

July, 1988



TellTale 88

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

In Case You Didn't Know...

Wake up and Face the Race

by Ken Killam...

It was a long, dark, stormy winter... Race workers were all home snuggled safely in their easy chairs, watching previously taped race reruns on TV. Their favorite beverage in hand, they slumber and dream of races yet to come.

For some, this hibernation only lasts a couple of months, then the craving becomes too strong to resist. The smell of hot brakes, the tires protesting abusive forces applied by snarling engines pushing vehicles through turns at freak-neck speeds.

Pitarressi started the earliest. In February, his driving school gave its students the benefit of learning their lack of control in wind, rain, and cold. Perfect for low sector times and entertaining those of us who prefer to stand on the turns and flip flags. It got the cobwebs out and stimulated my enthusiasm for more.

In the first weekend of March, TC had their drivers school and we were fortunate to survive that ordeal too. The relentless wind blowing the rain horizontal dampened much of the exuberance displayed at that morning's meeting. Undaunted, the next weekend, we again tempted Mother Nature and set out to work the Cascade driver's training. This weather was somewhat milder, but Mom didn't let us forget that, in fact, it was still winter in the Pacific Northwest.

"Drivers schools are boring." "There's no real competition." "No action..." I say: "You only get out what you put in." The trick is to have as much fun as possible without the negative after effects (pneumonia, strep throat, hangovers, etc).

With that thought in mind, I went to Seattle International Raceway to enjoy IRDC's first driver training of the '88 season. Riding my motorcycle in the event that, if they didn't need any help, I could take a nice cruise elsewhere through my native state. I was not disappointed. There was plenty of room. The novice workers out numbered the experienced ones. I was pleased to see Buzz "Pops" Beeley present. Seeing a Pro from Dover at a lightly manned track always makes me feel more at ease.

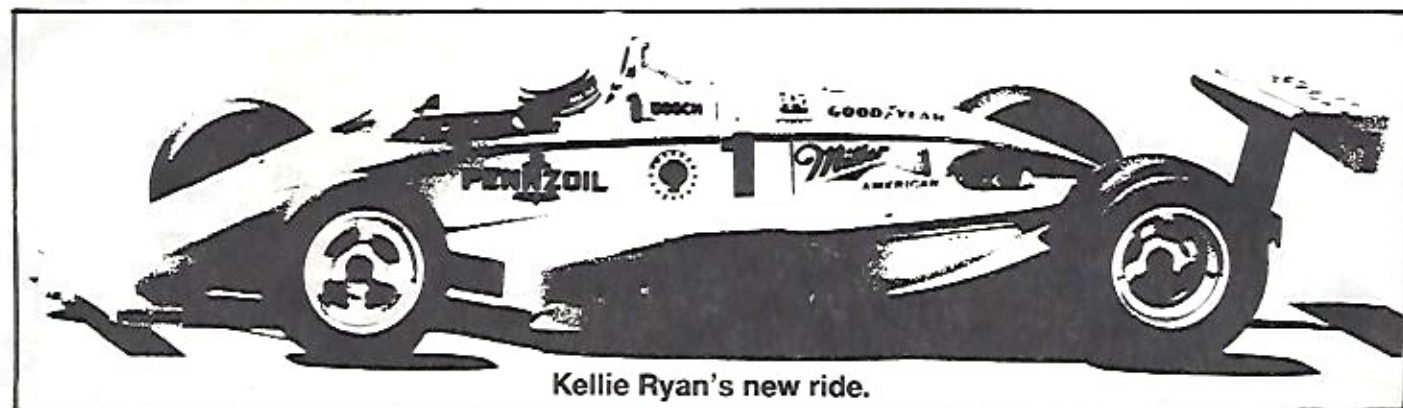
The morning meeting was necessarily lengthy but very informative for the new workers. It covered the flags, hand signals, worker paraphernalia, reponse procedures, emergency equipment and things to say to the driving master after he lets his senior destructors warm up their race cars on course and they commence to lose wheels in turn two and control in turn five. The driver blamed the loss of control on the motorcycle racers from the weekend previous. Apparently, they should clean up all those nasty leaves strewn about the race track. I was particularly amused because I hadn't seen anything like it since the infamous TC Datsun Demolition Derby in turn five.

We didn't actually go to our turns until after 10 o'clock, which lends considerable credence to Tom McCoy's habit of holding a Friday night worker indoctrination to get the fundamentals of race working out of the way. Then, on Saturday we can just set up and go.

I got to work turn 2B for my first time, enjoying the nice weather and the excellent view from my elevated position. Hot dogs were the order of lunch, which due to the late start was somewhat short. But the rest of the day zipped right along and I left with a smile on my face and laughter in my heart.

Man the squirt bottles. Ready the ice chests. Pack the turn buckets. Lower the umbrellas. Workers on course. It's time for real racing!!!





Kellie Ryan's new ride.

Makin' Tracks

Good News: More Venues

SCCA's *Sportscar* magazine reports the addition of three new race tracks—one under construction and two in the planning phase—all located in the western US.

Albuquerque developers have arranged a 99 year lease from the Santa Ana Indians and will construct a 2.0 mile D-shaped oval on 525 acres near the city. Also included will be a 1.9 mile infield road course. *Sportscar* notes Bobby Unser and Al Unser Jr. are involved in the project but does not indicate in what capacity. Sears Point's Darwin Doll will manage the New Mexico facility.

Closer to home, motor sports tycoon cum little ole winemaker Frank Arciero announced plans to break ground on Palm Springs International Raceway some time in 1988. A 2.25 mile road course, 1.5 mile oval and a drag strip will be built on 420 acres near Interstate 10 outside Palm Springs. An additional half mile dirt oval is being considered. The facility is expected to be operational in 1990 with late season '89 races a possibility. Facility design has been executed to meet Formula 1 requirements.

Construction began in May on the 752 acre Heartland Park Topeka with opening scheduled for 1989. The idea is to create an alternative venue for SCCA runoffs.

On a final note, West Coast race fans bid adieu to Riverside with an SCCA regional/national the weekend of July 4. Dan Gurney, Parnelli Jones and other frequenters of the California track were scheduled to take a last lap of Riverside following competition. Riverside will be replaced by suburban sprawl and (gag) a shopping mall.

Shocking Development

As part of a program valued at \$2.8 million, Bilstein Shocks will be providing merchandise certificates for 30- to 50-percent off the cost of a set of shocks for all first through third place finishers in all SCCA club racing classes where shock absorbers are not restricted. These certificates will be awarded at all National and Regional races held after May 1. Use of Bilstein shocks is not required to qualify for the certificate. *Sportscar*

Combustion Consequences?

The Hickory, North Carolina, Sportsmedicine Center has undertaken a study of the effects of prolonged exposure to carbon monoxide in competition drivers.

Richard Petty, Dale Jarrett, Morgan Shepherd and Benny Parsons are among those who have contributed to the study through donation of blood samples. Says Dr. Al Moretz, "None of the drivers has signs of toxicity but headaches are not uncommon."

Preliminary findings suggest more problems may appear with older drivers but to date the Hickory docs have not requested samples from race vets like TC's Bill Halsey, Jr**.

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Sportscar Spotlights Locals

Featured in the "Local Heroes" section of Sportscar's June issue are Troutdale engine builder Jay Ivey and SCCA racer Mitch Thieman.

Ivey, 32, has been building engines since 1980 when he started with Arnie Loning's Viking Engines. He formed his own business, Ivey Engines, in 1983 and currently operates a large shop in Gresham. Fourteen West Pro Atlantic competitors fielded Ivey engines last season which may have some connection to Ivey's recognition as West Pro Engine Building of the Year.

Boy wonder Mitch Thieman's career is chronicled from his age 10 entry into Karting competition through a 1987 SCCA Norpac Formula Ford Championship and fourth place finish at the Runoffs. Look for this 19 year old collegian piloting his new Swift DB4 in Western Formula Atlantic. Papa Larry will be promoting his favorite product as team Thieman's crew chief.

Read all the details for a mere \$45 SCCA membership fee or subscribe to Sportscar for \$18. But, be careful, you can't peruse an issue more than once. The ink has been selected for its affinity to the human hand and the pages are not in the proper proportions for lining waste receptacles.

Old Business

Noted in race results for round one of the Escort Endurance Championship (April 23 at Sears Point) are "D. Frezza" and "I. Pabst."

Frezza qualified the Saleen Mustang eighth for the event with a time of 2:02. He took the checker in eleventh position overall, completing 110 of the 116 lap, 290 mile competition. The finish was good for sixth spot in SSGL.

Now this I. Pabst person, who we can only assume to be IC's own "rick" and famous Tom Terrific, did not fare quite as well. Mister Swell qualified 19th in a (yup, yup!) BMW 325is with a 2:09.197. After 106 laps Pabst converted his number 19 starting spot into a 20th place overall. And (we are impressed!) a fourth in SSA.

Bi-George

The owners of a wildlife preserve in Winston, Oregon, were reported to be desperately searching for a female companion for George, a two humped camel so sexually frustrated that he tried to mate with a fifteen-passenger minibus.

"He works up a good frothing at the mouth and makes clumsy, lunging, drooling passes at the park's minibus every time it passes through his territory," said an official of Wildlife Safari, George's home. Morristown, NJ, Daily Record



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A Friendly Reminder From Your SCCA Registration Buddies

All you checkered flag collectors who are planning to attend SCCA's Valvoline Runoffs gather 'round and note:

1. The Runoffs are slated for October 9-16 at Road Atlanta. If y'all need ta talk, call 303/694-7229.
2. SCCA says you'd best fork over the entry fee by the Sept 12 deadline or you will earn the privilege of paying a NON-REFUNDABLE (caps are theirs) late entry fee of \$500!!! (Exclamations are ours. Call for counsel if you're really interested in disposing of a quintet of clams so frivolously, the Telltale will show you how. Ed.)

And, do not attempt postal meter "dating games"—SCCA knows the routine; they'll respond with the usual deaf eye and blind ear.

RULE CHANGE PROPOSALS:

A call has been made for rule change proposals to be considered by affiliate clubs. The deadline for submitting these proposals to the ICSCC Steward, is the last ICSCC Championship Race. These compiled proposals will be re-submitted to ICSCC clubs at least 30 days prior to the fall banquet.

Please consider proposals you would like to discuss, at a meeting TBA at the next general TC meeting.


TC Contest Board Rep.

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.

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

From the Driving Master

Due to the large club membership and participation in our Driver Training events, we have had to put some restrictions on the noontime participation by members.

REQUIREMENTS OF NOONTIME DRIVERS —

1. TC Member in good standing.
2. Instructing at current event or otherwise working the event.
3. Holds a current SCCA Regional, ICSCC IRR, IMSA or FIA license.
4. Attends drivers' meeting prior to entering track.
5. Checks with noontime steward prior to entering track.

REQUIREMENTS OF NOONTIME PASSENGERS —

1. Must be 18 years of age or older. (If there may be a question as to the passengers age, the noontime steward will ask for proof of age.)
2. Must wear a suitable helmet and seatbelts.

Thank you for your cooperation and understanding of our efforts to make these fun and safe events.

Chopper Whopper

Lord Harewood, a cousin of Queen Elizabeth, backed over a motorcycle in a downtown London parking lot. The owner sounded his horn several times but the lord, being sealed in his car listening to a taped Mozart wind serenade, continued moving until the bike was destroyed. The music-loving Harewood later testified that the motorcycle horn had precisely the same pitch as certain sustained clarinet notes in the piece he was enjoying, which therefore, made it impossible for him to perceive the warning. The court ruled in His Lordship's favor. Audio Scene Canada



Rules of the Cat House

A List of Do's & Don'ts for Young & Inexperienced Cats Who Have a Household to Run....

1. If you have to throw up, get into a chair quickly or the davenport. If you cannot manage this in time, get to an Oriental rug. Lacking an Oriental, Shag is good.
2. Doors, About Them: A) Do not allow closed doors in any room. To get one open, stand on hind legs and hammer with forepaws. Once the door is opened for you, it is not necessary to use it. You can change your mind. B) When you have ordered an Outdoor door opened, stand half-in and half-out, and think about several things. Particularly important during very cold weather or mosquito season. Don't worry. They will not shut the door on you. C) Door swinging - AVOID.
3. Guests, About Them: A) After dinner, when walking on the dinner table among the dishes, be prepared to look surprised and hurt when chided. The idea to convey is, "But you let me do it when there isn't company, you know." B) Determine quickly which guest Hates Cats. Sit on that lap during evening; you will know he will call you "Nice Kitty." If you can arrange to have Puss 'n Boots on your breath, so much the better. C) For contrast with your own, i.e., for Siamese color cats, a good black wool lap is best. D) Always accompany guests to bathroom. It is not necessary to do anything. Just sit and stare. E) For guests who say, "I love Kitties," be ready with 1) aloof disdain, 2) claws apply to stockings, 3) quick sharp nip on ankle.
4. Never eat food from your own bowl if you can steal some from the table or kitchen counter.
5. Never drink from your own water bowl if their glasses are full enough to get some from.
6. When supervising cooking, sit just behind left heel of cook; this way you cannot be seen and therefore stand a better chance of being stepped on, picked up and soothed.
7. If one of them is sewing or working with paper and pens, and the other is idle, sit with the busy one. This is called Hampering. Some main tips for Hampering: A) For book readers, get in close under the chin. Unless of course you can lie across the book itself. B) For knitters, curl quietly into lap and pretend to doze. Then reach out and slap knitting needles sharply. This causes what is called a dropped stitch. Knitter will try to distract you with a ball of yarn. This is ridiculous; ignore it. C) For people addressing envelopes (monthly activity) or Christmas cards or working on income taxes (annual activity), keep in mind the aim -to Hamper. First sit on the paper being worked on. This should be done while ink is still wet. When dislodged, watch sadly from side of table. After being removed the second time, push a roll of stamps off the table, followed by pens, pencils -one at a time.
8. Typewriters, About Them: Be alert! Do not let typing occur without your attention. By sitting on lap of typist, you can place elbows on cross-bar making it convenient to play with the keys, which go up and down, and with the long things inside. If biting the paper is in order, wait until typist has completed one perfect page.
9. Get enough sleep daytimes so that you are fresh for playing Catch-Mouse at night, between 2 & 4 a.m., on the hill, in the bed.



Great Moments in CART Racing

PPG

(Penske, Patrick & God)

Goes PPP

(Penske, Patrick & Pitarresi)



TCalendar

Need a date?

Call the Crisis Center Hotline or someone else who cares.

Membership Corner

Ancient News From the Old Man

by William Halsey, Jr. **

Well, the club has shrunk a little; we now have 259 PAID members after dropping 22 that didn't come up with the bucks.

I guess there are a certain amount of people that expect someone to come around begging for their dues payment, but guess what, they aren't reading it here in the "Wonder Rag."

Well, guess that makes it pretty clear; all we have to come up with now is 41 new members by the end of the year, and there's a whole bunch out there, folks. Anyone needing TC applications, see me and I'll be happy to fulfill your needs.

One thing on the roster that is really hard to keep up with is the member status. It makes it so much easier when you keep membership informed of your progress, especially the racer status which means you are a member of Team Continental Racers that may have "special meetings."

Upgrade to Active also gets you some more goodies, a back patch to cover up the stencil and large decals for the car.

Don't know if I told you this, but with a good share of the broadcast crew being loyal to TC, either through their membership or keg time affiliation, they'll tend to talk about you a little more. They only trouble is they seem to have poor eyesight and can't always see the little decals, especially if you're fast!

The membership committee is going to work up some rules to govern upgrade of TC status that will clarify the present situation and include requirements for workers that will allow logical progression from Novice through to Senior status. Hopefully this will be established as a written rule and then will be included in future bylaws revision.

RESULTS...

Who needs 'em? Thousands of names in tiny print next issue or whenever we can get the typesetter sufficiently stoned to face this gruesome task.

DNF/DNS Solvent

by Robb Pierson

X-Ed, Auspuff

Pat, another contribution from your Ex-Editor Emeritus! Feel free to spindle, fold or mutilate.

While struggling on this past race,
With FIAT gremlins on my case,
I discovered how to beat the facts,
Of broken race cars and depression to
the max.

The Race Driver's Ultimate Solution to DNF's and DNS's

- Step One: Haul race car to track and set up your pit. This requires all the necessary paraphernalia such as canopy awnings, lawn chairs, and the perfect 2.3 tow vehicles. Motor-homes are of course preferred, but not mandatory.
- Step Two: Place race car on jack stands or similar, remove hood to expose engine, open tool box and lay out equipment. Go to coffee until your race group is called for practice or qualifying.
- Step Three: When race group is called to pre-grid, put on race togs (bright colored with lots of patches and logos), start car (still on jack stands). Make tuning motions, gun motor a number of times, leave running until race group goes out on the track. Shut off car. Go to lunch.
- Step Four: Go to driver's meeting (still in race suit), stand around and talk to other drivers, generally try to look professional. After driver's meeting is over - Go to coffee.
- Step Five: Spend afternoon polishing and waxing car, take tires on and off a few times, repeat Step Three (with the exception of lunch). Towards end of race day, change clothes. Go to beer wagon, be first in line and wait for race groups to finish.
- Step Six: Put car back on trailer, pack up pit, go home.
- Step Seven: Use sponsor money to travel to pro events, such as vintage races in Bermuda, Palm Springs, GP of Brazil, etc.

Using this method, you are assured to never break your race car, get it dirty or damaged. The paint job always stays sharp and the sponsor's logos always look great. Sponsors get maximum exposure as the car never leaves the pits, and the driver and crew chief never get stressed out.



Undercat Named Retroactive Pet

Editor Dearest,

First of all, I want to thank you for making our cat Undercat the May pet of the month. Yes, I know you didn't think you had one, but that picture is Undercat at his best (except for the eyes, he never looks startled).

His favorite job around here is to help me work on the race car. He does this by lying on my chest and peering intently into my face whenever I'm under the car. We also have to watch and see that he doesn't get sucked into the carburetors when the car is being tuned (although he does seem to know enough to avoid the fan) for he is only 1/2 normal size.

Due to this extreme interest, we are trying to find out who makes Nomex in a size 11" extra extra short, and a size 2 helmet with ear holes. We'll also need a very very small head sock, a tail sock, and 4 tiny gloves. (Am sending slightly revised picture, showing his true personality.)

Old business: I read through the "Continental Clean House" article and ended in a state of confusion. You see, we have these two odd-looking black and white cloths on our mantelpiece lately, and I could swear one of them has Ol' Harve's logo on it...

Actually, I do have a clue. We appeared all last year in Cascade's statistics, even though Ed belongs to IC. So, I went to the Ladies of the Lower to whimper about this before the April race and they said they had us logged on as IC, but the computer programmer had put Ed down as CSCC. See, Ed went to Cascade's school (this was before we knew any better) and evidently he is stuck as CSCC forevermore unless someone changes the Almighty Program. The Ladies said they would try to get his attention, but evidently did not succeed in time. I wonder how we'll show up for Seattle?

Y-I,

Suze (not necessarily Fitzgerald)

P.S. Isn't it wonderful how these marvelous computers have taken over our lives? Spreading joy and accuracy throughout our world. I just got one and I know!

P.P.S. Loved the "meatball" over our Nation's capitol!! (Got a picture of the State capitol?)
(City Hall?)

*Pet of the month
in May!*



U. Fitzgerald Undercat

Dear Ed and Suze,

The TellTale is pleased to acknowledge Undercat as the Retroactive May Pet of the Month.

We agree that Undercat's obvious interest in racing should be cultivated; he may have a future in Formula Feline. Toward that end, please see the ad we have placed on Undercat's behalf in the Calcified Ad section. Conference rules currently require coverage of facial hair, but no provisions are made for the other end. Apparently, it's okay to expose tail fur, as it were. The tail sock would seem prudent, however, particularly for the well endowed competitor fielding an open wheel car.

Now as to the problem with race results. The Editor must admit she missed you when scanning said results; it does help keep her on track, so to speak, when the "IC" monogram is shown as the entrant's club affiliation. Nonetheless, the Editor should be perusing entrant names as well and in this instance she blew it. Perhaps if she had a computer....

Having struck herself three times and recited the confiteor, the Editor can only pledge she will try to avoid this sin of omission when publishing future results. Meanwhile, we have begun a novena with the intention of altering Cascade's Almighty Program in your favor. (Knowing what we do about computers, we felt the right approach here was to go directly to the Almighty.)

Good luck with your racing. Please let us know when Undercat starts his novice program. We'd like to see his lap times and we'd be especially interested in his reaction to his first meatball.

Ed.



In Continental

Several more race enthusiasts have answered the Call of the Wild and enlisted in the hordes of Continental:

Hiram "Hi" Gilbert participated in the April Driver School. Hi hales from Yamhill and is joining TC to compete in local races. He will be driving for Clarke's Honda.

Steve Hershberger is another April TC School graduate. He's joining to "meet more racers" and be part of a "winning club."

J. R. Hosack, with three years of competition in Rabbits, is a familiar to the local bunny bunch. J. R. fielded an MR2 and Rabbit in four events in 1985, then switched to total horsepower for eight races in '86 and four more in '87. His '86 "achievements" included teaching the Rabbit to roll over plus rebuilding a new one; in '87 he settled for blowing up the bunny's innards. J. R. says he's signing on with TC "to have more fun in racing and be part of the club that puts on the best damn race of the year."

Eric Howell completed the March Driver School and plans to race Colin Clarke's Pinto.

Douglas Roether, a Seattle based Crossle FF racer, has eight years racing experience finishing fourth in Conference points in '78 and '80 and third in '79. He's joined TC for our "camaraderie" and "enthusiasm."

Warren Webb participated in the March Driver School where he was duly subjected to display of the bedspread blue flag at start/finish. Warren is another Rabbit fanatic whose reasons for joining are "good parties, good people." What does he know...his character references are Butch Wood, Kent Robertson and Ric Farrar. Someone please meet Warren and provide a positive, mature influence.

★★Continental★★ ★★★ Cinema ★★★

The summer cinema scene holds prospects for auto enthusiasts with release of a new Paramount film, "Tucker: A Man and His Dream."

Jeff Bridges stars as automobile inventor Preston Tucker in this story of an entrepreneur who attempts to introduce and mass produce "the car of tomorrow today." His innovative, high quality product meets with obvious disapproval from Detroit motor moguls and a battle against the establishment ensues.

The film is the product of Director Francis Coppola's interest in Tucker, which began when Coppola's father took him, at age eight, to a post World War II auto show. Lending a hand as executive producer is motorsports fan George Lucas.

"Tucker" is scheduled for an August 5 release.

A second "car flick," to be released in July, is "License to Drive." This comedy the story of two teens obsessed with getting their driver's

licenses panders to the adolescent market and stars Corey Haim and Corey Feldman (if you don't read 17 Magazine, you haven't heard of them either).

One of the Coreys fails his test on Friday, is ineligible for a re-test until Monday and steals his grandfather's prize Cadillac in the interim. Thus, the mayhem begins. You may wish to save the price of a theatre ticket and apply it to something useful like a new rosary. Pray for those who wander into the theatre in ignorance.

A recent Hollywood trend has producers shopping for properties of a biographical nature, possibly inspired by the considerable success of biopic flicks such as "Amadeus." The previously mentioned "Tucker" is but one example.

Warner Brothers is reported to have entered negotiations recently with Kim LaHaie, daughter and crew chief of defending National Hot Rod Association Top Fuel Champ Dick LaHaie, for her "story." This could portend a cinematic future for Team Continental: "Oly Weekend 1;" "Return of Oly Weekend;" "Dawn of the Living Oly Weekend;" etc. Or perhaps, Jon Wilson in "Danny Does a Regional."

Recommended Rentals:

Despite the violent nature of Capone era Chicago, Director Brian De Palma departs from his usual arterial splashes and limits blood letting to a reasonable (for the topic) level in "The Untouchables."

Kevin Costner is adequate as Elliott Ness; Robert De Niro blends irony and ruthlessness in a fine performance as Al Capone; Sean Connery - cast as a beat cop turned "untouchable" - steals the show as Costner's pragmatic sidekick.

Exceptional editing, quick pace and excellent screenplay are combined in a film that withstands more than one viewing.

Costner also gets top billing as a naval intelligence officer in "No Way Out," a story of intrigue and cover up in the Department of Defense.

Bear with the first twenty minutes; the film drags at times and is somewhat disjointed as characters and main plot are established. It's worth it. The film escalates to a suspenseful conclusion including several well handled chase scenes with Costner alternately the pursuer and the pursued.

Anyone we Know?

After Roberto Tercero reported that he had been robbed, police routinely questioned him in hopes of discovering the thief's identity. When asked if Tercero had noticed anything unusual about the robber's appearance, he replied, "He had popsicle sticks up his nose, gray socks on his hands and he wore a brown paper bag as a hat." No arrests were made. New York Daily News





Vegetable Matter

In a surprise move, Julie Saling, Chief Justice of the Supreme Salad Court, Pig 'N Jig District, has resigned.

Saling could not be reached for comment although it is speculated the resignation was timed to beat publication of a full scale investigation of methods employed at the Slim Tan Salon.

Bring your salads to the Pig 'N Jig anyway and hope for the best. Divine guidance for your winning entry may be petitioned using the saluation, "Lettuce Pray".

Belching Bovines

Epalog, the official publication of the Environmental Protection Agency, reported a study showing that "ten cows burp enough gas in a year to provide for all the space heating, water heating, and cooking requirements for a small house.

"Burping cows must rank as the number-one source of air pollution in the U.S.," the article concluded, adding that American cows burp approximately 50 million tons of hydrocarbons into the atmosphere annually.

According to the article, "There presently exists no available technology for controlling these hydrocarbon emissions." Tennesseean.

(And just where is the DEQ when we need them? Ed.)

Wipeout

Donald Bollman was riding in a recreational vehicle with its owner when he asked to use the bathroom. His companion directed him to the rear, whereupon Bollman opened the moving vehicle's door and dropped out onto the Pennsylvania Turnpike. Philadelphia Enquirer

CALCIFIED ADS

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Novice racer seeks gear to get going: Nomex suit, size 11" XXShort; size 2 helmet with ear holes; head sock; tail sock; 4 gloves size XXP (extra petite paw). No harness needed. Contact Undercat, c/o Roadster Racewerks (503) 761-0240.

Pecker Patrol

Bob Peluse, City Park Superintendant of Napa, CA, hired chickens to serve as traffic patrolmen at a local park. Pelusi claimed that drivers entering the park had consistently refused to obey traffic regulations and slow down, so he bought 85 chicks and let them roam in front of the park.

"Now the traffic moves with caution," Pelusi said. "Only occasionally does an errant driver charge through the flock. In the nine months we've had the chickens on the job, we've lost twelve of them—gone in the line of duty, so to speak."

City officials felt the cost of maintaining the birds was less than that of posting warning signs or installing speed bumps. Redland, CA Daily Facts



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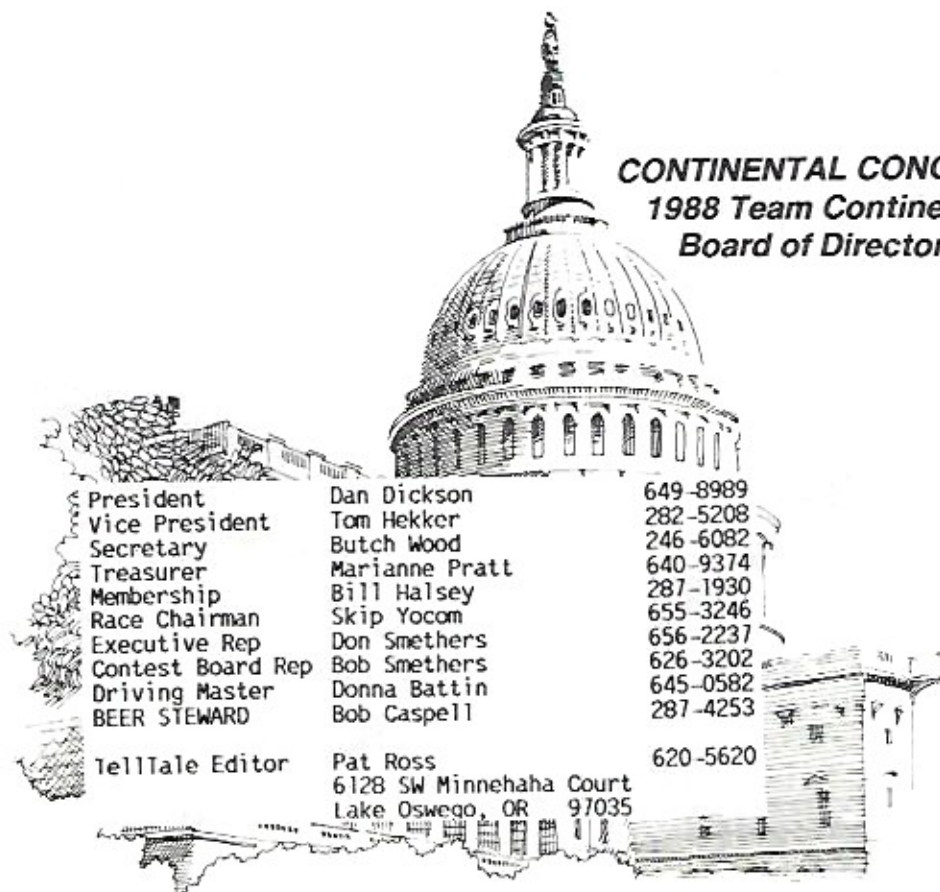
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Treasurer	Marianne Pratt	640-9374
Membership	Bill Halsey	287-1930
Race Chairman	Skip Yocom	655-3246
Executive Rep	Don Smethers	656-2237
Contest Board Rep	Bob Smethers	626-3202
Driving Master	Donna Battin	645-0582
BEER STEWARD	Bob Caspell	287-4253
TellTale Editor	Pat Ross	620-5620
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