

November, 1988



TellTale 88

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

GARY PAZINA

1943—1988

Team Continental member Gary L. Pazina died Sunday, October 23, in Portland following a brief illness.

Pazina had fallen ill the week prior to Cascade's Endurance event. He was admitted to Good Samaritan Hospital October 16 where he received intensive care for pneumonia.

Gary was born in Portland July 2, 1943. He was graduated from Jefferson High School in 1961 and attended Portland State University. He served in the U. S. Army including a tour of duty in Vietnam in 1968.

A systems analyst and programmer, Gary was self-employed and worked for a variety of clients, primarily in the western US. Before becoming involved in racing, he was active in league mushball and was also a member of the Polar Bears, who often launched the New Year from the deck of Gary's houseboat. He was also a member of Multnomah Athletic Club.

In 1984 Gary read Cascade Sports Car Club's ad in the *Oregonian* about becoming a corner worker at PIR. He attended Cascade's worker training school, choosing flagging as his specialty, and was immediately hooked on race working. Gary joined Cascade that season and became an active supporter of their race program. His enthusiasm, competence and good will earned the respect of his fellow workers and he was quickly employed in positions of responsibility.

Team Continental welcomed Gary to its ranks in March of 1985; the following year he earned the club's "Vagabond Award" recognizing the many miles he traveled to support road racing. Gary worked Pacific Coast venues from Westwood south to Long Beach, CA, and was twice a flagger at the Grand Bahama Vintage Grand Prix in Freeport, Grand Bahama.

Gary was dedicated to safety and professionalism but also committed to having fun at the races. He started most mornings dancing, allegedly in an effort to ward off bad weather, for which his fellow corner workers dubbed him their "Chief of Cloud Control." His genial disposition and

consistent adherence to high standards resulted in his adoption as a member of "The Pros From Dover," a Portland-based fraternity of race officials. Gary held an SCCA National License in Flagging and Communications and was also a member of the ICSCC's Race Officials Division.



Gary served as Oregon Region, SCCA's, Regional Executive in both 1987 and 1988. He advocated a policy of openness and access for members and was always willing to hear concerns of the membership. He promoted public interest in racing in Portland through addition of more professional racing, such as Formula Atlantic, in conjunction with SCCA's club racing program. Under his leadership the Oregon Region appreciated an improved financial position; Gary had hoped to see funds accrue to the point the Region could purchase a needed new emergency vehicle.

Gary is survived by his companion Jana Toye, his mother Martha of Portland and one brother, Dale, of Eugene. And by his many friends in the racing community who are deeply saddened by the loss.

The family suggests remembrances be contributions to an emergency vehicle fund for Oregon Region, SCCA.



Poison Penmanship: Letters to the Editor

PO Box 511
Beaverton 97075
7 Sept 88

Dear Editor -

I got a copy of TellTale at Race Central, and enjoyed it.

How often is TellTale published, and what does a subscription cost?

Kent Barnett

Dear Kent,

Glad you've enjoyed the TellTale.

It's published monthly--sorta. That is, there's one every month but exactly when it happens depends on the color of the staff's mood ring, and when you get it is subject to whether the Post Office is having a PMS (paralytic mail service) episode. To get the TellTale regularly, you need to either (1) join Team Continental, or (2) stake out a member's garbage and get there before the sanitation specialists grab the bag. The former is recommended as the more costly but less messy method.

Talk with our membership director Bill ("God") Halsey**, 287-1930, and he'll give you the complete pitch, or come on out to the track and observe us at our most obvious.

Ed.

INTERNATIONAL | CONFERENCE | OF | SPORTS | CAR | CLUBS



OFFICE OF THE RACE STEWARD
P.O. BOX 84253
VANCOUVER, WA 98604-0253
(206) 693-4309

September 10, 1988

Mr. Dan Dickson
President Team Continental
20855 SW Rock Rd.
Beaverton, OR 97006

Dear Dan:

Enclosed is a copy of my report on the Olympia Race. It will appear in the next memo. While the "flaunt" part of it may not be particularly the right thing to bring to the next T.C. meeting, I hope you will share these remarks with our members.

Needless to say, it is impossible to recite all of my observations and to name all of the names of those who played such an important role in the production, operation, execution, planning and operation of this fine event. Team Continental went all the way AGAIN! I cannot tell you how extremely pleased and proud I am of T.C. for the way this event was presented. Officially, it is on par with the best of the season - from individual tech in paddocks to the promptness and completeness of your results. Skip Vroom has orchestrated one of the finest events I have had the pleasure of attending. I do not believe I heard one single gripe from anyone about how it was run or what was going on. This, to the Steward, is a rare occurrence.

Unfortunately, T.C. is the best damn bunch of hard working, hard drinkin', friendly, cooperative, outdoing people I know. I am very proud to wear my T.C. Pin at the top crest of my Conference Hat. It will stay there as my quiet way of letting my club know how very proud I am of them.

Sincerely,

Steve Doty
Race Steward

Editorial: Continental in the Community

Recently your Editor has partaken of several conversations regarding the possibility of Team Continental becoming involved with a charitable concern. The "other" major road racing clubs in Portland have undertaken such concerns with considerable positive press and personal reward as the result. Although opinions on this matter vary, the Editor strongly believes that interaction with a carefully chosen charitable organization would make us all winners.

As far as raising funds there are many enjoyable ways this could be done: a "gimmick" rallye (anyone remember Eric 'n Frac? You young folks ask Win Casey); an autocross; assessment of fines for "deviants" who pass under the yellow, fail to display a proper blue flag, etc.; donation of a portion of drivers schools fees and so forth.

There are many places where TC could lend a helping hand. Just one of them is explained elsewhere in this issue by longtime turn worker and "Pro from Dover" Rob Jacobsen. Rob and his wife Betty, frequently a communicator at SCCA events, are the proud parents of two sons, Ross and Adam. Adam is an achondroplastic dwarf. Recently, Adam and other members of Little People of America (LPA) were guests of SCCA and were

treated to lunch hour rides. Rob's article and letter explain more about LPA--please read and consider them.

Some of you have expressed the opinion "charity starts at home." That's fine... if you never leave home. Most of you have told me you believe it's time for TC to get involved; I'm biased, I agree.

TCalendar

November

- 2 TC Board Meeting
- 5 TC Driver Training, PIR
- 5 PPG Indy Cars, Marlboro Challenge, Miami, FL
- 5-6 San Francisco Region SCCA, Double Regional, Sears Point
- 12-13 Las Vegas Region SCCA, Double Regional, Speedrome, Las Vegas, NV
- 13 SCCA Trans Am, St Petersburg, FL
- 13 FIA Formula 1, Adelaide, Australia
- 16 TC General Meeting, Hungaroring, Hungary
- 19 ICSCC Banquet, Sheraton, Tacoma WA
- 19 Barbary Coast National Pro Rally, San Francisco

It Was A Good Year....

This letter appears here sans the standard amount of levity generally found in these pages. It comes from a *rookie pup* (that's for you Bob) who is a new TC member, but feels like he's been a part of TC for some time. I've had the pleasure of crewing for Don and Bob Smethers off and on for a couple of years and, as a result, met many TC'ers. It was only a matter of time before the application got signed and sent in. (Thanks for the kind words in the August TellTale, Pat. I wear and XL because I like that "loose-fitting" look, OK?)

This was my first year of driving instead of helping or watching. My Rabbit was built out of a rather plain-Jane daily driver. I did it myself, but I'm not sure I'd do it again. The car had its problems, but got me through my Novice program to my last Area race in Seattle where it retired with a sick conn rod. Fortunately, Bob Smethers loaned me his car to get my Senior upgrade and I returned the favor by passing the conn rod virus on to Bob's car. I got that gold card, however, and that's why this long letter.

The end of the season seemed like a good time to say a few things about some TC types who helped me make it happen. Let the accolades begin!

Thanks to Skip and Judy Yocom for constantly giving me confidence and especially to Skip for asking my advice and making Bob sick. Thanks to Butch Wood for just being Butch, for letting me drive my Buick as sweep car at Oly, and for always waving when he passes me. Thanks to Ric Farrar and Kent Robertson for the thousands of things they loaned me and all the advice. Thanks to Dan and Sally Lane for all their support and feeding me in times of great hunger and no money. Thanks to Win Casey for being a great instructor and Ray Searcy for being a swell guy and driving a Buick. Thanks to Scoop "Cha-Cha" Dodson for teaching me how to do the *country swing* which kept me from being "cut-off" at Jubitz. (She also drew my number for a free TC driver's training) Thanks to Donna Battin for being a pal and giving up her competition number. Thanks to Dan and Doris Dickson for lots of things, including great sandwiches. Thanks to Craig and Debbie Breese for loaning us a set of belts when the chips were down. Thanks to Dave Battin for many tidbits of good advice, and thanks to JB and Warren for giving me someone fun to race with and for parting out Warren's street Rabbit when I needed suspension parts.

Very special thanks to Don and Sonja for taking me into the "family" and the many, many things they have done for me. Thanks, Don, for letting me be a part of your very successful 1988 season. You two are the best!!

Finally, to the person who has given me friendship, instruction, criticism, encouragement, and a tremendous amount of hard work I give my most heart-felt gratitude. Without the help, support, and commitment given to me by my good friend Bob Smethers, I wouldn't have got here. Thanks just doesn't seem like enough, Bob, but I think you know how I feel.

To everyone else and anyone I may have missed, thanks for racing with me and for being a little forgiving at times. It's been a great season and I'll see you in Turn One next year!

Shall we Gather at the River?

Meeting 10-4-88

Meeting was called to order sometime mid evening.

Bill Halsey** said we now have 302 members and 29 have paid dues for '89. Dues are due all.

Donna B. — The driving school for Nov 5 is full with 51 students, seven on waiting list and one student for '89. TC has asked for 4 (four) dates next year. Dates to be announced. The party for Nov. school will be at the track.

Secretary said he was fine. But some of us know the truth.

Bob S. -- D Production was torn down at the last race in Portland. Car 51 was disqualified and is under appeal. I hear it was a bad day for the 2 cars. Doesn't Master Murray run the javelin in D Production? Humph.

Don S. - Meetings are coming up this fall. A problem to cover is the amount of race groups getting done in time allotted. (Just too many racers.) Conference may have to change races to 20 minutes. (Heh, maybe I could go 20 minutes without running out of gas... now.) Cascade would also like to move the finish line to Turn 10 (not the starting line) due to scoring the finish at start/finish is difficult. Steve Doty may not be race steward next year. If he's not, thank Steve for serving Conference in this capacity the last two years.

Bob C. — Bob said Donna asked for a case of beer for the driving school TC is becoming some real lite weights. Next year will we be drinking tea?

New Business:

Bill M. -- The storage area rented to TC through Bill is no longer available. How about TC buying an old school bus and storing everything there and have a way to transport it. What do you think D.L.

Dan D. -- Elections are coming up. If you're interested in a position, run. If you're not, vote. Nominations for board members will be taken at the next two general meetings.

Skip Y. -- The Oly race came out financially as expected. Good job, Skippy.

Old Business:

Well, its for IC to do something for charity. Many ideas have come forward but nothing is settled. At the November general meeting the board would like every member to bring a can of food for a donation to the Sunshine Division.

Remember the Christmas party coming up. Be sure to put it on your calendar.

Bill Halsey** was upset about taking cheap shots at other clubs. The TC board and members are also members of more than one club and all of us have things to say about the other. Don't take offense at any of these shots because nothing personal is ever intended. I could say a lot about the way I've been treated by another club (and I usually do), but I don't intend to offend any of its members. Just the assholes that messed with me. Enough said.

Meeting was adjourned.

Butch

August Students Survive Continuous Audio Assault

Yet another group of auto-scholastics appeared at PIR August 6 for Team Continental driver training. All the students mastered at least one command ("sit") and some progressed to advanced levels ("stomp," "steer," "slow," "stop!").

Forty-eight were enrolled in the session but there were a couple of no-shows and DNFs plus one student who was ill (we're not certain if this was before, during or after eight hours of listening to the public address system).

Students and instructors who participated in the TC College of On-Course Knowledge included: Jeffrey Alton, Gary Anderson; Robert Alton, John Berger; Craig Boyer, John Berger; Todd Cameron, Frank McKinnon; Mark Carpenter, Jim Graffy; Kelvin Dietz, Mike Yochim.

Gayleen "Scoop" Dodson, Ray Searcy; Wally Fitzwater, Craig Breese; Brett Francis, Frank McKinnon; George L. Getty, Jr., Don Crawford; Norm Haight, Bill Murray; Ron Hansen, Mike Yochim; Alan Harrington, Tom Hekker; Roger Hawkins, Tom Pabst.

Antonio Hernandez, Don Crawford; Ken Hill, Bill Halsey; Alan Hollister, Bill Murray; Robert Johnson, Dave Batlin; Herman Klingenstein, Craig Breese; Edmund Kruszewski, Ric Farrar; Douglas McLain, Bob Smethers; Michael McLean, Ric Farrar; John McMichael. Steve Leonard.

Gordon Pauley, Larry Newman; Christopher Peitz, Butch Wood; William Phillips, Ray Searcy; Ed Renkey, Dan Dickson; Craig Shambaugh, Bob Smethers; Bob Sickler, Dave Battin; Charles Smith, Dave Gentzler; Milton Stewart, Gary Anderson.

Ambrose Su, Steve Leonard; Ronald Swyers, Butch Wood; Wesley Tipton, Marianne Pratt; Thomas Weddle, Win Casey; Thomas Weddle, Jr., Win Casey; Cliff Wheeler, Tom Hekker; Kevin Wunderlich, Dan Dickson; Ed Zarins, Dave Gentzler.

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TABLE 1. *Continued*

Dear Pat,

Here are copies of the stuff I sent to Oregon Region about the Little People of America. I can't tell you what it would mean to the members of the Portland Mini Beavers and District 11 of the Little People of America if Team Continental could find it in their hearts to help out financially. I imagine the club would need some proof of the "non-profit" nature of the organization. I will attempt to obtain this at the Fall District meeting Oct 7-9. Better yet, if you truly are crazy, come along. The Fall meeting is in Tacoma at the Executive Inn.

The 1990 National Convention of the Little People of America is going to be held in Couer D'Alene, Idaho. This is a MAJOR undertaking for any district, both logistically and financially. One of the biggest expenses involved is the medical symposium and clinic. At the clinic, little people can consult the nation's leading medical experts on dwarfism and related physical problems. The same goes for a little person's personal physician. Adam's pediatrician, Dr. Tolby, is already making plans to attend since Adam is his first and only "little" patient. The physicians are usually guests of the convention.

One further tidbit is that this national organization of approximately 4100 members has a smaller budget than the Loud Pedal. I couldn't believe it, but it's true. They need all the help we can give them. The medical clinic alone is worth its weight in gold considering that experts from as far away as Baltimore's Johns-Hopkins will be coming to the Pacific Northwest, saving parents and little people from the west coast a fortune.

Enough of my rambling, but you got me started. Suffice it to say that if I can help in any way (rub your feet, scrub your back, or kiss any part of your anatomy, etc.), just let me know, and I'll be on my way with a van full of info.

Many thanks,

Rob Jacobsen

P.S. If it will help, I might even let you twist my.... arm into joining TC. RJ.

Little People Bring New Meaning to Midget Racing

If you were at Portland International Raceway for the Midsummer Madness Regional/National races, you may have felt that you were in the Land of Oz, specifically, Munchkin Land. No, you weren't suffering from too much heat. Oregon Region played host to the Rose City Chapter of Little People of America.

Little People of America (LPA) is an international organization for people who are 4'10" and under. They provide education and support for their members and their families. The Little People are trying to revitalize the local chapter and attract new members. It was suggested by Rob Jacobsen, who handles Oregon Region's Worker Licensing, that a day at the races might make for a fun and exciting gathering.

The Little People arrived at the track by caravan just before lunch on Saturday. Hosts Rob & Betty Jacobsen gave them a brief tour of the paddock area where they got their first up-close look at several race cars. During the lunch break, it was discovered that they would be welcome to join in the rides set up for the Shriner's kids. The Little Littles (as children members are called) also received trophies donated by Don Crawford as mementos of their ride. That sure made their day.

Among the Little People were two guests from the Mid-Valley (Salem/Eugene area) Chapter, Peter and Karel Reckendorf. In October, the brother and sister will be part of a 13 member dwarf team competing at the 8th Paralympics in Seoul, Korea. The World Competition for disabled athletes will be held October 15-24 following the Summer Olympics. Karel competes in bench press, shot put, discus, and freestyle swimming. Peter competes in bench press and javelin. Peter was quite interested to meet our Charlie Hexom and learn that we have disabled drivers competing in auto racing. He is so interested in what he saw at the track that he stated he would be back to get involved as a worker after the Paralympics. We'll see him next season.

Members of Oregon Region are aware of the height of our Loud Pedal editor, Margie Swanson. She was informed that she was too tall to join LPA, but if she could play basketball Peter would take her on his team for the annual Dwarf Athletics Association Games held at the national convention each year. Negotiations are rumored to be under way.

The Rose City Chapter of LPA would like to extend their thanks to all who helped make their visit special. Many thanks to the Oregon Region Board for the passes, Diane Crawford and the drivers for the rides, "Papa" Earl Pearson for the impromptu lecture on the care and feeding of race cars, and Don Crawford for taking some weight out of what must be a groaning trophy cabinet and making the day for the Little Littles. Maybe we can do it again sometime soon.

P.S. If you're wondering why 6'2" Rob Jacobsen is involved with this group, his son Adam is an achondroplastic dwarf with a projected adult height of 4'.



Multitudes Flock to Team Continental

God** only knows what magic number he'll be lusting after when the 1990 census is taken but Membership Director Bill Halsey** should be satisfied with TC membership presently at 301.

The Old Goat** has threatened us with "300 or bust" all year and finally attained that lofty pinnacle on Sept. 21 when the application of Jack Alfred DeChristopher was accepted. The wave definitely crested and TC entered a downward spiral, however, as Halsey and the membership approved member #301--Larry Novotny--for Continentaldom at the September general meeting.

TC now boasts a population greater than the combined inhabitance of Antelope, Arock, Crow, Denmark, Fort Rock, Hardman, Remote, Rome, Post, Shaniko, Troy, Umpqua, and Wetmore. (For those unschooled in Oregon geography, Wetmore is south of Hardman and north of Spray. Ed.)

Herewith are the most recent Continental immigrants:

Frederick Joel--you can call him Fred--Ankeny. 1988 is Fred's first year of racing with three Class 5 Baja events to his credit. Fred hangs out in Beaverton along with spouse Paulette and is joining TC because of his "interest in motorsports."

Barbara Joan Blizzard, known to course officials as "Blitz," claims "many and varied" years of experience and favorite car as "the one with ankle straps." One of Barb's more illustrious titles is "Past Activities Director" of SCCA, a post in which she was, of course, active in the past. Blitz decided to get tangled up with TC because she "needs more playtime." Her spouse, "Long Gone," will not be interfering with that objective.

Joining "to go racing" is Craig Boyer, husband of Debra. Back in '83 Craig autocrossed a '72 Capri in 12 events producing a 3rd in WOW E-Stock. Craig was sponsored into TC by Mike Yochim, John Berger and Jon Wilson, who's signature seems to be improving with practice.

After a weekend of twisting her arm up at Oly, SCCA registrar Sue Calvert was convinced to join TC. We now have a completely Continental registration team and may have to permanently retire the "Regi-Shark" signage.

Sue says she's too cheap and too chicken" to race but she's been involved with motor sports for many years. In 1959 and '60 she was secretary for the Northwest Sprite Club. Also in the early sixties she served a three year hitch as registrar for the Puget Sound Sports Car Club. More recently she's worked in scoring for IRDC and Oregon Region SCCA, was secretary for Northwest Region and has been a stage worker for Rainier Auto Sports Club.

Thanks to Sue, the TellTale's been furnished with a 1961 copy of the Northwest Sports Car News, featuring an article on groundbreaking for PIR (look for this elsewhere in the TellTale). Sue says her mother saved the paper and other stuff and gave it back to her when "she thought I was old enough to appreciate it at about 40!"

Jack DeChristopher, duly noted as member #300, has a racing history that includes eight events in 1966 in which his trusty steed was a 1948 Ford Coupe. As to wins, Jack says, "Are you kidding?"

Jack recently completed the Pitarresi School and states he signed up with TC because "I was told it was the 'cool' thing to do."

Direct from the Ignorant Revolting Drivers Club (IRDC) we welcome Bob Grey, G Production champion of 1981 and 1983. (Hey, Bob, this is 1988!) After two stints as IRDC's presiding officer ('81-'82 and '83-'84), it is amazing Bob has enough "Grey matter" left to ink a TC application. His reason for joining TC? "I'm most comfortable standing with my knuckles touching the ground--just like everyone in TC!"

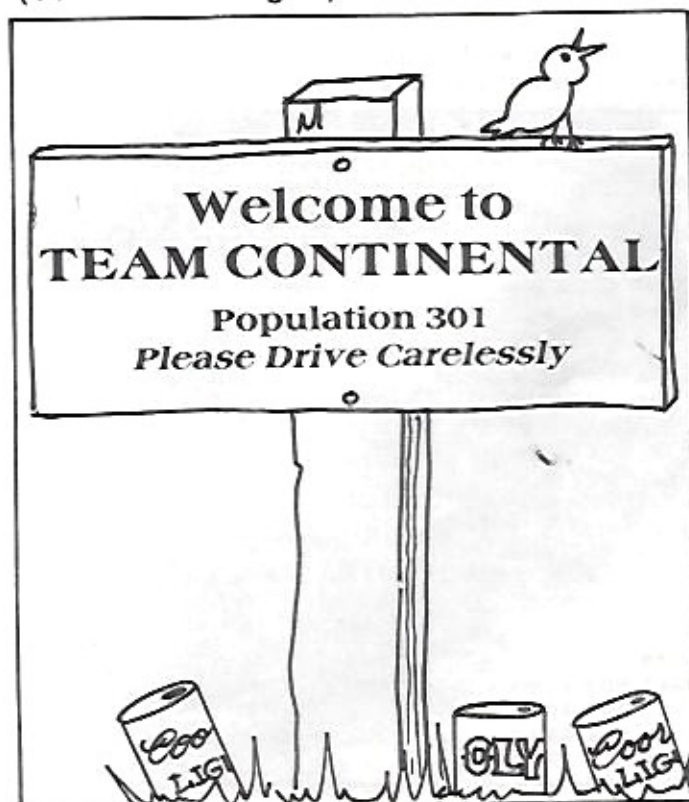
Norm Haight of Washougal plans to begin his novice racing experience with TC. He's participated in a TC school and his favorite car is the '67 Camaro.

Ron Hansen is not a drag, although he's had 15 years experience with people who do. Ron has piloted both a 1940 and 1932 Ford Coupe in a straight line at the "Old Time Drags."

Alan Harrington is another TC school graduate who hopes to start racing FV.

Keith Heineman, who's been pushing "The Roadster" around Conference circuits the past five seasons, says he's signed on with TC for several reasons: "1. meet some loose women; 2. chew out Gordon Scott for not mentioning my name at the Rose Cups; and 3. set the record straight about all those H Production races." Right, Keith. Film at 11.

(Continued on Page 7)



In-Continental: More, More, More

(Continued from Page 6)

We welcome back reinstated member Dennis Howell who was an active autocross/hill climber in the sixties. From 1964-69 he piloted a variety of autos from AH Sprite, MGB, Alfa GTV and Merlyn Mk II Formula Ford to the "Horribellus ASR." He took his drivers school back in 1969 with Texas' Lone Star Region, SCCA.

Dennis' interests include auto restoration (logical and necessary for anyone with British cars in their past) and photography. He's been publicity director and magazine editor of the Sports Car Club of Fort Hood as well as co-founder and secretary of Austin Healy Club of Oregon.

Dennis joined IC--the first time--on January 13, 1976, with Bill Halsey (before the asterisks), "Nort" Gaston and K. M. Starceovich sponsoring. We hope you'll find Continental "lovelier the second time around," Dennis.

Familiar to 440 fans is new member Diane Masterson, 1987 Conference Champ and, by the time you read this, perhaps the champion in '88. Diane started racing F440 in 1986, finishing 2nd overall in ICSCC and was recognized as "novice co-driver of the year" by Conference.

Diane has also served Conference as license registrar. She says she's joining TC due to "tired of Cascade." (Will this candidate win her bid for election to Cascade's Board of Directors? Tune in next issue. Ed.)

Terri McIntyre furnishes no information except "reason for wanting to join: Dating Committee Chairman." Be forewarned, Terri, that in Team Continental this is classified as a hazardous area.

Carl Morgan has been hanging around motorsports for 13 years--commendable but not quite enough to be considered a monument yet, Carl. This year Carl's driven an F Sports Racer to one first and two second place finishes and was second in Conference points when he applied to TC back in August.

Carl competed in 10 F440 races in 1987, taking third overall in Conference and was fifth overall in 1986 when he was named "novice co-driver of the year." Carl listed his reason for joining TC as "temporarily insane." Carl, Diane told us to ignore the adverb, you're always like this.

If you've raced Oly the past two seasons, you've probably met Tim Nairn who worked point, releasing cars onto the course. Tim lives up in Oly where he's been president of South Sound Rally and Race and also works as a starter for SCCA. Tim decided to join TC because "I enjoy the TC people, I love the parties, and I think TC people are the friendliest and rowdiest people in racing today." Now, if we could only get Willy 1. Ribbs to sign on...

Mr. Halsey** reached into the 1965 membership files, pawed about a bit, plucked out the original application of Mr. Jim Newman and convinced Jim it's time to get active again. When Jim first joined TC new members were expected to fork over a ten spot plus a \$7.50! initiation fee. Ain't inflation grand?



Not meanin' to be rude but I can see the smoke from the neighbor's chimney. It's gettin' a little crowded around here.

In '65 Jim listed his favorite car as a Sprite but Halsey** informed us Jim's much matured and now favors the Corvette. Two of Jim's major achievements are in the area of endurance--he's the father of renowned TC racers Tom Newman and Roger Newman. (For the record: he has nothing to do with Larry Newman, whose parents are Mr. and Mrs. Hugo Rocc of Gibraltar. Ed.)

And now we arrive at member #301 who says of himself, "No other club would have me." Yes, direct from the Off Course School of Apexing we introduce Larry Novotny.

Larry states, oh so originally, that his favorite car is one "with wheels." Who can forget the Firebird "with wheels" (often, four off) that Novotny rode/flogged in GTI and ASR 1981-84.

Larry has gone on record as preferring any nickname but "Novo-toy" so be kind and don't pick on him, guys. Novotny claims a birthdate. If you care enough to commemorate the very best, it's 8-19-47.

Bringing a quarter century of motorsports experience in a small package is new member Bob Plotts. Bob spends a lot of time in the garage (it's bigger than the house) where wife Roseanne sends him to play with his toys.

(Continued on Page 8)

In-Continental

(Continued from Page 7)

A review of the "milestones" of Bob's racing history is a must for masochists. It started in 1963 with a Corvair that Bob fielded in one event finishing, as he says, "D.A.L.—dead assed last." In '67-'69 he entered five events and "finished!" which Bob claims as a miracle. Bob kept at it, starting seven races in 1974-76 and "finally ran three races in one year" for which he claims the title "Novice Driver of the Decade."

Bob's been active in Cascade Sports Car Club (board of directors, race team, race chairman) and Oregon Region SCCA where he's worked registration and "gopher" since 1967. Bob states he's joined TC because: "God** spoke to me many times and was getting pissed. Also, TC seems to have a good time without a lot of politics involved."

For those in doubt, Bob is standing up. The Editor has photographic documentation that Bob is taller than a fire bottle so no "short jokes" please.

Michele Reid of Seattle joined Sept. 21 to enhance her wardrobe ("don't have a red jacket to wear at track"). Michele is a dual member of Oregon and NW Regions of SCCA and holds a divisional license in communications. Her favorite car is Frank McKinnon's which was the source of her first alert as a communicator.

Dan Scott didn't have much to say on his app so we got the poop direct from His Holiness The Membership Director. Halsey** says Dan was second overall in his first novice race following a genuine sports racer to the checker. "A nameless TC member was so impressed he paid initiation and dues for the first year. Also, he didn't think (Dan) belonged in Cascade." OK, gang, there's a new hot shoe on course, check your mirrors.

From the state of unreality, specifically somewhere in Vallejo, we alert you to the presence of Monte Simmons in the ranks of Team Continental. A turn marshal extraordinaire, Simmons answers to the call sign "Bitch #1."

According to his alleged friends, Monte began his career over thirty years ago, probably with nine months of womb racing. Since then he's collected a fabulous array of worker garments including striped stocks of many colors with which he entertains the multitudes from Turn 10 at pro events. Monte annually works several Oregon Region events most often as TM/master blue flagger at Turn 10 and frequents Turn 6 at Laguna Seca.

Racers take note: Monte's favorite cars are "those that go very fast and stay upright." Meet this guy; you won't be the same.

Alphabetically concluding the list of TC "new entrants" is Ron Swyers who hails from Hood River. Ron doesn't say much about himself 'ceptin that he's a fan of the dreaded Volkswagen Rabbit.

Oly Toast!

Continental, stand and applaud yourselves for another fine showing at Olympia. From registration (no hassles!) through moonlight scoring following the final checkered flag, it was another top notch TC event. The Ielllale salutes you.



Neighbors North Newsletter
September 1988, Page 1

North Portland Comes to Their Senses

What do North Portlanders do when they're not taking decibel readings on debates at their own community meetings? They raise a stink about the "unpleasant smell emanating from various concerns in commercial areas." As if earplugs weren't enough, now folks are plugging their proboscises before they hit the streets. God** only nose what orifice comes next!

This shift in sensibilities began last August when the DEQ and state senator and representative were invited to a neighborhood meeting to discuss "odors which affect livability."

In September, *Neighbors North*, the local rag, ran "Odor Complaints Where to Go, What to Do." No, this was not an itinerary of an industrial rallye; it offered tips for reporting rancid smells to the DEQ: "Specify the time you smelled the odor... Try to answer these questions How strong is the smell? Is the odor constant or sporadic? What does it smell like?"

If you know, call DEQ's Dial-A-Stench number, 229 5263. There is no prize for the correct answers.



TANKS



Once again we've had the pleasure of working the world famous Oly race and registering over 200 entries and their crews and friends. And this year we didn't even have to scrounge through the paddock for that 200th entry!

A great big THANK YOU to our true blue standbys, Pat Ross, and Sonjia Gant who worked Friday and Saturday and to Judy Yocom who worked Saturday and Sunday. And, a big HUG to Sue Calvert and Karen Sparkle Markle who helped even though they were registering for the "other guys" too.

Needless to say, we couldn't have done it without you!

Karen McCoy
Queen Registrar

Hoofed, Cud-Chewing Antlered Animal Alters Outcome

The following, reprinted from the Portland Oregonian, is contributed to the Jellale by PMW Racing's Robb Pierson. Ed.

By Chuck Russell
Oregonian Correspondant

Just when Aloha's Glynn Mills was beginning to think he knew the book on sports car racing, he discovered a missing chapter.

It was the one on wildlife management.

And that probably cost him a race a couple weeks ago in a Northwest Conference of Sports Car Clubs event in Westwood, British Columbia.

Mills, 37, had the top qualifying time of the day in his G Production class car and was challenging for the lead in the race itself when suddenly the course came alive with more than horsepower.

"A deer walked out on the track," said Mills, a newcomer on the rise on the Portland racing scene. "They stopped the race because of the deer."

"They called the race right there," he said, "so I ended up in second place."

It's enough to make a man want to get ready for hunting season. But Mills just shrugs, "That's racing, I guess," he said. "You have to take the bad with the good. I could have been in the opposite position (first place)."

So he's learned yet another track lesson - next time be in front when the stampede starts. He's been learning a lot of lessons since he gave up being a non-racing hot rod hobbyist more than three years ago to sample life in the fast lane.

During his first two years at the track, Mills was a pit worker for friend Robb Pierson. Then, last year, he towed in his own 1973 Capri, entered it in H Production, and put in what was his first learning year.

"I decided that if I was going to spend so much time at the track," said Mills, "I might as well have fun and do it myself."

During the winter, he replaced the Capri's 4 cylinder engine with a friskier V 6 that added about five horsepower and more acceleration out of the turns, then came back this spring in the faster G Production group only to break down in the first two races.

Since then, however, he's placed second at Conference races in Seattle and Portland International Raceway, fourth in a tough Rose Cup race, plus the deer dogged second place at Westwood.

Even in local amateur racing, this is regarded as moving up fast, and Mills doesn't do things any other way.

"I've always had a strong desire to do well in anything I do," he said. "I don't like to lose."

Mills now is part of a racing team with Pierson and another friend, Renny Watt. His wife, Cheryl, and 15 year old son, Chris, help out with the car. And he's lined up some major sponsors in Old Country Kitchen, Cloyd Watt Construction, Bearing Service of Portland, and Power Rents - the latter his real world employer.

Already, Mills is challenging Tom Newman, the dominant driver in his division, actually qualifying first and taking the pole position from Newman at Westwood only to spin out on the first lap, lose the lead, and leave the door open for deer and other adventuresome animals - including the winning Newman.

"He's the one I have my sights on," said Mills. "I think I'm going to give him a heck of a race in Seattle in August."

With the season about half over, Mills, who's bigger than the average driver at 6-feet-2 and 220 pounds, still has time to make something of 1988, even though Newman holds a big lead in division points.

"So far I'm happy with it," said Mills. "But I definitely want to finish the season with some wins. I'm striving to have a couple wins during the season."

"I think No. 1 is out of the picture," he said of the division points championship. "But I at least want to be second in class. My goal next year is to be No. 1."

He also hopes to test the waters in Portland Sports Car Club of American competition in 1989, but his biggest challenge may be reining in his son Chris.

"Now he wants to get into racing," said Mills.

"I keep telling him to get a job where he makes a lot of money."

Then if he can keep deer out of the way, he should be all right.

Being of Sound Mind

I, Dan Scott, would like to thank Gordon Barron for recognizing my talent at the Rainbow Run race on September 17 and for sponsoring my membership in Team Continental. I'll win many races!

Robbie Harness

Services were held Friday, October 14, for Robbie Harness, son of longtime ICer Russ Harness. Robbie died after a long bout with cancer. He was 21 years old.



TEAM CONTINENTAL
QUALIFYING LAP RECORDS
OLYMPIA AIRPORT

CLASS	DATE	LAP TIME	DRIVER	CAR	CLUB
BP	9-6-87	0:51.642	Bill Calhoun	Porsche 911	TC
CP	9-6-87	0:52.935	Bill Root	Lotus Elan	YVSCC
DP	9-4-88	0:52.344	Bob Best	Datsun 2	IRDC
EP	9-4-88	0:52.783	Gordon Bobillot	Barracuda	IRDC
FP	9-6-87	0:56.072	Butch Wood	Rabbit	TC
GP	9-4-88	0:55.805	Glynn Mills	Mercury Capri	TC
HP	9-4-88	0:55.529	John Berger	Rabbit	TC
IP	9-6-87	0:59.641	Carl Hatfield	Datsun 1200	IRDC
JP	9-6-87	1:01.556	Jon Wilson	Datsun 1200	TC
HM	9-4-88	0:57.452	Ken Butler	Honda	VMSC
SP	9-6-87	0:44.522	Bruce Sanders	Camaro	TC
GT1	9-4-88	0:50.147	Bob Franklin	Jaguar	IRDC
GT2	9-6-87	0:46.965	David Schroeder	Porsche 914	TC
GT3	9-4-88	0:51.795	Rob Rissberger	Volvo	TC
GT4	9-4-88	0:51.520	Stephen Epperly	Datsun	WMC
GT5	9-6-87	0:54.322	Ken Calhoun	Alfa	YVSCC
AIP	9-4-88	0:51.191	Carl Clinton	Mustang	PMC
EIP	9-4-88	0:56.079	Wayne Erickson	Datsun 2000	IRDC
FIP	9-4-88	0:58.166	David Anderson	Spitfire	NWMS
GIP	9-6-87	0:57.745	Curtis Smith	Fiat X1/9	IRDC
HIP	9-4-88	0:58.715	Bret Young	Austin	VMSC
ITA	9-6-87	1:01.139	Jim Truess	Porsche 914	IRDC
ITB	9-4-88	0:55.694	Tom Stapleton	Volvo	IRDC
ITC	9-4-88	0:57.727	Joe Hull	Nisan Pulsar	TC
ITS	9-4-88	0:56.629	Jon Wilson	Datsun 2	TC
ITGT	9-6-87	0:55.315	Ralph Raimondi	Datsun 2	TC
ASR	9-6-87	0:45.424	Doug Taylor	Corvette	TC
BSR	9-4-88	0:47.236	Steve Justiss	Brabham	IRDC
CSR	9-4-88	0:45.478	Don Smethers	Tiga	TC
DSR	9-6-87	0:50.638	Carol Doty	Elden	TC
ESR	9-6-87	0:54.240	Barry Vaughn	Subaru	TC
FSR	9-4-88	0:48.864	Dick Boggs	Legrand	IRDC
SR	9-4-88	0:54.980	Alan Robinson	Spt Renault	TC
FA	9-6-87	0:44.609	D Schellentrager	March	IRDC
FF	9-4-88	0:46.137	Curtis Nelson	Swift	IRDC
FL	9-6-87	0:46.346	James Sloan	Swift	NWMS
CF	9-4-88	0:46.577	John Hill	Crossle	IRDC
F440	9-4-88	0:49.871	Al Loehner	Pennzoil Spec	CSCC
FV	9-6-87	0:52.272	Mark Nelson	Caldwell	IRDC

Lap Records by Club:	TC	16	NWMS	2
	IRDC	14	CSCC	1
	VMSC	2	PMC	1
	YVSCC	2	WMC	1

TIMSCOR - September 12, 1988

RACE RESULTS
DUALING RACECARS AT OLY
TEAM CONTINENTAL
SEPT 3-4, 1988

RACE GROUP 1: BP-CP-DP-EP-FP

CAR	DRIVER	TOWN	CLUB	MAKE	LP	POS/CLS	OA	LICEN	SPONSOR
31	BILL CALHOUN	ROSEBURG OR	TC	PORSCHE	32	1 BP	1	ICSCC	SEGER AUTO WORKS
11	JACK BANTON	PORTLAND OR	CSCC	CORVETTE	30	2 BP	18	ICSCC	-THE- AUTO PARTS STORE
24	BILL ROOT	YAKIMA WA	YVSCC	LOTUS	28	1 CP	22	ICSCC	ROOT'S AUTO COMPETITION ENTERPRISES
188	ED HUMPHREY	SEATTLE WA	IRDC	DATSUN Z	32	1 DP	2	ICSCC	KELLY'S KAR KARE / PENNZOIL
168	DICK WHITTEMORE	PORTLAND OR	IRDC	DATSUN Z	32	2 DP	3	ICSCC	NGK SPARK PLUGS / BAP AUTO PARTS
51	ALAN R WENDLER	BORING OR	CSCC	DATSUN Z	31	3 DP	5	ICSCC	GMA RESEARCH CORP / ARW RACING & DESIGN
398X	GREGORY A BAUGH	AUSTIN NV	NWMS	DATSUN Z	31	4 DP	6	ICSCC	DARK ROCK RACING
05	BILL MURRAY	PORTLAND OR	TC	JAVELIN	30	5 DP	11	ICSCC	MASTER MECHANICS INC
448X	TAMARA McCOLLOM	SEATTLE WA	IRDC	DATSUN Z	28	6 DP	25	ICSCC	WINTER HAWK RACING
72	JON WILSON	PORTLAND OR	TC	DATSUN Z	16	7 DP	24	ICSCC	PREMIER AUTO BODY / KOOL SUIT / MASTER MECHANICS
193	BOB BEST	EDMONDS WA	IRDC	DATSUN Z	1	DP	DNF	ICSCC	WASHINGTON MAGAZINE
48	BOB MERRELL	FEDERAL WAY WA	IRDC	DATSUN Z		DP	DNS	ICSCC	WINTERHAWK
74	DONALD CRAWFORD	MOLALLA OR	TC	CAMARO	32	1 EP	4	ICSCC	LES SCHWAB / TOYO TIRES
271	GORDON BOBILLOT	AUBURN WA	IRDC	BARRACUDA	31	2 EP	7	ICSCC	OTT'S MACHINE / IMPORT TYRES / M-T TIRES
104	LAURENCE T SMITH	SEATTLE WA	IRDC	MAZDA RX7	31	3 EP	8	ICSCC	OH BOY OBERTO
8	ROGER STARK	BELLEVUE WA	IRDC	MUSTANG	31	4 EP	9	ICSCC	AAA FIRE & SAFETY
33	FRANK McKINNON	PORTLAND OR	TC	MUSTANG	31	5 EP	10	ICSCC	
20	JIM BARCHEK	ENUMCLAW WA	IRDC	MAZDA RX7	30	6 EP	12	ICSCC	A & J RACING
711	DEBBIE BARRETT	HILLSBORO OR	TC	MUSTANG	30	7 EP	13	SCCA	B F GOODRICH / A-n-T TIRES / DAMEROW FORD
380X	JOEL BAIRD	KENT WA	IRDC	MAZDA RX7	29	8 EP	21	ICSCC	
255	RICH GEISLER	OREGON CITY OR	TC	CAMARO		EP	DISQ	ICSCC	WARN IND / JERRY'S CUSTOM PAINT / NELSON'S TIRE
23	ROGER W BERGMAN	LONGVIEW WA	TC	MAZDA RX7		EP	DNS	ICSCC	MAZDA WORLD
244	BRUCE REED	SEATTLE WA	IRDC	SCIRROCO	30	1 FP	14	ICSCC	CARTER VOLKSWAGEN / YOKOHAMA TIRES
150	STEVEN C GILTNER	CORVALLIS OR	WMC	DATSUN	30	2 FP	15	ICSCC	SOUTH PACIFIC TIRE & WHEEL
45	KEN KAUFMAN	SHERWOOD OR	CSCC	MERCURY	30	3 FP	16	ICSCC	ALL FOREIGN AUTO WRECKING
204	SCOTT OLSEN	PORTLAND OR	TC	MG B	30	4 FP	17	ICSCC	PREMIER AUTO BODY / FASPEC
155	LEE CREAGER	PORTLAND OR	TC	MAZDA RX2	29	5 FP	19	ICSCC	#1 ENGINE / MACRO MANUFACTURING
14	TOM LAURY	VANCOUVER WA	TCO	PINTO	29	6 FP	20	ICSCC	FIRST PORTLAND LEASING
461X	BOB GREY	TACOMA WA	IRDC	RABBIT	28	7 FP	23	ICSCC	A-MAIN FABRICATIONS TACOMA WA
184	KEN MORDEN	AIRWAY HTS WA	NWMS	MG B	28	8 FP	24	ICSCC	BAP AUTO PARTS

RACE GROUP 2: F440-FV

CAR	DRIVER	TOWN	CLUB	MAKE	LP	POS/CLS	OA	LICEN	SPONSOR
28	AL LOEHNER	PORTLAND OR	CSCC	PENNZOIL	35	1 F440	1	ICSCC	PENNZOIL
3	DIANE MASTERSON	ALOHA OR	CSCC	ZIMINSKI	35	2 F440	2	ICSCC	BEAVERTON LES SCHWAB
471X	JESS HEITMAN	PORTLAND OR	CSCC	ZINK	34	1 FV	3	ICSCC	AUT-MARINE SVC / CALOM MACH / WOODSTOCK RACING
19	AL ORES	BURNABY BC	SCCBC	CALDWELL	34	2 FV	4	ICSCC	BERT'S AUTOMOTIVE / PENZOIL
54	PAUL WHITWORTH	VICTORIA BC	VMSC	CALDWELL	33	3 FV	5	ICSCC	ELLICE AUTOMOTIVE
131X	STEVEN ANDERSON	ISSAQUAH WA	SCCA	ZINK	33	4 FV	6	SCCA	KINGFISH TRADING COMPANY
554X	LAURENCE HAYES	SPOKANE WA	NWMS	VIPER	32	5 FV	7	ICSCC	RAIN-X / HAYES' CAGES
424X	MARY LOU WILSON	BEND OR	WMC	ZINK	32	6 FV	8	ICSCC	JAEGER PERFORMANCE
5	JEFF NELSON	KIRKLAND WA	IRDC	BEACH	32	7 FV	9	ICSCC	KYOKO
51	LYALL H SMITH	OLYMPIA WA	SSRR	AUTO DYN	30	8 FV	10	ICSCC	FIREHOUSE RACING / I.T. INDUSTRIAL ELECTRIC
143	TOM SPROULE	N DELTA BC	SCCBC	ALTONA	25	9 FV	11	CASC	T. M. SERVICES
37	JOEY ALVAREZ	TACOMA WA	IRDC	REICHMARK	9	FV	DNF	ICSCC	HARVESTER REST

RACE GROUP 3: HP-GP-IP-HM

CAR	DRIVER	TOWN	CLUB	MAKE	LP	POS/CLS	OA	LICEN	SPONSOR
95	JOHN BERGER	VANCOUVER WA	TC	RABBIT	32	1 HP	1	ICSCC	SLIM TAN / B C MOTORSPORTS
54	KEITH HEINAMAN	PORTLAND OR	TC	DATSUN	32	2 HP	2	ICSCC	SPORTS IMPORTS
40	DAVE BATTIN	PORTLAND OR	TC	RABBIT	32	3 HP	4	ICSCC	N. W. BOAT WORKS
161	RAY SEARCY	PORTLAND OR	CSCC	RABBIT	32	4 HP	6	ICSCC	A-n-T TIRE / AUTO BODY TECHNIQUES / MTRSPTS INTL
177	CRAIG BREESE	VANCOUVER WA	TC	RABBIT	32	5 HP	7	ICSCC	K3 WELDING / A-n-T TIRE
157	JOHN BOYKO	VANCOUVER BC	SCCBC	HONDA	31	6 HP	9	ICSCC	MASTER CRAFT AUTO BODY / CRYSTAL GLASS
46	ED HOWELL	TACOMA WA	BSCC	RABBIT	31	7 HP	11	ICSCC	ED HOWELL RACING
0	BUTCH WOOD	PORTLAND OR	TC	RABBIT	31	8 HP	13	ICSCC	BC MOTORSPORTS / INNOVATION AUTO BODY / SLIM TAN
269	GREG CASS	SEATTLE WA	IRDC	RABBIT	30	9 HP	15	ICSCC	V & W SERVICE
371X	JACK TEAGUE	KIRKLAND WA	IRDC	DATSUN	29	10 HP	18	ICSCC	AUTOMOTIVE CONCEPTS
110	RIC A FARRAR	BEAVERTON OR	TC	RABBIT	29	11 HP	19	ICSCC	SHELTIE RACING
114	PHILIP EDWARDS	KENT WA	IRDC	MERCURY	29	12 HP	20	ICSCC	SUB SHOP
58	DAN LANE	ALOHA OR	TC	RABBIT	14	HP	DNF	ICSCC	A-n-T TIRE PORTLAND
211	STEVE LEONARD	PORTLAND OR	TC	RABBIT	12	HP	DNF	ICSCC	AUTO BUYERS SERVICES / AUTOBAHN MOTORS
75	THOMAS H NEWMAN	OREGON CITY OR	TC	TRIUMPH	32	1 GP	3	ICSCC	CARRIER AIR CONDITIONING
16	ERNEST ANDERSON	ALOHA OR	TC	PINTO	32	2 GP	5	ICSCC	CREATIVE COACH WORKS
67	R N McDANIEL	SEATTLE WA	IRDC	MERCURY	31	3 GP	8	ICSCC	RECYCLE RACING
13	WALT JULIAN	KENT WA	IRDC	SCIRROCO	31	4 GP	12	ICSCC	V AND W SERVICE
401X	WILLIAM T MURPHY	PORTLAND OR	CSCC	RABBIT	30	5 GP	14	ICSCC	
358X	MORGAN PEETZ	PORTLAND OR	TC	RABBIT	30	6 GP	16	ICSCC	BC MOTORSPORTS - BROOKLYN AUTO BODY
174	GLYNN MILLS	ALOHA OR	TC	MERCURY		GP	DISQ	ICSCC	POWER RENTS / BEARINGS SERVICE
36	KEVIN ROYER	TIGARD OR	CSCC	MAVERICK	16	GP	DNF	ICSCC	PORTLAND TIRE CO
41	TERRY L GRAHAM	PORTLAND OR	CSCC	RABBIT		GP	DNS	ICSCC	LOREN BEIERS CORNWELL TOOLS
220	PATTI BOWMAN	CORVALLIS OR	WMC	PINTO		GP	DNS	ICSCC	THE DONUT SHOP
142	MIKE YOCHIM	PORTLAND OR	TC	DATSUN	30	1 IP	17	ICSCC	MASTER MECHANICS / A-n-T TIRE & WHEEL
340X	STEVE AMBROSE	BELLEVUE WA	IRDC	FIAT 128	29	2 IP	21	ICSCC	PERFORMANCE APEX
504X	DOUG RUTHROFF	PORTLAND OR		HONDA	29	3 IP	22	ICSCC	AUTO ADVENTURE
671	KEN BUTLER	SOOKE BC	VMSC	HONDA	31	1 HM	10	ICSCC	ELLICE AUTOMOTIVE

RACE GROUP 4: CF

CAR	DRIVER	TOWN	CLUB	MAKE	LP	POS/CLS	OA	LICEN	SPONSOR
44	KEN CANON	WOODBURN OR	CSCC	CROSSLE	38	1 CF	1	ICSCC	AURORA RACING
10	JOHN HILL	MERCER ISLAND WA	IROC	CROSSLE	38	2 CF	2	ICSCC	STAY COOL VESTS
427X	DON LUDWIGSEN	TACOMA WA	IROC	VAN DIEMN	38	3 CF	3	ICSCC	
43	DAVE MURVIN	ISSAQUAH WA	IROC	TIGA	38	4 CF	4	ICSCC	
14	ED FREUTEL	EDMONDS WA	IROC	CROSSLE	38	5 CF	5	ICSCC	SEA GALLEY
06	DAVID C YOUNG	PORTLAND OR	TC	CROSSLE	38	6 CF	6	ICSCC	DESIGNER'S WORKBENCH
19	KEN BOWEN	TACOMA WA	IROC	ROAD HOG	38	7 CF	7	ICSCC	BOWEN RACING
11	RALPH HILL	SEATTLE WA	IROC	VAN DIEMN	37	8 CF	8	ICSCC	THE COPY MACHINE INC
77	PETE KUCKENBERG	BOISE ID	TC	LOLA T342	37	9 CF	9	ICSCC	ENERGY RELEASE / PETE PAINTS PLACES / TORCO
110	NORTON GASTON	PORTLAND OR	TC	LOLA	37	10 CF	10	FIA	PORTLAND HONDA
20	TONY McCLURE	MUKILTEO WA	IROC	CROSSLE	37	11 CF	11	ICSCC	ABODIO STORES INC
13	S. GIANBERARDINI	KENNEWICK WA	TC	VAN DIEMN	37	12 CF	12	ICSCC	HILTON HY-PER-LUBE / PACIFIC RIM RACING
555X	STEVE KIBBE	WARREN OR	IROC	LOLA	34	13 CF	13	ICSCC	WRINKLE RACING
31	DON KITCH JR	BELLEVUE WA	IROC	VAN DIEMN	29	16 CF	14	ICSCC	PACIFIC RIM RACING / HILTON HYPERLUBE
71	BILL ROSE	GRANTS PASS OR	IROC	TITAN	22	CF	DNF	ICSCC	
4	DAVE BLACK	SPOKANE WA	NWMS	CROSSLE	19	CF	DNF	ICSCC	ACME TV / EMPIRE FORD / NORTHTOWN MALL
17	BOB SPREEN	BELLEVUE WA	IROC	TIGA	19	CF	DNF	ICSCC	
15	JOHN WYMORE	MILWAUKIE OR	CSCC	VAN DIEMN	16	CF	DNF	ICSCC	PROTO-FAB
2	DAN HODAPP	AUBURN WA	IROC	VAN DIEMN	13	CF	DNF	ICSCC	QUALITY AUTO / AL BOOKS CUSTOM WELDING

RACE GROUP 5: GT2-GP-GT1-GT3-A1P

CAR	DRIVER	TOWN	CLUB	MAKE	LP	POS/CLS	OA	LICEN	SPONSOR
716	RIC TIPLADY	LAKE OSWEGO	TC	PORSCHE	37	1 GT2	1	SCCA	BINYON'S / MARQUE MTS
60	JIM WHITAKER	MTLAKE TERR WA	IROC	DATSUM Z	37	2 GT2	2	ICSCC	BOW-WOW AUTO PARTS
31	BILL CALHOUN	ROSEBURG OR	TC	PORSCHE		GT2	DNS	ICSCC	SEGER AUTO WORKS
193	BOB BEST	EDMONDS WA	IROC	DATSUM Z		GT2	DNS	ICSCC	WASHINGTON MAGAZINE
453X	DON WALKER	PORTLAND OR	TC	MAZDA RX3	36	1 SP	3	ICSCC	#1 ENGINES
798	H B SKIP NICHOLS	TUMWATER WA	IROC	FIREBIRD	36	2 SP	5	SCCA	BRAD'S CUT RATE AUTO PARTS
68	BART SPRUYT	VICTORIA BC	VMSC	TOYOTA	14	SP	DNF	ICSCC	AUTOPRO
55	BOB FRANKLIN	ISSAQUAH WA	IROC	JAGUAR	36	1 GT1	4	ICSCC	BRITISH AUTO CENTER SEATTLE
05	BILL MURRAY	PORTLAND OR	TC	JAVELIN	34	2 GT1	7	ICSCC	MASTER MECHANICS INC
74	DONALD CRAWFORD	MOLALLA OR	TC	CAMARO	34	3 GT1	10	ICSCC	LES SCHWAB / TOYO TIRES
8	ROGER STARK	BELLEVUE WA	IROC	MUSTANG	33	4 GT1	11	ICSCC	AAA FIRE & SAFETY
33	FRANK McKINNON	PORTLAND OR	TC	MUSTANG		GT1	DNS	ICSCC	
282	JIM BARNES	KEYPORT WA	IROC	CORVETTE		GT1	DNS	ICSCC	BOB'S GENERAL STORE/AX STORE/KITSAP TIRE/KITZ AM
63	STEPHEN NICHOLS	SEATTLE WA	IROC	MAZDA RX2	34	1 GT3	6	ICSCC	MEDIA MOTORSPORTS / WHEELSPORT PHOTOGRAPHY
182	BRUCE BLAIR	SEATTLE WA	NWARC	ALFA	34	2 GT3	8	ICSCC	INTERNATIONAL AUTO SERVICE
57	DONALD P SMITH	BELLEVUE WA	IROC	ALFA	34	3 GT3	9	ICSCC	MATTEI AND ASSOCIATES
149	PHIL WALTON	SEATTLE WA	IROC	AMC CONCO	32	4 GT3	12	ICSCC	
143	GARY J BOCKMAN	ALOHA OR	CSCC	DATSUM	31	5 GT3	13	ICSCC	BOCKMAN & SON
15	HOWARD PETERSEN	LONGVIEW WA	TC	OPEL	29	6 GT3	14	ICSCC	T & E RACING
80	ROB RISSBERGER	PORTLAND OR	TC	VOLVO	18	7 GT3	15	ICSCC	ANNIE / MAGGIE / MY WALLET
220	PATTI BOWMAN	CORVALLIS OR	WMC	PINTO		GT3	DNS	ICSCC	THE DONUT SHOP
61	CARL CLINTON	PORTLAND OR	PMC	MUSTANG	27	A1P	DNF	ICSCC	LARSON & KING PERFORMANCE ENGINEERS
56	RICHARD ALBRECHT	PORTLAND OR	PMC	MUSTANG		A1P	DNS	ICSCC	CATHY ALBRECHT

RACE GROUP 6: GT4-GT5-ITS-ITB-E1P-1TC-H1P-G1P-F1P

CAR	DRIVER	TOWN	CLUB	MAKE	LP	POS/CLS	OA	LICEN	SPONSOR
18	STEPHEN EPPERLY	SALEM OR	WMC	DATSUM	35	1 GT4	1	ICSCC	JACK SCOVILLE LTD
751	STEVE TAYLOR	ISSAQUAH WA	TC	RABBIT	35	2 GT4	2	SCCA	BELLEVUE MOTOR SPORTS / BRIDGESTONE TIRES
6	WIN CASEY	PORTLAND OR	CSCC	RABBIT	33	3 GT4	4	ICSCC	A-n-T TIRE / MOTOR SPORTS INTERNATIONAL
58	DAN LANE	ALOHA OR	TC	RABBIT	32	4 GT4	8	ICSCC	A-n-T TIRE PORTLAND
108	NEIL GUSTAFSON	VICTORIA BC	VMSC	HONDA	32	5 GT4	10	ICSCC	ELLICE AUTOMOTIVE
142	MIKE YOCHIM	PORTLAND OR	TC	DATSUM	31	6 GT4	17	ICSCC	MASTER MECHANICS / A-n-T TIRE & WHEEL
157	JOHN BOYKO	VANCOUVER BC	SCCBC	HONDA	30	7 GT4	19	ICSCC	MASTER CRAFT AUTO BODY
404X	LARRY SMITH	MILWAUKIE OR	TC	DATSUM	29	8 GT4	21	ICSCC	PERFORMANCE SUSPEN / MASTER MECH / ARCH METALCRAFT
170	KENT ROBERTSON	PORTLAND OR	TC	RABBIT	27	9 GT4	24	ICSCC	SHELTIE RACING
134	DEXTER BAKER	ISSAQUAH WA	IROC	ALFA	5	GT4	DNF	ICSCC	GEORDIE RACING
211	STEVE LEONARD	PORTLAND OR	TC	RABBIT		GT4	DNS	ICSCC	AUTO BUYERS SERVICES / AUTOBAHN MOTORS
739	G L WHITCOMB	OLYMPIA WA	SCCA	DATSUM		GT4	DNS	SCCA	SUPER 8 MOTELS / PENINSULA MOTORSPORTS
164	BOB KRAMER	SALEM OR	WMC	TOYOTA	33	1 GT5	3	ICSCC	DAN JUDY AUTOMOTIVE / API / PARKROSE AUTO SALV
167	KEITH BRAKEFIELD	OAK HARBOR WA	IROC	TOYOTA	32	2 GT5	12	ICSCC	FLAPPER ALLEY / KEITH'S COFFEE
72	JON WILSON	PORTLAND OR	TC	DATSUM Z	33	1 ITS	5	ICSCC	MASTER MECHANICS/PREMIER AUTO BODY/OUTSK RACING
715	TOM STAPLETON	SEATTLE WA	IROC	VOLVO	33	1 ITB	6	SCCA	BRIDGESTONE TIRES / RED RACING
9	JAY WRATTEN	PORTLAND OR	TC	RABBIT	32	2 ITB	9	ICSCC	WRATTEN ASSOCIATES INC / MARK I
315X	DENNY WARNER	BELLEVUE WA	SCCA	BMW 2002	32	3 ITB	11	SCCA	BELLEVUE BMW-SUBBU/RNR AUTO REFIN/TOKICO/BRIDGSTN
227	MARIANNE PRATT	BEAVERTON OR	TC	SCIROCCO	31	4 ITB	14	ICSCC	ROUND TABLE PIZZA / NONNA EMILIA RISTORANTE ITAL
4	DANIEL ROWLAND	PORTLAND OR	TCO	DATSUM	29	5 ITB	22	ICSCC	THE RACEWORKS / NW VISUALS / DACO / KID CO
125	JOHN D BREWER	PORTLAND OR	TC	BMW 2002	12	ITB	DNF	ICSCC	BREWER CONSTRUCT / MIKE O'HARA/BMW / A-n-T TIRE
426X	S B HERSHBERGER	OREGON CITY	TC	VOLVO	1	ITB	DNF	ICSCC	IPD CO / HAM RACING / LUBRITECH
204	SCOTT OLSEN	PORTLAND OR	TC	MG B	33	1 E1P	7	ICSCC	PREMIER AUTO BODY / FASPEC
87	ALAN RUSSELL	ISSAQUAH WA	CRA	ALFA	30	2 E1P	18	ICSCC	J & K DAYCARE
744	WAYNE ERICKSON	SEATTLE WA	TC	DATSUM		E1P	DNS	SCCA	ERICKSON AUTOMOTIVE ENTERPRISES
768	JOE HULL	HILLSBORO OR	TC	PULSAR	32	1 ITC	13	SCCA	B F GOODRICH / A-n-T TIRE & WHEEL
04	JIM SHARPE	PORTLAND OR	CSCC	HONDA	28	ITC	DNF	ICSCC	AUTO ADVENTURE / CLARK'S DISCOUNT
28	BRET YOUNG	PORTLAND OR	CSCC	AUSTIN	31	1 H1P	15	ICSCC	
373X	GERRY IRISH	KENT WA	IROC	FIAT	29	2 H1P	20	ICSCC	PERFORMANCE APEX
114	PHILIP EDWARDS	KENT WA	IROC	FIAT 850	28	3 H1P	23	ICSCC	
81	ROBB R PIERSON	PORTLAND OR	TC	FIAT	9	H1P	DNF	ICSCC	OLD COUNTRY KITCHEN / WATT CONST / SIGN WIZARD
251	RANDY ROWLAND	OREGON CITY OR	CSCC	AUSTIN	31	1 G1P	16	ICSCC	BIG O TIRES / FASPEC BRITISH PARTS
333X	DAVID ANDERSON	SPOKANE WA	NWMS	SPITFIRE	20	1 F1P	25	ICSCC	PENTEL OF AMERICA / ADSPEC
487X	BILL McDOUGALL	KIRKLAND WA	IROC	MG MIDGET		F1P	DNS	ICSCC	HERB SUBB

RACE GROUP 7: FF-FL

CAR	DRIVER	TOWN	CLUB	MAKE	LP	POS/CLS	OA	LICEN	SPONSOR
48	CURTIS NELSON	BREMERTON WA	IROC	SWIFT	38	1 FF	1	ICSCC	40 THIEVES INC / LEVIS
423X	DAVE WELCH	KIRKLAND WA	IROC	TIGA	37	2 FF	2	ICSCC	
11	RALPH HILL	SEATTLE WA	IROC	VAN DIEMN	37	3 FF	3	ICSCC	THE COPY MACHINE INC
400X	DAVID BETHLAHMY	SEATTLE WA	IROC	CROSSLE	35	4 FF	5	ICSCC	ATOMIC PRESS
168	DICK WHITEMORE	PORTLAND OR	IROC	VAN DIEMN	34	5 FF	6	ICSCC	NGK SPARK PLUGS / TELESIS RACING
33	RICHARD ROBERTS	SEATTLE WA	IROC	TITAN	34	6 FF	7	ICSCC	RAINBOW TROUT RACING / METAL SHORTS
96	MIKE ALLEN	AUBURN WA	IROC	VIKING	11	FF	DNF	ICSCC	DIRTY PIG RACING
4	DAVE BLACK	SPOKANE WA	NUMS	CROSSLE		FF	DNS	ICSCC	ACME TV / EMPIRE FORD / NORTHTOWN MALL
10	JOHN HILL	MERCER ISLAND WA	IROC	CROSSLE		FF	DNS	ICSCC	STAY COOL VESTS
31	DON KITCH JR	BELLEVUE WA	IROC	VAN DIEMN		FF	DNS	ICSCC	PACIFIC RIM RACING / HILTON HYPERLUBE
41	MARY ANN HUTTON	WOODBURN OR	CSCC	CROSSLE		FF	DNS	ICSCC	AURORA RACING
110	NORTON GASTON	PORTLAND OR	TC	LOLA		FF	DNS	FIA	PORTLAND HONDA
00	BRAD GEHRING	BREMERTON WA	IROC	LOLA	36	1 FL	4	ICSCC	HANDY ANDY'S CONVENIENCE STORES BREMERTON & VANC
47	MICHAEL BLEDSOE	SEATTLE WA	IROC	LOLA		FL	DNS	ICSCC	COORS / RACETECH

RACE GROUP 8: CSR-FSR-BSR-ASR-SR-ESR-DSR

CAR	DRIVER	TOWN	CLUB	MAKE	LP	POS/CLS	OA	LICEN	SPONSOR
5	DON SMETHERS	WEST LINN OR	TC	TIGA 81	37	1 CSR	1	ICSCC	F.A.S.T. COMPANY AUTO RACING
127	LEO GIROSKI	PORTLAND OR	CSCC	TIGA	37	2 CSR	2	ICSCC	MASTER TRANSMISSION & AUTO
737	VIC NIGHTSCALES	RICHMOND BC	SCCBC	LOLA	37	3 CSR	3	CASC	YOKOHAMA TIRES / POSTECH
47	MICHAEL BLEDSOE	SEATTLE WA	IROC	LOLA	35	4 CSR	6	ICSCC	COORS / RACETECH
120	REYNOLD C WATT	WEST LINN OR	TC	SHRIKE	35	5 CSR	7	ICSCC	WATT CONST / OLD COUNTRY KITCHEN
102	DOUGLAS BOULTON	SEATTLE WA	NWARC	ALFA	32	6 CSR	12	ICSCC	GRAND PRIX MOTORS
181	JOHN R KENDREW	VICTORIA BC	VMSC	MESON	23	CSR	DNF	ICSCC	
84	DON SHERVEY	PORTLAND OR	CSCC	MARCH	5	CSR	DNF	ICSCC	PORTLAND DISPLAY COMPANY / RODDA
521X	GABRIELE HUTTON	LANGLEY BC	SCCBC	TITAN		CSR	DNS	ICSCC	
25	CARL MORGAN	ALOHA OR	CSCC	ZIMINSKI	36	1 FSR	4	ICSCC	BEAVERTON LES SCHWAB
78	DICK BOGGS	KIRKLAND WA	IROC	LEGRAND	35	2 FSR	5	ICSCC	VRT / DUDDER MACHINE
98	RUDY PABST	SPOKANE WA	NUMS	P.1.G.		FSR	DNS	ICSCC	P.1.G. INC
453X	DON WALKER	PORTLAND OR	TC	MAZDA RX3	34	1 BSR	8	ICSCC	#1 ENGINES
152	MIKE CREAGER	PORTLAND OR	TC	MAZDA RX2	27	2 BSR	17	ICSCC	#1 ENGINES / MACRO MANUFACTURING CO
225	GORDON L JONES	TUALATIN OR	TC	BMW 2002		BSR	DISQ	ICSCC	BREWER CONST / MIKE O'HARA BMW / A-n-T TIRE
39	STEVE JUSTISS	BELFAIR WA	IROC	BRABHAM	26	BSR	DNF	ICSCC	MANCHESTER TRADING COMPANY
00	BRAD GEHRING	BREMERTON WA	IROC	LOLA	5	BSR	DNF	ICSCC	HANDY ANDY'S CONVENIENCE STORES BREMERTON & VANC
33	FRANK McKINNON	PORTLAND OR	TC	MUSTANG	33	1 ASR	9	ICSCC	
474X	MICHAEL HOFFMAN	SALEM OR	TC	CAMARO	33	2 ASR	10	ICSCC	LES SCHWAB / TOYO TIRES
370X	JOHN SWYERS	PORTLAND OR	TC	MUSTANG	18	3 ASR	18	ICSCC	DAMEROW FORD/SIGNS NOW/GOLDEN HAMMER AUTO BODY
352X	ALAN H ROBINSON	CORVALLIS OR	TC	SPT REN	32	1 SR	11	ICSCC	POSSUM CUSTOM PAINTING
86	RICHARD CORN	OLYMPIA WA	WMC	TOYOTA	31	1 ESR	13	ICSCC	RAC CONSULTING
557X	VAL ROWLAND	OREGON CITY OR	CSCC	AUSTIN		ESR	DNS	ICSCC	BIG O TIRES / FASPEC BRITISH PARTS

RACE GROUP 8: CSR-FSR-BSR-ASR-SR-ESR-DSR (CONT)

87	ALAN RUSSELL	ISSAQUAH WA	CRA	ALFA	30	1 DSR	14	ICSCC	J & K DAYCARE
222	MIKE OBERHOLTZER	WOODINVILLE WA	IROC	SCIROCCO	30	2 DSR	15	ICSCC	THE FRAMING COMPANY / V & W SERVICE
404X	LARRY SMITH	MILWAUKIE OR	TC	DATSUN	28	3 DSR	16	ICSCC	PRFORMNCE SUSPEN / MASTER MECH / ARCH METALCRFTR
110	RIC A FARRAR	BEAVERTON OR	TC	RABBIT	18	4 DSR	19	ICSCC	SHELTIE RACING
2	PATRICK MURPHIE	TACOMA WA	BSCC	RABBIT	4	DSR	DNF	ICSCC	A-MAIN FABRICATORS
0	BUTCH WOOD	PORTLAND OR	TC	RABBIT		DSR	DNS	ICSCC	BC MOTORSPORTS / INNOVATION AUTO BODY / SLIM TAN
17	JILL LARY	BEAVERTON OR	CSCC	HONDA		DSR	DNS	ICSCC	AUTO ADVENTURE / CLARKS DISCOUNT HONDA PARTS
134	DEXTER BAKER	ISSAQUAH WA	IROC	ALFA		DSR	DNS	ICSCC	GEORDIE RACING
274	JOHN C MONTER	YAKIMA WA	YVSCC	THIEWOOD		DSR	DNS	ICSCC	

RACE GROUP 9: N/O

CAR	DRIVER	TOWN	CLUB	MAKE	LP	POS/CLS	OA	LICEN	SPONSOR
423N	DAVE WELCH	KIRKLAND WA	IROC	TIGA	35	1 N/O	1	ICSCC	
400X	DAVID BETHLAHMY	SEATTLE WA	IROC	CROSSLE	34	2 N/O	2	ICSCC	ATOMIC PRESS
555X	STEVE KIBBE	WARREN OR	IROC	LOLA	33	3 N/O	3	ICSCC	WRINKLE RACING
554X	LAWRENCE A HAYES	SPOKANE WA	NUMS	VIPER	31	4 N/O	4	ICSCC	RAIN-X / HAYES' CAGES
131	STEVEN ANDERSON	ISSAQUAH WA	SCCA	ZINK	31	5 N/O	5	SCCA	KINGFISH TRADING COMPANY
321N	WILLIAM R PARKER	MONROE WA	IROC		16	N/O	DNF	ICSCC	
311N	GARY MULLAN	TACOMA WA	IROC	LOLA	15	N/O	DNF	ICSCC	MULLAN'S COLLISION CENTER
416N	MICHAEL FLANAGAN	MILWAUKIE OR	TC	VAN DIEMN	7	N/O	DNF	ICSCC	
466N	ALAN HARRINGTON	PORTLAND OR	TC	AUTO OYN	5	N/O	DNF	ICSCC	AUTO MARINE / CALOM MACHINE / WOODSTOCK RACING

RACE GROUP 10: N/C

CAR	DRIVER	TOWN	CLUB	MAKE	LP	POS/CLS	OA	LICEN	SPONSOR
437N	EDWARD H NYE	VANCOUVER BC	SCCBC	LOLA	33	1 N/C	1	ICSCC	YOKOHAMA TIRES / POSTECH
474X	MICHAEL HOFFMAN	SALEM OR	TC	CAMARO	32	2 N/C	2	ICSCC	LES SCHWAB / TOYO TIRES
352X	ALAN H ROBINSON	CORVALLIS OR	TC	SPT REN	32	3 N/C	3	ICSCC	POSSUM CUSTOM PAINTING
521X	GABRIELE HUTTON	LANGLEY BC	SCCBC	TITAN	31	4 N/C	4	ICSCC	
330N	GREG RUBENSTEIN	EUGENE OR	TC	MAZDA RX7	31	5 N/C	5	ICSCC	
370N	JOHN A SWYERS	PORTLAND OR	TC	MUSTANG	30	6 N/C	6	ICSCC	DAMEROW FORD/SIGNS NOW/GOLDEN HAMMER AUTO BODY
463N	CHRIS ANDERSON	TACOMA WA	BMSC	RABBIT	30	7 N/C	7	ICSCC	SELF
401N	WILLIAM MURPHY	PORTLAND OR	CSCC	RABBIT	29	8 N/C	8	ICSCC	
358N	MORGAN PEETZ	PORTLAND OR	TC	RABBIT	29	9 N/C	9	ICSCC	BROOKLYN AUTO BODY / BC MOTORSPORTS
506N	ARTHUR F METZ	SPOKANE WA	NUMS	DATSUN Z	29	10 N/C	10	ICSCC	LAWSOON'S AUTO MECA / OZ RACING
372N	RONNIE SWYERS	HOOD RIVER OR	TC	RABBIT	29	11 N/C	11	ICSCC	HOOD RIVER MOTORS
385N	KEN SLEVELAND	TACOMA WA	IROC	NOVA	28	12 N/C	12	ICSCC	EDGEWOOD AUTO
373N	GERRY IRISH	KENT WA	IROC	FIAT 850	28	13 N/C	13	ICSCC	PERFORMANCE APEX
360N	AUDREY SULLIVAN	OREGON CITY OR	CSCC	TOYOTA	25	N/C	DNF	ICSCC	SULLIVAN RACING
86	RICHARD CORN	OLYMPIA WA	WMC	TOYOTA	17	N/C	DNF	ICSCC	RAC CONSULTING
411N	JOHN J WOOD	PORTLAND OR	TCO	SCEPTER	17	N/C	DNF	ICSCC	TUNE-UP SPECIALTIES
487X	BILL McDOUGALL	KIRKLAND WA	IROC	MG MIDGET		N/C	DNS	ICSCC	HERB SUDD
711	DEBBIE BARRETT	HILLSBORO OR	TC	MUSTANG		N/C	DNS	SCCA	BF GOODRICH / A-n-T TIRE & WHEEL / DAMEROW FORD

Sanity in School

by Ken Killam

Driver training weekends can be a lot of fun, when applied to teaching safety and vehicle control at speed. I'm sure no one can disagree with that. Team Continental is reputed to have the best club-operated driver training in the Northwest.

Why? I can only imagine that it's because we have a good assortment of skilled, talented and professionally qualified Senior Driver Instructors. Perhaps no one will disagree with that.

I am usually in a good position on the circuit to assess these skills and talents from a 'safe' location. I have the opportunity to compare and share my observations with race working colleagues. Our opinions, however, come from the outside looking in. Drivers, being on the inside looking out, may have a completely opposite opinion. Most conflicts between race track control and race car control stem from these differences in perspective. And, if you can disagree with that, then you're not paying attention.

So what am I driving at?

Race weekends, whether pro or amateur, nearly always have a lunch period. During this period, the track is closed to racing vehicles, unless under close scrutiny of the steward(s) of that sanctioning body. Normally, the turn stations are vacated in search for shade and sustenance. Occasionally, lunch time functions, such as rides for guests, children or workers, are in the schedule. Even helicopter demos in the Hot Pits. But these activities have strict controls enforced by those events' governing body.

Driver trainings function somewhat differently. A more relaxed atmosphere prevails. No heavy pressures on the participants. No inflexible standards to adhere to. No competitive psych.

Lunch periods are different, too. Most clubs that operate a driver training will let their race licensed members use the track while most of the workers are preparing for the second half of the "Perspective Novice Show."

The use of this virtually uncontrolled race track is not, however, written in any club bylaws. Club members' "Happy Hour" is more of a traditional privilege. As all privileges can be abused, apparently some have abused TC's.

Lips at the Prix

The following is reprinted from Craig Armstrong's column in the August 31 This Week. Ed.

Bragging Rights: The Armstrong Motorsports broadcast team, veterans of Portland International Raceway radio and P.A. broadcasts for many years, have been selected by the San Antonio Grand Prix Association to produce the P.A. broadcast for San Antonio's Nissan Grand Prix of the Americas, an IMSA Camel G1 race scheduled for Labor Day weekend. Anchored by renowned motorsports commentator Gordon Scott and technically produced by Rose City Sound's Jim Hall, the Armstrong Motorsports crew will be heard for the first time outside the Pacific Northwest. More to come!

I did not personally witness any of these abuses. I was not aware that any of our drivers were out on the track to make spectacles of themselves or the teams they represent. But I was victim to the forty-five minutes of uninterrupted "new business," as folks attempted to decide how to cope with this problem. Bottom line? It's ultimately Donna's responsibility to become the enforcer.

This is not the first time, I suppose, in the history of our club, that somebody has broken an unwritten rule. Team Continental prides itself on its ability to perform without rules and still accomplish our intended goals. I have no recommendations regarding the application of any further controls or strict policies relating to our "Happy Hour."

I would, however, like to change the wording of a very important quote that has helped to guide my performance at any race facility. For next November's IC Driver Training and every event thereafter:

PLEASE
BE SAFE, HAVE FUN,
AND
DON'T GET TOO STUPID!!

Tech Tip of the Month

To shave three seconds off your lap time, start stopwatch 3 seconds after car passes by.

Recently Published

"Leverage your way to Maximum Paddock Space"

by Ric Tiplady

Why "wedge" at Westwood when you could use these winning ways? (Winnebagos Welcomed!)

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The "Other" Labor Day: San Antonio Prose

Bill Halsey**

Oh hell, I've forgotten all the bullshit that I'm supposed to go through in order to meet the requirements for submitting an article to this rag, but as the Editor (mini-goddess) suggested that something should be heard from the turncoat group that went South and East to make money instead of the trek to Oly to spend money, here it is.

To say that things didn't start out in the best fashion for the Armstrong Motorsports group, at O-Dark Thirty on Thursday morn, is almost a group one understatement. A "Failure to Function" alarm clock at ARMSTRONG place found SUZIE and FRED still abed when GORDON SCOTT called after their scheduled time to have picked him up. A change of plans put Gordon on direct transport to PDX with the Armstrong vehicle in hot pursuit to try to make the boarding time. They just did (2 minutes to spare) but their baggage didn't and would follow somewhat later.

At the same time, in Northeast Portland another alarm failure to function found yours truly awakening ten minutes before the time that Dave Bell was to arrive with transportation to the airport. As I had taken the opportunity of the four S's the previous eve, I was standing at the curb at least one full minute before Dave's arrival. On the way to the airport, we were passed by a speeding Red Porsche containing DIANE and DANE PITARRESI who evidently were also near their programmed time schedule. The eighth member of the crew "had a problem with a tooth" that kept him from making the itinerary that was originally planned; MARK GOODMAN would follow later.

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Well, we were underway for Dallas/Fort Worth where on the previous morning you may remember there had been a departure crash and we would be leaving there later that day for San Antonio; at least we were flying American, not Delta. During the trip I found myself humming a little tune/ad slogan, "I wish I was an Oscar Meyer Weiner;" seating had put me with a seat between GORDON SCOTT and another guy of equal stature. Eating breakfast was like Mitch Miller doing his choir directing, but God** did well and survived.

The departure from DFW gave me (window seat) a view of the crash site; the flight itself gave Suzie the ability to change her face to approximate the color of the green blouse she was wearing and to fill three bags full. It wasn't really that bad a flight, just some minor turbulence. A couple hours later and Suzie was looking much better (personal opinion).

The evening's foray along the green slimy looking ditch that has the nice sounding name of "Paseo del Rio" to a suggested eating establishment, The Bayou. At this location we found that the good old Monteseuma's Revenge can come from other than drinking the water when DIANE P came near death from the consumption of a catfish. First order of business for me on Friday was to find a liquor store for water treatment purposes and picked up a quart of good old Canadian Club. Seemed to work well, even though I did consume a fairly large quantity of the treated water with lots of ice, just a few bottles and glasses of beer to augment the thirst quenchers too.

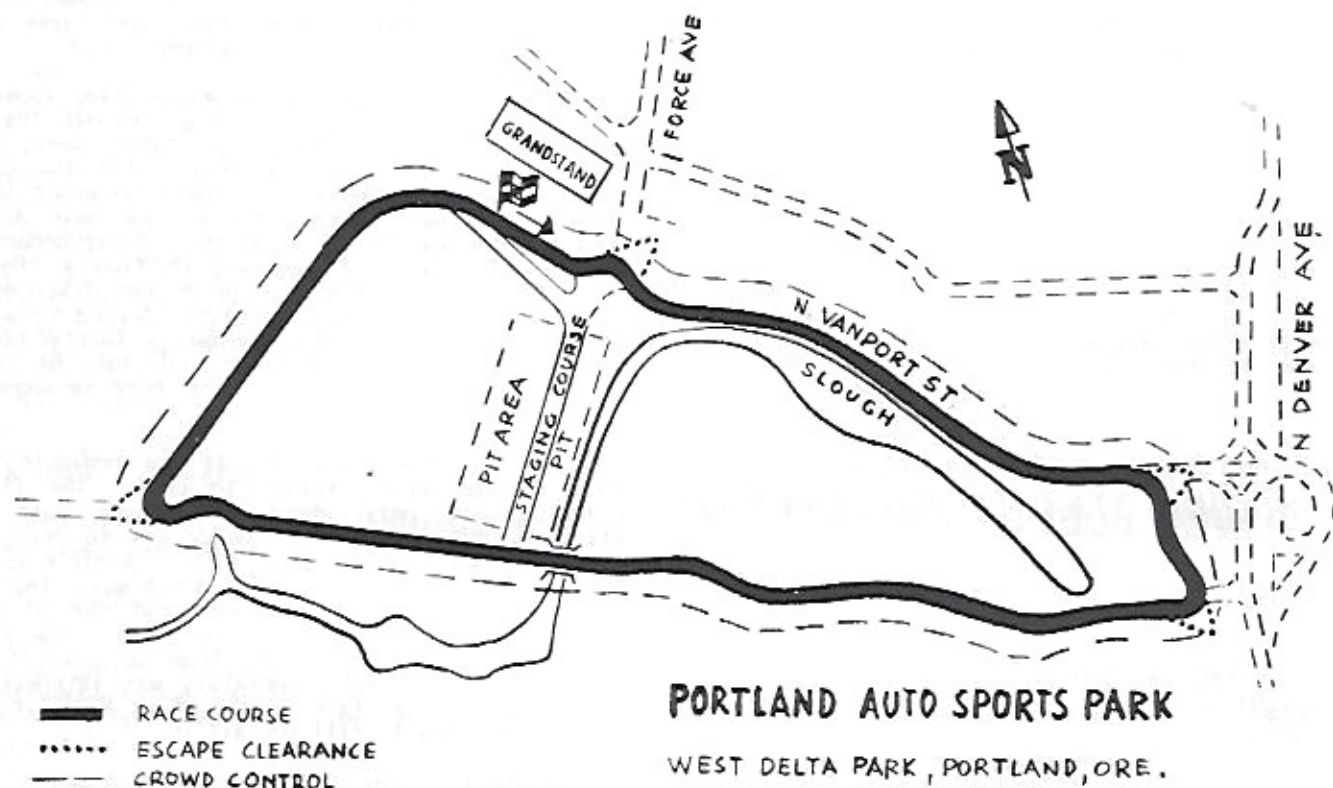
Some of the crew realized that the beginning of RACE DAY portended things to come. The first practice was only about two hours late in starting, but part of the delay was to bring in the no longer usable Rapid Response Vehicle which had tried to move a barrier in a big way. The 928 decidedly came out second best and one of the Nissans was converted for that chore. The race stuff you will already have read so I won't go into that. The course certainly was interesting and tough; you can talk to any of us about it and we will be happy to fill you all in.

One thing that may bear special mention is the finish straight chicane which was right in front of the Anchor position occupied by GORDON and GOD** was also the pit-out location, "controlled" by a stop and go light, and the location of three or four close misses and a Nissan bending "minor" concrete meeting in the second morning GTP practice session. I had been watching the problem very closely and had determined that a big part of it was the inability of a worker that was giving the go sign to judge the closing speed of the cars on course. After the Brabham incident, I talked with an IMSA official and that person was moved elsewhere and the problem immediately was solved. Only other close call was by a slow starting reentry.

It was really a tough thing to do, to miss Oly for a long fairly enjoyable airplane ride, class accommodations in the "track-side" San Antonio Marriot, a "free" day in the schedule with the Convention Center right across the street, Riverplace the other way, The Alamo only four blocks off and a Denny's two blocks down the street. A good time was had by all (mostly) and the pay was okay. I'm really sorry that I missed Oly this year, but under the same circumstances, I'm looking forward to doing it again next year!!!



PORTLAND MAYOR BREAKS GROUND FOR NEW COURSE



Portland Mayor, Terry Schrunk broke ground for the new Sports Car Race Course at West Delta Park on Monday 8th. This marked the beginning of the first phase of the developmental project instigated by the Portland Jaycees with the assistance of the many motoring organizations in the Greater Portland area, and which is now becoming a reality after several years of planning.

While Mayor Schrunk is enthusiastic about the new Auto Sports Park he warned that there are at present no City funds available for further development, and that revenues received from the competitive events held on the track will of necessity provide such funds as will be used for expansion of the facilities. So saying the Mayor, armed with a post hole digger, symbolically began the work which will in time provide Portland with a center which will include a drag strip, kart course, swimming pool, arboretum, golf course, and club house.

The initial event to be staged on the new course will be the Cascade SCC's ICNSCC Championship race to be held on June 11, 1961. To be called the Rose Cup Races, as high point of Portland's annual Rose Festival, the meet will be the first in the Northwest ever to be staged in such close proximity to a major city. This will certainly attract the spectators. The competitors will undoubtedly be attracted by the new road course which features curves, both tight and fast, as well as some excellent high speed straights.

Since the race is a part of the Annual Rose Festival, and huge crowds usually flock to the Portland area for the celebration, entrants, and spectators from other areas are warned to make their reservations well in advance.

A few years ago they were chasing us off of airfields . . . now we have in less than three years time a like number of true road racing courses . . . Our cup runneth over.

Sermon on the Count

Membership Corner
by Bill Halsey**

DUES ARE DUE!!

Well, gang, when I took over the job of Membership Director, I set my/our goal at 300 IC members by the end of the "year." I'm happy to report that at the September meeting the goal was passed. Three hundred and one, with several applications out and pending. The membership office isn't closed; I'm looking forward to getting some more good members.

Many of you who attend meetings know that there are a very few loud people who keep bringing up the status of the members. A few prima donnas live in the past (dark ages) and time and time again bring up the "fact" that we are getting "too many non drivers." Well, before we have to hear all that bull shit again, here are the real facts.

ICSCC now has about 400 licensed drivers; 25.8% of those people belong to IC (79 IC only and 24 dual members). A little background here many of the duals have said they will be licensing IC in 1989. Sure will be easier to keep count!

Well, now that we've mentioned "driver," there are within IC 217 active or old time drivers constituting the I.C.R. Division (Team Continental Racers) which leaves us with ONLY 84 non drivers. That's 27.9% of our membership; I would say that this is still a pretty low percentage. Good thing that the "old-timers" and those without rides are willing to work our events.

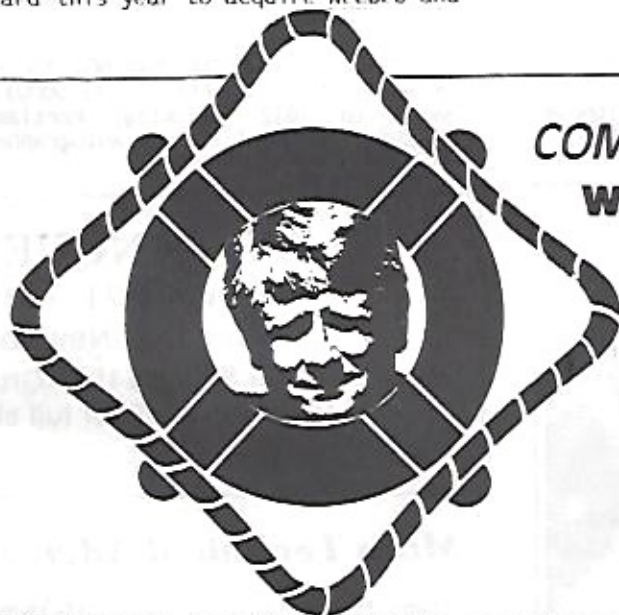
Now I have quite well explained my position and as I have fought hard this year to acquire NEEDED and

desired funds from the board to maintain membership item stock, I have decided that I will accept nomination for membership director for 1989, but only if I get more asterisks than anyone else on the whole damn ballot. I've already upgraded to three for making the quota for the year. (We are conserving typewriter ribbon; you are hereby notified you have been downgraded to 50% of your prior quota; that is, you have been half-asterisked. Ed.)

Actually, this has gone on long enough, with over 300 members, the ballot should ONLY contain people who are WILLING and ABLE to do the job. There should also be more than one candidate for each of the elective positions. No more "joke" or "get even" nominations, okay?? Also, if a person declines the nomination, their name does not go on the ballot.

Dues are due!! A little explanation is also required, I guess. A "senior" gold card ICSCC license does NOT automatically make you a senior member of IC. Take a look at your address label. Your "current" status in IC is listed there. I've kept up as well as I could on ICSCC upgrades from the printed results; if I've missed someone, let me know. Dues are \$14.00 for N, NR, A, & AR; \$10.00 for S & SR, and \$5.00 for IR.

Another thing to think about: Try to remember who you signed applications for as sponsors, and let's try to keep the people we have as members on through the years. With a few exceptions (I want names. Ed.), we have one hell of a group of very qualified people within the Team Continental family and there is no sense in allowing them to drift away. If they aren't going to be driving, they can still be important to the team. Would be nice if the membership director for next year doesn't have to start out replacing 20 or 30 drop-outs. Once again, dues are due!!!



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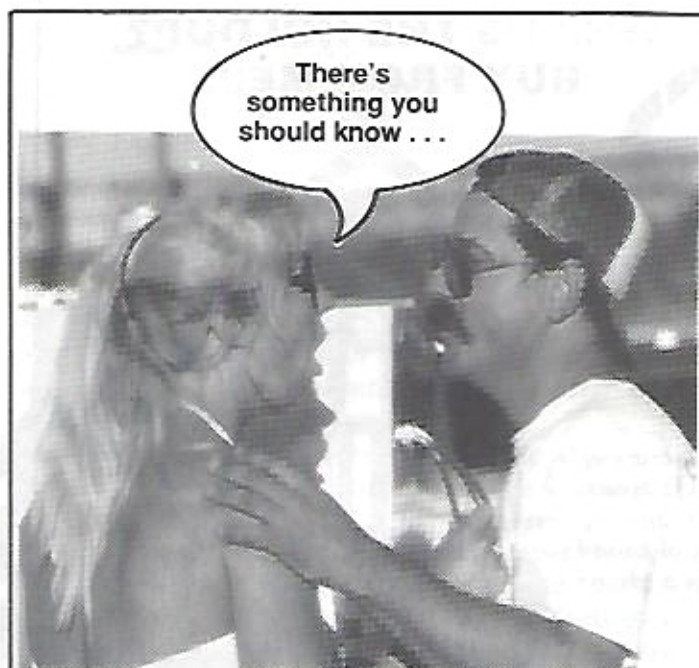
Dirt Alert!!

The Inside Scoop -
by the Official TC Rumor Patrol

1. To the "smorgasbord" crew, please no camel in the brownies! It has a tendency to make your eyelashes stick together when you plant your face in the pan during a 3 a.m. grazing.
2. Are they now making zinc oxide for the nose in brown? Or have a few workers been following too closely behind some of the drivers when they stopped quickly? We guess "only the Shadow knows."
3. What SCCA "Squeeze" and TC "Tootsie" could be found Friday night prior to the Oly race, sewing up bags of sand by the headlights of a diesel (cough, cough) Rabbit? Aargh - doesn't sound like fun to the rumor patrol!
4. Watch out ladies for one of our newer XL TC men! He received a dozen white roses at work from some happy lady. Hot tamale!!
5. Thank god Sammy the Seal and the Rat are stuffed animals and can't tell tales! No micro-recorders implanted, we hope!

Continental Trivia

Team Continental is larger and no doubt lustier than the following Oregon metropolises (don't blink): Blue River, Cherry Grove, Cloverdale, Colton, Crabtree, Dexter, Eagle Creek, Hebo, Idelyd Park, Kinzua, Mehama, Midland, Millington, Milo, Mission, Murphy, Neotsu, Southbeach, Sunset Beach and Trail. Each of these towns has a population of 300 and no Beer Steward.



Tiffany Boggis drills Bob Dratwa on the true facts.

Continental Cinema

Great Scott! A Star in our Midst

Coming sometime (release date unknown) to your neighborhood, the feature length film "Breaking In." A "must" for all TCers, this flick features Continental's own Gordon Scott along with supporting roles by Burt Reynolds and Casey Shimesko (OK, Gordon, I can't spell it either).

Reynolds' credits—besides the bedroom eyes—are too numerous to list here. Shimesko has appeared in Stand By Me, Gardens of Stone (a fine performance as the company screw-up who goes on to win the medal of honor in Vietnam), 3 O'Clock High (a recent cable release) and Young Guns.

Scott appears as a counter man in a diner—the scene being shot at Fuller's Restaurant, a venue owned and operated by #4 Datsun 280Z driver John Paul Fuller. Gordon was originally scheduled for a more substantial part, but his appearance was abbreviated when the shoot conflicted with his commitment to announcer duties at the San Antonio Grand Prix. Proving again that it's just hell being popular.

So you don't miss it—look for Gordon as he delivers these soon-to-be-famous lines: "You want another cup, Angie?" and "What happened to Angie?"

After surviving many takes, Gordon told the TellTale, the company returned to Fuller's three days later for additional shots. Consequently, Scott's Soliloquy to Angie may wind up on the cutting room floor. Not a problem... it's on his resume now.

Celebrity Scott is managed by Creative Artists Management in Portland (243-5000). Send your fan mail to 1012 SW King, Portland. They could probably arrange for an autographed 8x10 glossy if you asked nicely.

TC BANQUET!

January 21, 1989

Shilo Inn, Newport

Slumber Stalls: \$45 — Grubb: \$16
Ring 655-3246 for full skinny.

More Technical Advice...

Steps to determine if your car is running:

American

If your car is vibrating...

AND/OR

Your Gauges indicate Life...

AND

You hear a grinding noise when you turn the key...

Your car is running.

British

If you check your rearview mirror...

AND

If two or more people are back there pushing...

Your car is running.

TC

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TC BUYS THE BEER - FIRST KEG GETS TAPPED FRIDAY 4 PM

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FRIDAY NIGHT SKIERS MEET AT THE LODGE - LEAVE AROUND 5 PM

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MAIN PARTY IS SATURDAY EVENING - BRING ONE GAG GIFT PER PERSON

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THE LODGE SLEEPS ABOUT 15 IN BEDS, 20 MORE IN BAGS, PARTIES ABOUT 70

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EAST OF ZIG ZAG

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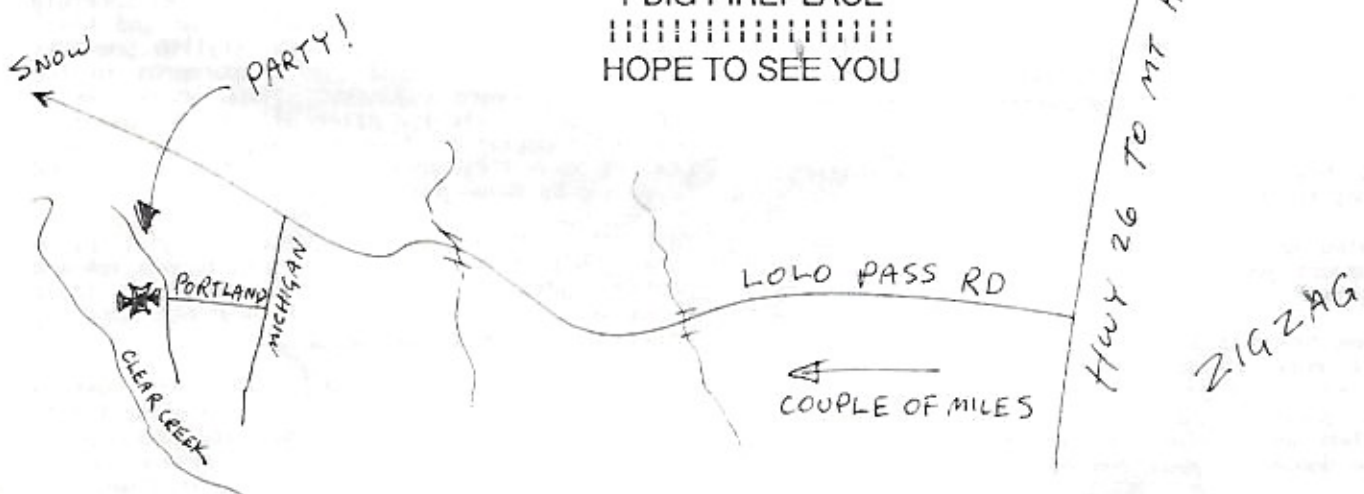
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1 BIG FIREPLACE

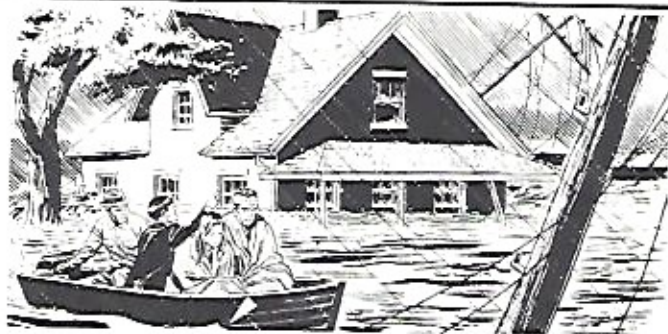
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HOPE TO SEE YOU



21845 E Cascade, Zig Zag, 622-4234 at the Lodge - Call Don or Sonja for info 656-2237

HAZARDOUS REPORTS ONLY



Here is your Editor Budweiser on the left, felt tip on the right and the joker in the middle is me. Actually, what's in the middle is a severe coffee table blockage that must be flushed before this column can continue. Have you surveyed your work bench lately? Send your Editor a description. Here's hers...

- 1 ea. 10 oz. bottle Ocean Spray Cran-Raspberry, empty.
- December, 1985, Loud Pedal. Illegible notes, phone messages and graffiti liberally tattooed across both covers by a conservative hand.
- 8.5 oz (4.2 oz. free) plastic bottle of 100% pure Aloe Vera Gel (\$1.99 at Revco in Phoenix), full.
- Hand mirror (for watching TV when beached counter-clockwise on davenport).
- Two plastic sporks (you know, the funny spoon/fork combos they issue at Kentucky Fried and Popeye's so you don't have to eat things using just your lips).
- Three earrings; 1 ea. aqua, 2 ea. magenta.
- One packet Iaco Bell taco sauce, mild, unopened.
- Stopwatch (sorry, Halsey**, it's a Micronta).
- Nice note from Cascade's Chief of Scoring thanking your Editor for futile attempts to produce accurate charts at their last event. Charts belong on boats; your Editor cannot fathom why anyone would want to associate them with road racing.
- Tony Cachere's ("Use It on Everything!") Creole Seasoning, jumbo shaker. (Can also be used to control flea population of household pets.)
- Bic brand highlighter pen (for accentuating typos in other car club publications).
- Unwinding band from a package of Camel (support your race sponsors, even unto death!) Lights.
- Weems brand duck call. Range on the Weems is much more limited than on the Editor's old favorite call produced in Lake Charles, LA—it was great for accompaniment on the National Anthem and perfect a capella on "The Theme from Bonanza." Gone but not forgotten.
- First (and only) edition copy of *Women in Sports Car Competition* by Evelyn Mull. (What to say, wear and do for girls and ladies circa 1957.) Includes great black and white photo of Denise McCluggage just before winning the ladies Nassau race of 1957. (At that time

McCluggage was covering sports car events for the New York Herald Tribune, having just started racing in 1956.)

15. Vol. VII, no. 3 of the *Southern Partisan* featuring "In Search of Honest Abe" (never found) and "Nathan Bedford Forrest and Southern Folkways." Your Editor's grand national favorite ultra-conservative, anti-establishment mag. According to these folks, buses should be redesigned to accommodate more in the rear, not to mention expanding the baggage compartment for Yankees.

IRDCeizure

TC Balls Bruised in Oly Battle

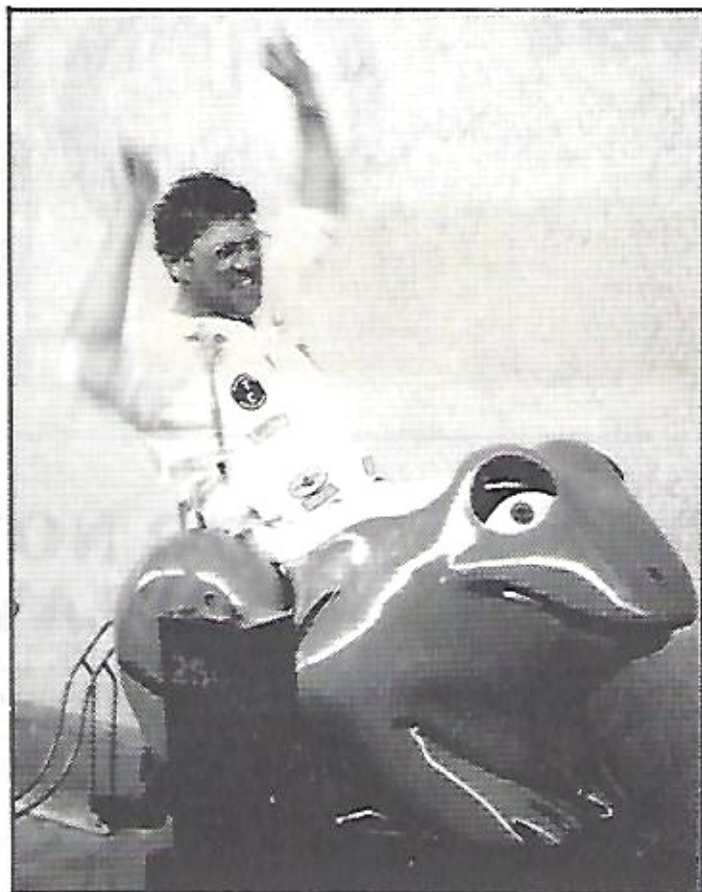
Another—and perhaps final—crusade to the Oly Land is behind us. Your Editor returned without the Oly Grail but did bear witness to a few relics in action. The racing was great and your Editor had a festive time in the starter's tower despite Brad Gehring's attempt to engulf the starters and timers in flames after his off course excursion into the drainage culvert preceding S/F. These IRDC guys will do anything to get attention.

And while we're on the topic of the Ignorant Revolting Driving Club, we might as well get right to the heartbreak of volleyball. The volleyball rally squad put their hearts into this one. Using long black shoelaces, the squad surgically restored the rent pre game ball to a semi spheroid state and dubbed it Fronkenball. Red and black crepe paper was fashioned into stylish pom-poms and the squad practiced cheers apropos to the occasion ("Forward cojones!"; "IRDC whack 'em in the pee pee!"; etc.). After all this preparation and pre-competition hoopla, imagine the squad's chagrin when they arrived at the "court" to find TC behind by seven points.

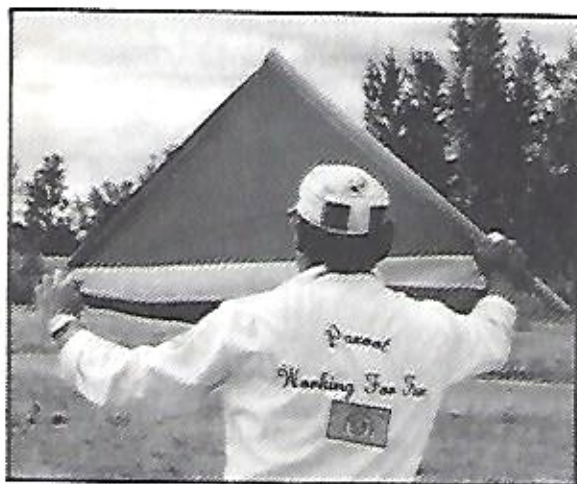
Yes, the Editor did see people adjust pylon locations that delineated the court boundaries and perhaps IRDC did have some "ringers" in their bunch—as a few tenaciously claimed but face it, folks, this "competiton" was a TRAVESITY.

The Editor found it difficult to sustain enthusiasm in view of TC's "coordination." Nothing personal, Mr. Archer, but the sequence "I got it...I got it" followed by thunk!—earth ball—is not this reporter's idea of an Olympic or Olympian performance. And Archer wasn't alone. The Editor may know nothing about volleyball but suggests that next time we go for dominoes, croquet, authors or something we can handle without publicly messing on ourselves. As Jana Toye would say, "It wasn't pretty."

ZOOT! Thanks for the Memories



In Long Beach



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