Driver was named after him. Danny is 2 years old and was named after Jon Wilson.

Nelsen and Danny are half brothers having a year and two litters separating them. It's appropriate for them to be featured in the TellTale because, like most TCers, neither one knows who his dad is.

Both cats are the rare and highly prized DSH breed according to their veterinarian. DSH does not stand for "dumb shit" as was first thought, but rather "domestic short hair" (read alley cat.) Nelsen is black on black and Danny has a white base coat with custom black blotches. Neither one has been clear-coated, although they've both had a lot of hand-rubbing.

They both have a lot of racing experience. Many unscheduled race events have been staged in the house resulting in trackside damage to furniture, house plants and carpeting. They employ the latest technology of microprocessor controlled extendable spikes for increasing traction during acceleration or tight cornering maneuvers. This feature works extremely well on carpeted surfaces albeit with some track degradation. But, hey, track maintenance is not their problem—they're racers! On slippery surfaces such as hardwood or linoleum, the spikes, although deployed, are not as effective, and many entertaining oversteer situations into the retaining walls and doorways have been observed. Some of the resulting skid marks are not so entertaining.



N. Piquet

In order to increase braking ability and traction, they follow a strict pad scuffing-in procedure. They prefer the sloping surfaces of a freshly washed automobile to practice four-legged drifts thus warming the pads and really warming up their owners. When forced to leave said automobile under great duress, they've taken a tip from the drag racers and do one last smokey burn-out before exiting out of reach of any human, even a fast one.



D. Sullivan

Pad scuffing-in is the only useful purpose that automobiles serve as far as they are concerned. They hate riding in them and feel that they are much faster under their own power. However, some of their kindred spirits have tested this notion in the street and lost, as we all know.

All in all, Nelsen and Danny are fairly content and successful with their current racing program. They lack only sufficient sponsorship funding and support to achieve the status and recognition of their namesakes. If you wish to contribute to the careers of these talented, but unemployed racers, send your cash donations to Black Cat Racing, care of Rich Geisler, and you can be assured that all monies will be spent on meals for these poor kitties.



EAT OUT At the Flying M

By the Picnic Committee

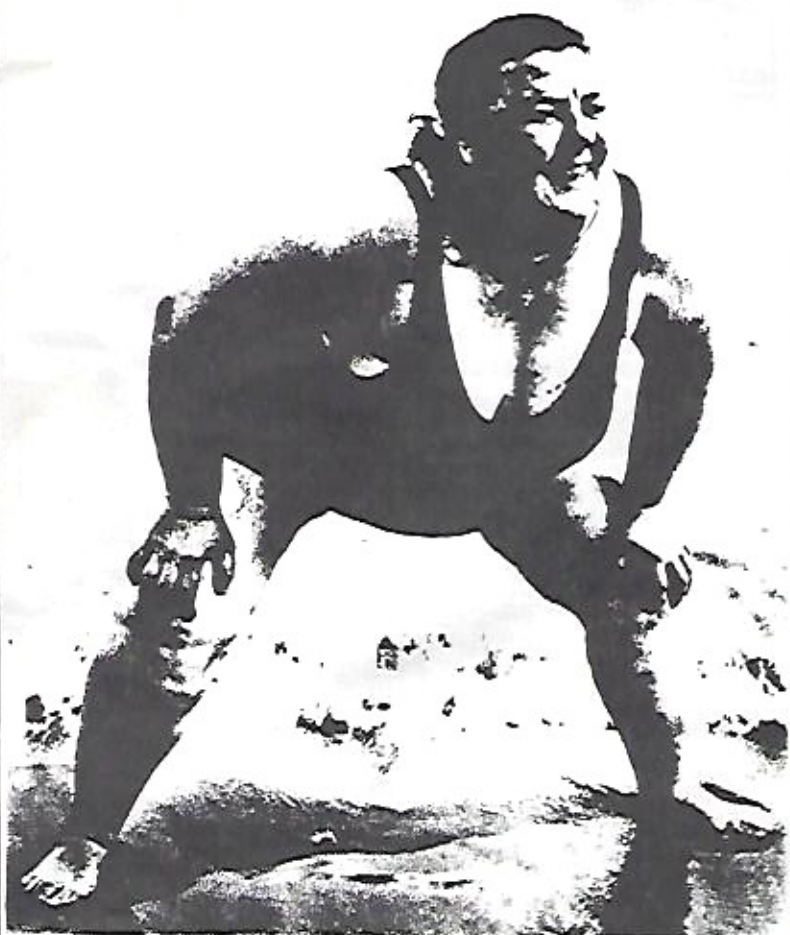
July 22, 23 and 24 Team Continental presents the Pig 'N Jig Picnic. All members are cordially invited to this annual outdoor exercise at the Flying M Ranch. Spouses, significant others, exes, kids and dogs are encouraged.

This year's extravaganza features roasted porker, salads, desserts, hot dogs and other culinary surprises. Games (by Peggy Gaston) will include dog show, horseshoes, volleyball, fishing, hiking, horseback riding, Scrabble, Trivial Pursuits, Pictionary, Outburst, charades and other novel surprises.

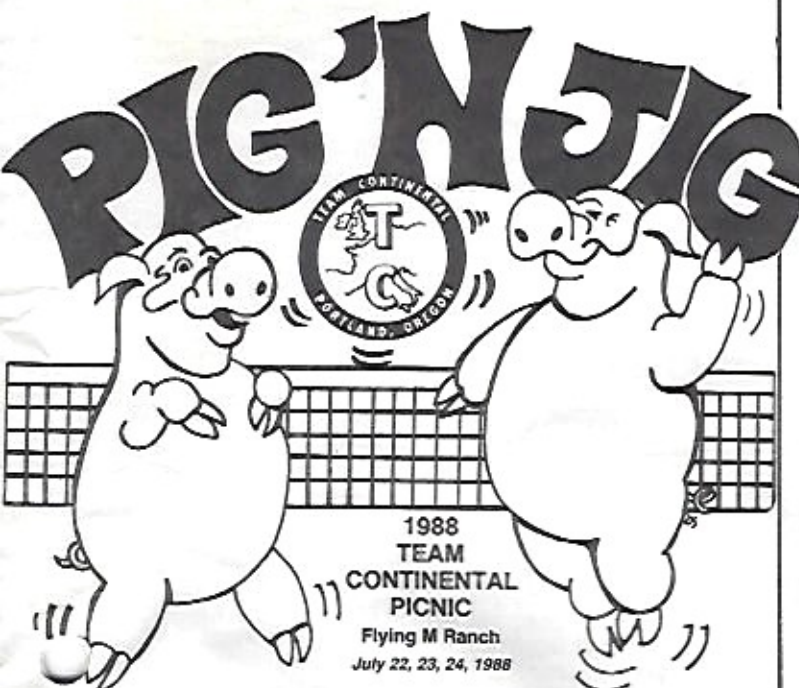
Every member of Team Continental is heartily welcomed to this special event. If you can't come for the entire weekend, come for the day. (We say come as much as you can. Ed.)

(An additional note: Several TCers have reported receiving unusual telephone calls late in the evening from persons claiming to represent the "Sociedad Puerco Asado de TC." The callers, who refuse to identify themselves more specifically, are asking TCers to dress in tight pants and sequined vests and participate in a ritual hog homicide at the Flying M; in particular, they seek one matador and several pigadores. It is not known if these people are armed but they should be considered dangerous. If you receive such a call, remain calm but be alert to the caller's voice (does it sound familiar?) and discernable background noises (colliding pool balls, clinking bottles, etc.). Contact the FBI immediately. Ed.)

Great Moments in TC Camping . . .



It's not over 'til the fat lady swims!



Continental Coneheads Collect Solo Victories

Team Continental was respectably represented at Oregon Region SCCA's Solo II "Spring Flinger," April 17. Only eight Continentals contested the event but five of the octet collected first place finishes.

Driving a Porsche 911, Steve Martin took first in AS. New TC member Wes Tipton competed in CS, piloting his '86 Mazda RX7 to second place. Howard Adler drove an '86 Acura Integra to sixth in ES, and Linda Williams placed second in FS Ladies.

Competing in the largest class of the event—DSP—Dave Gentzler drove his Nissan Sentra to a first place finish. Dave Frezza took top spot in ESP and Debbie Barrett collected the ESP Ladies honors. Shawn Kolbe was first in DP in a Datsun 1200.



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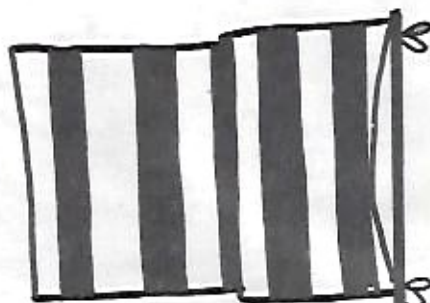
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Membership	Bill Halsey	287-1930
Race Chairman	Skip Yocom	655-3246
Executive Rep	Don Smethers	656-2237
Contest Board Rep	Bob Smethers	626-3202
Driving Master	Donna Battin	645-0582
BEER STEWARD	Bob Caspell	287-4253

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