



August, 1988

TellTale 88

AAAGASP. National Award
Outstanding Publication
Motorsports Division

IRDC Volleyboo!

Continental Victory Entree: Volley con Carne a la Ole'!

Recent actions of the "gentlemen" of IRDC (Ignorant Revolting Driving Club) of Seattle are merely another example of their complete misunderstanding of concepts such as "friendly rivalry" and "sportsmanlike competition." Obviously worried about their upcoming volleyball defeat at the hands of Team Continental, IRDC (Indiscriminate Rampant Donkey Congress) has escalated pre-game taunting to a degree which suggests it's time to net their membership for psychiatric evaluation.

Earlier this season, IRDC Ringleader, Don Kitch, presented a volleyball to TC Race Chairman, Skip Yocom, at an SIR drivers meeting. The ball was emblazoned, "TC Dead Meat." At the Westwood drivers meeting, Yocom graciously returned the sphere with the motto altered to "TC Eats Dead Meat."

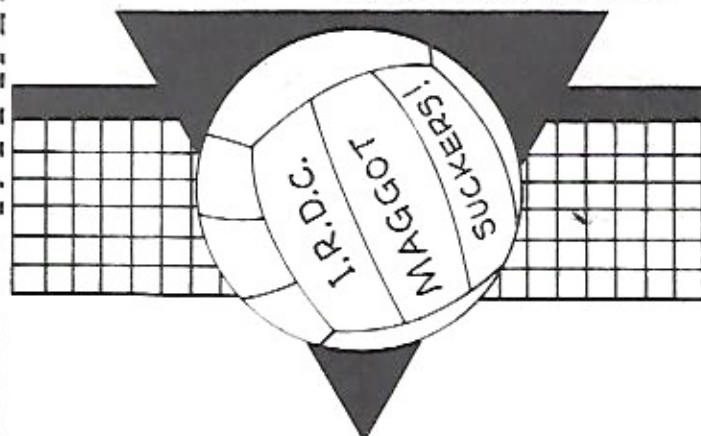
This exchange apparently incited IRDC (Irrational Raging Deviates Confraternity) to greater frenzy whereupon they mutilated their own volleyball, nailed it to cheap plywood, and sprayed the construct with red paint. In an inspiration befitting a tribe of Aborigines or a fat lady on amphetamines, the twisted tableau was completed with the addition of a pair of scissors, two steak knives and a screwdriver. This IRDseizure was presented to TC at the last Seattle Conference race.

What was once to be a simple game of volleyball with TC mercifully dispatching a less talented opponent, has now become an occasion for public display of unstable behavior. Psychic robo-volleyball is not the game; steak knives and spray paint are worthless against the divinely inspired spikers of TC.

So, IRDC swine, see your local barristers and complete your paperwork before the competition so your loved ones may have something more to remember you by than a bent screwdriver or a broken ball.

CLIP AND SAVE FOR OLY

IRDC members: You are surrounded by people who are prettier and smarter than you. Put down your volleyball and go home and you will not be harmed.



September 3, 4, 5, 1988
Olympia, Washington



OLYMPIA

1988 RACE COMMITTEE LABOR DAY RACES

227-3287

RACE CHAIRMAN	SKIP YOCOM (503) 223-1128/655-3246 (H)
ASSISTANT RACE CHAIRMAN	DAN LANE (503) 642-9549
COURSE MARSHAL	CRAIG HUDSON (503) 472-2248
REGISTRAR	KAREN McCOY (503) 644-9008
SENIOR RACE ADVISOR	BRUCE BAGGETT (503) 662-4317
RACE ADVISOR	JOHN BRADSHAW (503) 682-0942
RACE ADVISOR	PAUL JOHNSTON (503) 775-8068
RACE ADVISOR	LEW SCOTT (503) 646-3840
RACE ADVISOR	ERIC ANDERSON (503) 272-3293
ICSCC LIAISON OFFICER	DON SMETHERS (503) 656-2237
SCCA LIAISON OFFICER	WAYNE ERICKSON (206) 546-5430
RACE STEWARD	STEVE DOTY (206) 892-3480
BEER STEWARD	TOM NEWMAN (503) 657-8045
ICSCC CONTEST BOARD REPRESENTATIVE	BOB SMETHERS (503) 626-3202
ICSCC COMPETITION COMMITTEE REPRESENTATIVE	DAN DICKSON (503) 649-8989 AND DAVID YOUNG (503) 281-1698
ICSCC LICENSING DIRECTOR	DIANE MASTERSON (503) 649-0143
PACE CAR COORDINATOR	BUTCH WOOD (503) 246-6082
CHIEF SCRUTINEER	ROB RISSBERGER (503) 288-1450
CHIEF WEIGHMASTER	GAYLE KOVACS (503) 232-8600 AND DON CRAWFORD (503) 829-9090
CHIEF OF PADDOCK	BOB CASPELL (503) 287-4253
CHIEF OF PRE-GRID	TOM HEKKER (503) 282-5208
CHIEF TURN MARSHAL	JANA TOYE (503) 289-9199
CHIEF OF COMMUNICATIONS	GAIL FETTERMAN (503) 235-4601
CHIEF STARTER	PATRICIA ROSS (503) 629-5620
CHIEF OF TIMING AND SCORING	SONJA GANT (503) 656-2237
CHIEF OF MEDICAL	JIM BRASSFIELD (503) 371-8232
CHIEF OF EMERGENCY	STEVE LEONARD (503) 245-6490
CHIEF OF FESTIVITIES	LIDA RAIMONDI (503) 638-4627
CHIEF OF PUBLICITY	ROBB PIERSON (503) 288-2257
CHIEF PIT MARSHAL	CAROLYN BAKER-ARCHER (503) 245-9369
GATE CHIEF	TECLA AND WES TIPTON (503) 289-4888
TROPHY CHIEF	MARIANNE PRATT (503) 641-3499
INSTALLATION CHIEF	TIM SIGLER (503) 245-7166
AIRPORT LIAISON	EARL PEARSON (206) 754-5221
CROWD CONTROL CHIEF	ANDY TAYLOR (503) 233-8015
MECHANICAL FLAGS/BLACK FLAG STATION	TIM SIGLER (503) 245-7166
CHIEF EQUIPMENT MARSHAL	GARY PAZINA (503) 289-9199
TC SOUND CONTROL REPRESENTATIVE	DAVE LURIA (503) 659-1304
CHIEF ANNOUNCER	HOWARD ADLER (503) 288-4260
TROPHY QUEEN	GAYLEEN (SCOOP) DODSON (503) 245-3428
TROPHY BOY	MAD DOG LATHROP (206) 377-9997
CHIEF SEAMSTRESS	LINDA WILLIAMS (503) 235-6911



Poison Penmanship: Letters to the Editor

June 14, 1988

Dear Patricia:

Skip Yokum (sic) advised me to contact you regarding placing an article in the Team Continental newsletter.

I plan to research and produce a documentary film on the Maryhill Loops Hillclimb races which were held in the late 1950s and early 1960s near Maryhill, Washington. I have completed some research and have some film from 1959 which shows a number of cars with Team Continental insignias at the Hillclimb. I want to contact as many present and past Team Continental members as possible who may have attended or participated in the Hillclimbs. I hope to be able to collect enough data, photos, films and interviews to make a truly outstanding documentary. Since the last race was held 25 years ago, we are in danger of letting that piece of Northwest racing history slip away from us unless we act to preserve it.

I hope you can run the attached article in at least 2 issues in order to reach as many people and generate as much interest as possible.

Thanks,

Robert P. Bush

P.S. This is strictly a personal, non-profit effort on my part since I have been active in racing my 1961 Corvette for a number of years, enjoy vintage racing and have movie making as a hobby. I plan to make the film available to any and all who are interested in it. You may edit or rewrite the article as appropriate.

Dear Bob,

The Editor fondly recalls the Maryhill loops. On visits to Goldendale, her father's home town, the Editor would sometimes appropriate the family Starfire for "grocery runs" to The Dalles that produced few groceries but lots of thrills. The Editor hesitates to tell you how long ago that was and only regrets having missed the racing.

On a photo excursion to the Stonehenge memorial a few years ago, we investigated and found the loops to have fallen into total disrepair. Wouldn't it be grand to see them restored and used for hillclimbs once again?

The TellTale is happy to publish your article. We hope you'll hear from any Continental "old farts" who recall Maryhill competition. Good luck in your venture.

Editor

Pat --

Since this is going to be the late issue in keeping with the Shawn Kolbe tradition, thought you should have a sexist joke to include:

An old TCer dies and goes to heaven and upon meeting God decides to ask him a few questions.

Old TCer: "God, why did you make women so nice?"
God: "So you would like them!"

Old TCer: "God, why did you make women so pretty?"
God: "So you would like them!"

Old TCer: "God, why did you make women so dumb?"
God: "So they'd like you!"

Donna

Dirt by the Dipperful: "The Inside Scoop"

In an apparent attempt at anonymity, a group of TC gossip devotees forwarded the "submission" below to your Editor.

This prattle arrived postage due ten cents. The Editor was additionally offended to find the title "Editor" typed with a lower case "e", a total disregard of the TPG (TellTale Publishing Guidelines) as printed in the February issue. The violators are reprimanded with the warning that further incidents of this sort could lead to disqualification and additional punishment up to and including spending an hour alone in a small room with Pabst, Tiplady and Larry Newman.

P.S. I recognize the typewriter used and I want my dime back. Ed.

THE INSIDE SCOOP - as submitted by the official rumor patrol.

1. What TC bachelor was cut off at Jubitz Truck Stop lounge because he couldn't two-step? I thought the two-step was what you did after you ate their food!

2. What young lady with long black fingernails was found sitting in the creek at the Flying M Ranch on Sunday morning? New cure for Jose Cuervo flu?

3. Who's the new red-head TC member that drives a Datsun roadster seen terrorizing the dance floor at the Flying M ranch? (Frankly I'd find a Datsun roadster on the dance floor rather intimidating myself. Ed.)

4. Congratulations to all the TC members that conquered Porsche Hill at the IMSA races. Many thanks to the Ditworths for their hospitality!!

5. What famous radio announcer & driving school person quickly whisked his wife away from a table of newly separated women @ Champions?

6. Watch your newstands for the upcoming publication -- "The art of being single -- again." Autograph signing party rumored to be held @ workers keg after each upcoming race.

Any dirt to be published send to RUMOR PATROL c/o of TellTale editor. NO NAMES PLEASE!!



In Continental:

This issue brings an interesting and diverse (perverse?) batch of new recruits to the ranks of red and black.

Your editor is very appreciative of the completeness and attention to detail shown by the latest applicants. When the forms are left blank, or nearly so, the Editor is left to her imagination and the club really can't afford litigation.

Let's be up front. Two of our newest didn't have much to say. Perhaps they are shy, retiring types who could benefit from five minutes understudy with Mr. Pabst.

Our first victim, Andy Bell, is a Portlander who joined to work "as crew on teams," not specifying which, so if you need additional hands call (503) 282-6110. He's been the Tech Chairman for BMWACA (bim-wacka!) so he probably knows whereof he wrenches and may even be willing to work on other than yupmobiles. His spouse's name is shown as dash and his sponsors into TC were John Brewer, Gordon Jones and (inevitably) Skip Yocom. One of these may know something about him. "Andrew" is such a sturdy name, let's imagine him as firm and dependable.

Jim Corden, our second "Just the facts, ma'am" type, tells us he's joining for "beer, racing, beer, etc." Not too inspired... but this is TC after all. His "character" references? Gayle Kovacs, Don Smethers and Don Crawford, "the one with Gayle." Ask them.

From the Try Cities area, specifically downtown Kennewick, WA, we welcome Steve Giamberardini. Don't be put off by all those letters in Steve's surname—it works kinda like French where there

are a lot of unpronounced trash letters. Say GAM-bur-deenie (rhymes with "damn burned weenie") or something close to that and Steve will probably be flattered you even made an attempt.

Steve's been hanging around the circuits for 15 years racing favorites which include Z cars and FFs. From 1979 through 1981 Steve piloted a 240Z in lots of events and collected five wins. From '81 to the present, he switched over and stayed faithful to Formula Ford, claiming his greatest achievements as "still alive" and "1988 Driver of the Year."

Also a member of IRDC, Steve serves as their ICSCC Executive Board Rep and is familiar to many as the '86, '87 Conference License Director. Steve says he's joining because he wants the jacket and Yocom (aka "Mr. Neck") told him he had to get one. Steve should fill the jacket ably.

Kris Giamberardini (the only other person around who knows how to spell it) signed up along with spouse Steve. She's a veteran autocrosser with several ladies wins driving the 240Z. She's also worked as "crew" on the Z and the Ford.

Kris was Conference License Registrar in '86 and '87 and was "Gnd Marshal" (a mysterious and fascinating title) for IRDC the same two years. Currently she's doing an outstanding job editing the Conference Memo.

Why join the Continentals? Kris says, "It has been my philosophy in life that it is a good thing to accept those offers you cannot refuse... besides, red is a great color!" So, Kris, you pass TC Philosophy 101 but will you survive Keg Theory Seminar with honor intact?

George Alexander McKenna, common appellation Jeff, is a Tualatin based corner worker who has been supporting Portland racers the past three seasons. Nationally licensed in flagging and communications, Jeff turned out for 13 events in '87 working as a flagger and ATM with the goal of becoming a Turn Marshal.

Jeff says he's joining TC because, "I want to drive! Racing is my second best activity! My 944 is ready!"

Corry McKenna shares the McKenna household and interest in racing. Porsches are her favorite as well.

SCCA racers have likely met Corry on Pre-Grid where she has worked in 1986 and 1988. She holds a national license in this specialty. Corry's reasons for joining TC are: "Fun, fun, fun! To be with my sweetie while doing both of his favorite things." The Editor was forced to censor the remainder of Corry's app.

So, Colin Page, you finally forked over the money; it's about time!

Colin has spent two seasons on autocross courses, in 1987 driving a Honda CRX Si to second place in the regional championship. The Honda, along with Faite le Ponte Racing's notorious "Chunk," are Colin's favorite cars. Colin was The Chunk's crew in '87 and is proud of the SCCA regional championship finish the Wonder Wedge claimed in ITB.

Someday, bucks permitting, Colin would like to go racing himself in spite of his TC school experience in '87 with Instructor Dave Gentzler. About this encounter he writes "Great Stuff!"

SLIM TAN

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

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

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



Continued on page 5

Bulk Rate Bad Guys

The Editor is not reluctant to share membership feedback on the timeliness of TellTale delivery and, according to the readership, things ain't been good.

Discounting this issue, which will reach you later than normal (but should be in your paws before 'Oly weekend), the TellTale has been on time. We plan our mailing to reach you approximately seven to five days in advance of general membership meetings. Our staff and printer have worked hard to accomplish this objective. Something goes awry, however, once the TellTale is placed in the sweaty palms of that great bureaucracy, the American Postal "System." USPO seems to feel the TellTale must undergo a lengthy gestation in the darker recesses of their local stations and delivery trucks. Hence delivery runs the gamut of anywhere from one day receipt after mailing to infinity.

What can we do? For those of you caught in the TellTale twilight zone, the Editor will bring past issues to Oly race weekend and you can read all the dead news or acquire some classy fishwrapping. On an ongoing basis, it may be time to sacrifice bulk mail savings in exchange for promises of more timely delivery first class. Since your Board of Directors are the folks charged with such awesome deliberations, please let them know whether you'd like to see the T-T fly first class or if you're content back in steerage.

In Continental: Continued from page 4

Volleyballers rejoice... Colin's spikes will be among those before the TC nets. He says he signed on with TC for "volleyball, beer, the great TellTale (Tail?)... racing? This is a racing club? Oh well, OK." OK with us, too, Colin, even if you do plan to become a (gasp) steward soon for Solo II.

Joining from across the Columbia in Kelso is Bob Richards, Jr. Bob's been hung up on racing for 16 years and his favorite car is a '68 TR 250.

Back in 1972, he entered the TR in 8 events finishing the season as Cal Club novice champ. For a change of pace, he fielded a '76 Tyrell F-3 in 4 1976 contests. He says he never finished a race but the car "looked good." From '79 to '82 he chose a CJ-5 for SCORE competition and won at Barstow.

The real scoop on why he joined TC? "Single. Looking for a good woman or at least a fast woman who loves red jackets." (OK, chauvinist, consider this your free calcified ad. Also girls, he wears an XL and he's a photo freak; we've heard nothing thus far regarding etchings. Ed.)

Tacoma driver Greg Bell, yet another sexist, joined TC in June to "race cars, (be a) TC driving instructor, have fun, meet girls, etc., etc." This one also wears an XL. He entered one race in '87, fielding a Rabbit. If he responds to carroting, contact the Editor with specifics.

Paul Breck, who is fond of the Volvo 122S, is joining TC because it "is the only group where I can wear red since the Bhagwan left." Thanks for all that stunning detail, Paul. Did you know your name is from the Latin paulus, meaning small?

Imagine Paul as tiny enough to dance on a shift knob.

Cal Watson Remembered

Long time race enthusiast Cal Watson was very active in CSCC in its formative years. He served on the search committee to locate racing venues for the club and was Cascade's President in 1957. In 1959 Watson was ICSCC President.

As well as racing his #1 DKW special, Cal was Cascade's starter for many years. Throughout his long racing career he held ICSCC competition license #1.

Cal's family suggests remembrances in his name can be made to the American Cancer Society.



From up north in Seattle we welcome new member Robin McGee, who insisted on filling out her application with a leaky calligraphy pen.

Robin alludes to ten years of "experience" on the form but doesn't get descriptive. From 1980-86 she crewed with Patrick Murphie on a CSR. In 1987 she tackled (we use this verb with deliberation) security duties at the Spokane street race and Tacoma Grand Prix. Currently, she serves as IRDC's Seattle security chief and is Chief of Grid and Paddock for SCCA, also at SIR.

Robin says, "I am proud to have been invited to join a group of racing individuals who are people and not always infighting over who has the say over what. Besides, your brand of fun is similar to mine."

Also joining from Seattle is Northwest Region's former Pit, Grid and Paddock Chief Karen "Sparkle" Markle. Karen does all of the following: secretary of Northwest Region's Board, driver and crew registrar for Northwest Region, Formula Atlantic series registrar. But wait, there's more! Under 'wins and other achievements,' she lists: best photo ID picture, 1986-88; only VW to finish Olympus rally, crew chief; have survived (and sorta remembered) many post race festivities; once turned a car backward on pre-grid; one of the few officials to grid airplanes."

She lists her spouse's name as "I don't remember."

Karen says she joined Team Continental because "I like you guys. Also, Pat Ross has negatives I want." You're so right, Sparkle, and they are not for sale.

SALE SALE SALE SALE TC TOYS

The ever popular TC mug of plastique is back. At the absurd price of \$1.00, every home should have a dozen.

Hot new item: Required accessory for every can-hoisting TC'er! Kolder Holders in your favorite Red and Black motif. Elegant red foam embellished with the official TC logo in rich, gleaming lacquer black to camouflage your personal choice of cheap beer. Bring \$2.00 per issue and find Scoop—she's got all the dirt and the merchandise!



Minutes of BOARDOM



...Butch Wood

Tom Hecker handled the meeting because Dan was not used to his new hours and overslept, which is what most of us do at the meetings.

Marianne had \$5,680 in the checkbook with the \$5,000 CD. The CD will be recovered around the 1st of August for the Oly Race.

\$3,000 will be paid in 30 days for Oly insurance (help Skip pay for his stiff neck). \$1,200 to \$1,500 will be spent for trophies.

Secretary's notes were read by Bob Smethers. Wow!!

Mr. Halsey** reported 279 members. By name, of course. He said we had 9 jackets in and out of 2 sizes. We discussed jackets again.

Bob Caspell made a motion for Bill** to get jackets at an approximate cost of \$990. Halsey** was almost happy.

Don Smethers -- Conference has sanctioned the F.F. race at Spokane.

Software for Oly timing & scoring is done. Complete with Q. times (I'm on the pole).

The Christmas Party lodge is confirmed. Be there, make plans. Tom Hecker is Don's Ass.

Bob S. said last year was busy with protests but this year was slow. Times for Rule Changes will be announced.

Donna - August school is full with 7 on waiting list. Insurance has been ordered. Everybody has their assignments. There have been some changes for lunch. Checkem out kids.

Bob C -- Bob said the tap is broken and needs to be repaired. His life is on the line here.

Skipy Says: Texaco may give us banners for fencing for Oly. There will be a chiefs' meeting and the time will be announced. C.F. Drivers, you get your own race at Oly. Friday Tech will be done at your pit. We have two future race sites to check out. Baker, Oregon, and Kennewick, Wash. You'll be posted.

Under New Business: Well, how about a T.C. softball team next year in City League. Anybody interested, call Butch 246-9649, or Jon Wilson 774-7079.

8-3-88

Board Meeting
by Butch Wood

The meeting was called from disorder at 7:30ish.

Tom Hekker had nothing to say but he did talk for a while.

I did the same.

Bob S. said the rule change meeting is coming up. Drivers watch your mail.

Marianne - money for the CD has matured. The \$5,000 CD is now worth \$5,245.75.

We have approx \$5,000 after paying for the race.

Donna--instead of having four driver schools next year have two two-day events and one day a TC play day, because of the lunch restrictions at the driving schools. Sounds good. Give us your input.

Bill** - TC has 280 members with some apps pending.

Marianne showed off the ideas for the Oly trophies. Drivers, show up for the race, you'll want one of these.

Dan Dickson talked about his trip to Kennewick with Mr. Smethers to talk about racing.

Butch talked about his trip to Baker with Skip Donna showed tapes of her aerobics class. Dave Luria showed at the meeting for ideas concerning TC school lunch rules. Concerned about the non-racing members of our club getting some track time. It's a very important problem for the bored to work out.

Old Business -how about a special thanks to the ladies responsible for the Pig-n-Jig. Scoop Dodson, Sonjia Gant, Judy Yocom. Great job!

Tom Hekker wanted to go home and we couldn't have a meeting without him.

So we all said Goodnite.

Your

sec.

GET GIRLS!

Are you desperate? Uptight? Shy? Basically one of life's screw ups? Then no doubt you need...

HOW TO FOOL GIRLS INTO LIKING YOU

By L. Newman
Love expert, sex idol, famous race car driver.

HOW TO PRETEND YOU'RE NICE

The importance of showering beforehand.

The 4 simple ways to get girls

- BE HANDSOME
- BE SMART
- BE FUN
- HAVE WADS OF CASH
- BE A FAMOUS RACE CAR DRIVER

1001 OPENING LINES!

- Hi, my name is Larry.
- Hi, my name is Tom.
- Hi, my name is Larry.
- Hi, my name is Tom.
- And many, many more!

ONLY \$12.95

L. Newman, love expert, sex idol, T.C. member, famous race car driver (no relation to T. Pabst)



Membership Corner

Ancient News From the Old Man

by William Halsey, Jr.**

Well, the club has shrunk a little; we now have ~~254~~ PAID members after dropping ~~23~~ that didn't come up with the bucks. 17

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. 23

Consumer's "Watch" Acutrak vs. Speedtrak

God**'s got competition!

If you've been reading your '88 TellTale you've seen Rear Admiral Bill Halsey**'s regular ad touting Acutrak's nifty speed chronometer. The Acutrak computes speeds, displays lap numbers (up to 999) and times, functions as a "normal" timepiece, does the splits; in short, it does just about everything except get rid of Halsey**. All this for only \$34.95 (SC-514 wrist model) to \$39.95 (SC-504 stopwatch style).

In an unceasing effort to add cash to the SCCA coffers, our good buddies in Denver have sold the SCCA mailing list to Timex Corp to market their Speedtrak product at \$34.95 to SCCA members. This price of course reflects a "special savings to SCCA members" of \$10 off the "regular" mail order price.

What do you get besides the joy of knowing your SCCA membership brought you another false discount? Well, Speedtrak has a 5 lap memory (Acutrak has 7); a three year battery is promised (Acutrak uses lithium—when you feel your psychological barometer falling, just eat the watch); Speedtrak is water resistant to 25 meters (Acutrak goes to 30 meters for those who prefer to take their times from the slough); and finally, Timex claims "the ergonomic design fits perfectly in your hand or securely around your neck with its 22 inch lanyard." (Ergonomic design must not be particularly challenging if two such similar anatomical parts as the hand and neck can be so easily satisfied.) The watch has an ovoid shape with numerous abrupt ridges, a design reminiscent

of a poorly conceived birth control device. Moreover, Halsey** would probably supply you with 23 inches if you asked.

So before you gratify your timing needs, consider your local vendor and "Buy Continental First."

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.

(Does this report seem familiar? Is Halsey merely changing the numbers each time? Ed.)

(This report IS familiar. I am not so easily fooled. We won't be typing it again! Typist)

FOR A GOOD TIME IN PORTLAND

CALL "BILL" -- (503) 287-1930

1 SPEED MODE
L00 R205950
0:004370

2 SPLIT TIME MODE
L0031 10518
0:010518

3 LAP TIME MODE
L0041 04820
0:020328



SC-504

\$39.95

Postage & Handling
\$1.50 each.

ACUTRAK™ SPEED CHRONOMETER

N.W. DISTRIBUTOR

LXIX 

SPORTS CAR RACING ENTERPRISES WEST

P.O. BOX 12534 Portland, Oregon 97212-0534



Born 8-19 at 8:19 to Bill & Theresa Murray a baby woman, Victoria Rose.

TCalendar

Need a date?

Call the Crisis Center Hotline or someone else who cares.

August

- 20-21 SCCA NW Region "64 Bunny Cars" Double Regional, SIR
- 20-21 SCCA San Diego Region, Regional, Carlsbad
- 20-21 Monterey Historics, Laguna Seca, CA
- 21 PPG Indy Cars, Quaker State 500, Pocono, PA
- 25 Open Practice Day, PIR
- 25 SCCA Oregon Region, Solo II, Centralia-Chehalis Airport, WA
- 26-28 SCCA Oregon Region, NorPac Divisional-National, Western Formula Atlantic, PIR
- 28 SCCA NW Region, Solo II, Boeing Parking Lot, Kent WA
- 28 FIA Formula 1, Spa, Belgium (see ya there!)

September

- 3-4 Team Continental ICSCC race and Soiree of the Century, Olympia Airport, Oly, WA
- 5 SCCA NW Region, Regional, in conjunction with Oly Weekend
- 3-5 SCCA Cal Club, Regional/National, Willow Springs CA
- 3-5 SCCA San Francisco Reg, National, Laguna Seca CA
- 3 SCCA Trans Am, Mid-Ohio
- 4 IMSA Camel GT, San Antonio TX (TC defectors in attendance)
- 4 PPG Indy Cars, Escort Radar Warning 200, Mid-Ohio
- 4 Nasport, Willow Springs, CA
- 5 IMSA Camel GT, Lime Rock, CT
- 6 TellTale Deadline (comply or die)
- 7 Team Continental Board Meeting
- 9-11 SCCA Oregon Region, Double Regional, PIR
- 10-11 SCCA NorPac, Divisional-National, Sears Point CA
- 10 SCCA Trans Am, Road America, Elkhart Lake WI
- 11 PPG Indy Cars, Road America 200
- 11 FIA Formula 1, Monza, Italy
- 12 SCCA Valvoline Runoffs (Road Atlanta), Entry Deadline
- 17-18 CSCC Conference Race, PIR
- 17-18 SCCA Arizona Region, Regional, Firebird, Chandler AZ
- 21 Team Continental General Membership Meeting, Hung Far Lo's, Portland, dwinks at 7, debate at 8
- 23 CSCC Friday Night Rallye, 99th & SE Washington, Regis. 6 PM, FCO 7 PM, \$5.
- 23-25 SCCA, Pacific Coast Road Racing Championship, Sears Point, Sonoma, CA
- 23-25 RASC, Evergreen State 1000 Monte Carlo Rally, info 206/226-3155
- 24-25 SCCA Cal Club, Regional, Willow Springs CA
- 25 Western Formula Atlantic, Willow Springs, CA
- 25 PPG Indy Cars, Bosch Spark Plug Grand Prix, Nazareth PA
- 25 IMSA Camel GT, Watkins Glen NY



TANKS



I appreciate club members congratulating me on a well run Driver Training event, but I'm not the one who should receive the accolades. I'm basically a lazy person who has figured out if I delegate the work to responsible people, the job will get done. I would now like to take a small amount of space and thank all those people:

Butch Wood, my assistant; Dan Dickson, always a helping hand; Bill Murray, Tom Hekker & Tom Pabst for their ground school; Don Smethers & Skip Yocom for their voices from the tower; the Archers for their flag training; Doris Dickson for assisting at registration; Pat Ross & Debbie Geisler for their calligraphy talent; Dave Luria for taking sound readings; Lew Scott, noontime steward; Ken Killam, communications specialist; Jana Toye for organizing all the workers and all you instructors!! Also many thanks to the wives, friends, and non-teaching drivers who helped out where needed.

Having such good help makes this job a real pleasure!

Donna Battin
Driving Master

Going Silver...



Mollalla Timber Baron Don Crawford and Baroness-Bride Diane celebrated 25 big ones at an outdoor BBQ July 23 at Castle Crawford in Molalla. Congrats, Kids! Confidential to Diane: I know you said "no gifts"; this is mine. Ed.

Schroeder, you're next!



Local Insurance Magnate Tests His Coverage

Team Continental track scouts Butch "Buns" Wood, G. "Scoop" Dodson and the pair Yocom motored to Baker July 15-17 on a tour of that eastern Oregon metropolis under consideration as a possible TC race venue.

The scouts researched several Spur City watering holes (whee-ha!), watched Butch's dumpster-side alleyway meditations, were entrants in a porcupine race and escaped detection by the authorities when two of the team relieved themselves on public edifices.

The weekend was a smashing success, quite literally, being concluded with an on-course deviation by a LaGrande driver who impaled her VW bus on the Yocom's formerly yup BMW. Fortunately for Yocom, no yellow flags were displayed.

The following is reprinted, sans permission, from the Baker Democrat-Herald:

Accident Reports

At Second and Madison streets, 6:32 pm Saturday; Terri Lynne Searles, 30, LaGrande, was cited on charges of driving uninsured and failure to yield the right of way when the 1971 Volkswagen van she was driving collided with a 1984 BMW driven by John Harvey Yocom, 45, West Linn. Police said Searles turned left off Second Street onto Madison Street in front of Yocom's vehicle. Yocom and his passenger, Judith Sharon Yocom, 41, West Linn, were taken to St. Elizabeth Hospital by Baker ambulance. Judith was treated and released; John was admitted to the hospital in fair condition and later was released. Searles' passengers, Mark Leo

Searles, 33; Cody Dean Searles, 5; Joshua Cane Searles, 10; and Jessica Winters Searles, 1, all of 1510 Third St., also were taken by ambulance to the Baker hospital; all were treated and released.

"John" was transported to Portland where he later underwent surgery to restack his rather formidable head in proper alignment to his other equipment. A hospital spokesman refused to comment when questioned about the Mr. Microphone rumored to have been implanted in Yocom's throat. Although many noted his voice was a half-octave higher at the Aug. 6 Driver School, hospital authorities firmly deny Yocom received hormone treatment while sedated.

After several days hospital incarceration, including liquid diet, Yocom was released on his own recognizance and quickly resumed his customary position of Coach Commander of Nelco Circle. He has been recovering at home on his usual staples of Velveeta and Spam.

Passenger Judith Sharon ("You look familiar. Do I know you from somewhere?") Yocom sustained a sturdy cranial thump and bruised boob in the incident. Judith reports she still feels somewhat disoriented although friends and acquaintances state she seems perfectly normal to them. A brain scan produced no results.

The porcupine was not on board at the time of the accident and placed second overall, driven by substitutes arranged by Dodson's father.



COMMANDER NECK SEZ:

About Belts . . .

Wear Them!

It doesn't matter what type of business you're in...manufacturing, wholesaling, service business, contracting, processing... W. R. Reed & Co. can satisfy your insurance requirements.

You will benefit from W. R. Reed & Co.'s many years of broad experience in serving business and industry. All it takes is a phone call...to W. R. Reed & Co. 503/223-1128.

Experience...It doesn't cost a nickel more.

W. R. Reed & Co.

4380 S.W. Macadam #530 / Portland, Oregon 97201

503/223-1128 *Ask for Skip Yocom



HAZARDOUS REPORTS ONLY



It is with heavy heart—appropriate to the equally heavy body housing same—that your Editor places Bic to paper on this the eve of her 41st natal anniversary. The Editor is now confronted with the serious decisions in life: will junk food still be comprised of Pringles (in an attempt to perfuse the body with preservatives that enhance shelf life) or is it time to shift to sodium free, irregularly shaped "natural" chips or even (shudder!) celery?

Is it time to permanently rack the racquetball gear and switch to more cerebral and sedentary pursuits? We foresee a future filled with Jeopardy, Dating Game (oh who will he pick?), darts and curling.

Yes, this fossil has faced her fuel gauge and seen with dimming bifocal assisted eyes that truly the gas tank of life is now on half full/half empty. God** knows your Editor has fought valiantly, even switching lubricants last season to 40W Oil of Olay. All for naught. She has attained that pinnacle of maturation where no matter how intensely applied the throttle, the big RPMs are merely a memory of decades past.

Clearly, your Editor's clutch is slipping.

The Editor has heard many things regarding the pig killing out at the Flying M; apparently there were a few cases of trick-inosis but the victims were amply medicated and totally unaware of their own distress. (Should the club decide to burn another pig soon, contact the Editor. She has more than one candidate in mind.)

Several of the membership reportedly attempted to cripple themselves at volleyball: Guido trashed his ribs, Butch pounded his patella and Smethers the Elder displayed his well turned ankle. From the remaining good parts, IC will assemble its secret OVI (Offensive Volleyball Initiative), the GuisMetWoo '88, for unveiling at the competition against those losers we're gonna play up in Ta-Ta-Tumwater.

Speaking of Oly weekend, your presence is expected and also I'm told you'd better be involved doing something. No ass dragging, folks, or you'll get stuck with one of the more lush assignments like handwashing the Race Chairman's neck sock. Call Old Yellowflag on 655-3246 and make a commitment.

The Editor is unable to devote more time to this issue as she is in training for the Seaside Rubber Duck Regatta. TellTale typesetter and Starter Sister Karen McCoy is the Editor's co-entrant on Team Quackus Maximus. The Editor's inscrutable duck, Quackimodo, is competing as number 364, and

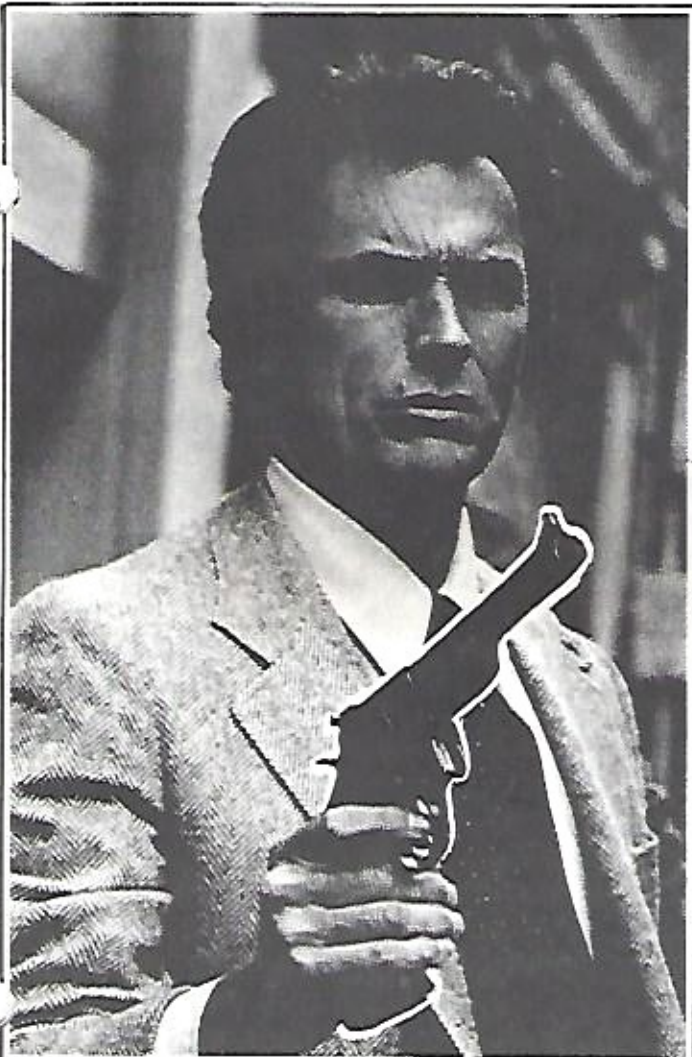
McCoy's entrant, Don Quackxote, will display number 365; both of the normally aspirated ducks will compete in YSRR (Yellow Showroom Rubber Racer). The ducks have shown well in bathroom tuning and testing sessions but have yet to face the green flag on the Mecanicum River course. Although it is their first racing venture (Team Screw doesn't count; it doesn't do anything!), the owners are hoping for top billing in the results.

OLY ORDERS . . .



OK, Pilgrims, get out there and humiliate IRDC on the track and at the net. HIT THE RUNWAYS!





Go ahead... make my registration.

Getting Looped in the Gorge

Special to the TellTale
By Robert Bush

I am planning to produce a documentary film on the Maryhill Loops Hillclimb races held near Maryhill, Washington, in the late 1950s and early 1960s. I would like to contact anyone who participated in the races, has photos, films or memories of those races which they could share with me. I grew up in nearby Goldendale at that time and watched the races faithfully every year and dreamed of the day when I could race up the hill. Unfortunately, the races ended at the time I graduated from High School and I never had the chance to race up the Hill.

The road is currently closed to the public and is in very bad shape. Although I have access to the road, newspaper files, my memories and some film from 1959, I need a great deal more. I would like to be contacted by letter or phone by anyone who can help me in preserving this piece of Northwest racing history before it is too late.

Robert P. Bush (SCCA)
30212 25th Place South
Federal Way, Washington 98003
206/941-2068

'Oly Ghost

Call off the Pit Bulls

Northwest Region SCCA announced in July the replacement of race registrar Cathy Simon. Karen Markle, who recently joined Team Continental, is now that Region's Driver and Crew Registrar.

As per Northwest's supps, entries for their events should be forwarded to Glen Wilhelm, 15507 SE 229th Place, Kent, WA 98042. Registration questions will be handled either by Markle, 206/248-1887 or 206/382-1707, or Wilhelm, 206/631-1277 or 206/852-5080.

Reprinted below from the July Northwest Sports Car News is "An Open Letter to Drivers and Crews" from former registrar Simon. Could this be the final strident whine on The Joy of Registration, Northwest Position? Ed.

by Cathy Simon
Special to NWSCN

It has been my pleasure to serve you as Chief Registrar of NWR for the past six years. It is with no regrets that I say goodbye to all of you. Certain things I liked about my job (mostly being able to make procedures a little easier for you) have been beyond my control this year. I can no longer assign your car numbers, doing my best to assure your permanent number, sometimes even beyond the deadline. Nor can I waive late or pass fees, even after hearing your always valid reasons why you didn't enter earlier. Nor can I help you when you enter late in getting your information to timing, scoring, results, etc.; now you must do what San Francisco Region dictates; that you are responsible for getting all those signatures yourself before you can race. I feel very strongly that, although San Francisco can justify this with their extraordinary number of entries per event, our Region cannot. I feel we are no longer "the friendly Region" when it comes to racing drivers and crews.

Having formerly been married to an SCCA driver, I can fully appreciate the time, money, hard work, and great determination it takes to get your cars to the track and keep them racing. Over the years I've cheered for your victories and sympathized with your defeats. Good luck to each and every one of you. I will miss you.

Next month: The Search for any "Friendly Region"



TellTale Editor
6128 SW Minnehaha Ct
Lake Oswego, OR 97035

BULK RATE
U.S. POSTAGE
PAID
PERMIT #531
LAKE OSWEGO, OR



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

NEXT GENERAL MEETING:
Wednesday, September 21

Hung Far Low's
Dwinks: 7 p.m.

Come Celebrate TC's
Volleyball Victory Over IRDC

Elvis to race Oly.
Details next issue.

CONTINENTAL CONGRESS
1988 Team Continental
Board of Directors

President	Dan Dickson	649-8989
Vice President	Tom Hekker	282-5208
Secretary	Butch Wood	246-6082
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
6128 SW Minnehaha Court
Lake Oswego, OR 97035

