



March 2016

www.cascadesportscarclub.org

ISSUE 3

PORTLAND ROASTER SHOW PORTLAND EXPO CENTER MARCH 18, 19, 20, 2016

We have a booth in the Portland Roadster Show in it's 60th year. We will be displaying a car, videos and lots of handouts for our events. We need lots of help in the set up and then for the hours we are open.

The hours we need help for are as follows:

March 18 Friday – 12:00 (noon) until 9:00 P.M.

March 19 Saturday – 10:00 A.M. until 9:00 P.M.

March 20 – Sunday – 10:00 A.M. until 5:00 P.M.

We can schedule you for as much or as little as you want to help. We will have names at the E building entrance so you can be admitted at no cost. The one thing we do not have are parking passes. My suggestion is to ride the MAX to the Expo. That means you could park in the area of PIR.

Grace Skinner is in charge of setting the schedule for workers. Her email is gorace-gracy@gmail.com or me at dragondreams21@gmail.com. Grace will email you your hours of work and I will get you all of the details when I receive their packet at the end of the month, February.

Please volunteer with us. You will also be receiving points for every hour you work with us. For those of you new to us, please check the February Auspuff for further information on this subject. We really need the help to get more workers for our races and drivers for the racing program. You also will have time to walk the Expo and view the wonderful HOT RODS present.

Thanks ahead of time for volunteering. I truly appreciate all the effort you put forth for Cascade and our promotion.

Linda Blackburn
dragondreams21@gmail.com

Editor's Note

Due to a printer error the printed version of the February Auspuff was missing several pages. The online distribution was not affected by this problem. Those pages missing have been included in this edition of the Auspuff.



Upcoming Events

March



Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4 GearGrinder Rally Milwaukie Lowe's 6PM	5 General Meeting 7:30 PM Stark Street Pizza
6 Road Race Marshall Training PIR	7 Cascade Auspuff Deadline	8 BOD Meeting 6:30PM Elmer's 9848 Whitaker St	9	10	11	12 Driver Training PIR
13	14	15	16	17	18 Roadster Show Contact Grace Skinner	19 Roadster Show Contact Grace Skinner
20 Roadster Show Contact Grace Skinner	21	22	23	24	25	26
27	28	29	30 Swap Meet PIR	31 Swap Meet PIR		

April

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1 GearGrinder Rally Milwaukie Lowe's 6PM	2 General Meeting 7:30 PM Stark Street Pizza
3	4	5	6	7 Cascade Auspuff Deadline	8	9
10	11	12 BOD Meeting 6:30PM Elmer's 9848 Whitaker St	13	14	15	16 SCCA Regional PIR
17 IRDC Enduro The Ridge	18	19	20	21	22	23
24	25	26	27	28	29 Driver Training PIR	30 Race #1 PIR

CASCADE SPORTS CAR CLUB

<http://www.cascadesportscarclub.org>

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THE LOOSE NUT

This Month's topic: "Go-karts and the Terms of Car Control; how confusing they can be" by your Loose Nut.

I recently went out with a bunch of racing friends to the Go-kart track. Yes, it pegged the fun meter. Yes, it was a good placebo for not getting out on a "big track". Yes, I would recommend it to all (both?) of you readers.

We were able to skid around for ten minutes at a time, which was just enough to make our hands and arms tired and bruise our tailbones a bit. After each session, they posted our lap times. No one paid any attention to any lap times except our fastest one each. After all, we were slowed down by our friends that were blocking on all the other laps. No one should be too surprised that the folks that are fast on the "big track" were also fast with the karts. What's up with that? How can that be?

Did it get me thinking about "car" control and setup and all that stuff that we think we understand but probably do not? Yes. [Hey, those karts are sort of cars...] Therefore, I did what all good racers do and went on the internet and watched a bunch of racing videos. Was that enough? No! I then decided I should find some car racing books and try to figure out what I need to do to drive better. It seemed like a good plan at the time.

The flaw in the plan is that all this car control and setup stuff is confusing – at least to me. Therefore, I try to use this column to as the decoder ring and debunk some of the often misinterpreted meanings of these highly important terms. I suggest you make note cards and have your friends quiz you in the future.

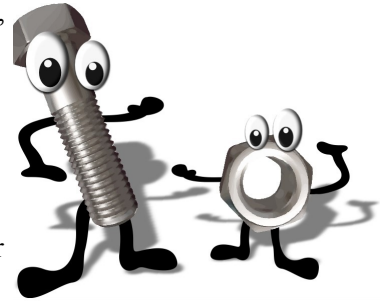
Car *Setup* makes your car handle like it is on rails. Do not let your brain think of trains here. If your race car feels like it is on rails, you are driving too slowly. Therefore, ignore the metaphor "rails". *Camber* is the inclination of the wheel viewing the car from the front or the rear of the car. It should not be observed when your three friend are sitting one side of the car. Go for negative *Camber*. *Castor* is the inclination of the angle of the kingpin or the suspension upright looking from the side. Hmm, the last time I saw a kingpin, it needed to be replaced in my brother's 1941 Plymouth Special Deluxe. [Yes it had suicide doors... I always liked those.] Go for positive *Castor*. *Toe* is the angle of either your two front wheels or two rear wheels when looking down on the car. Great, if only we had see-through fenders! Go for pretty close to zero toe. Avoid toe out on the rear wheels. You will hate it, trust me. All those other things like *Ackerman Steering*, *Bump Steer*, *AntiDive* and *AntiSquat* can be summed up as "the outside wheel goes farther than the inside wheel in a corner", "hit bump, toe changes, car goes haywire", "put on brakes, nose goes down" and "floor it, tails goes down" respectively. Think of all of these as "can't do much about it" or "I wonder if that ever happens" or "I hate it when that happens or all three."

More interesting is the *Traction Circle*. You need to be careful of this one. This is not related to the "rotaries" which are common in the north east. [They are starting to show up here. Why traffic planners like them is a mystery to all drivers. Rotaries are not to be used to test the traction circle!] The traction circle is a constant length vector representing the grip (a force) surrounding your car. [It is not a force field surrounding your car.] If you exceed the available force, the tires lose grip and off you go, usually agriculturally. Based on this, one could mathematically prove that one should *trail brake* into all corners. This is a fine concept. When I tried it, I succeeded in breaking new trails, much to the chagrin and disdain of the always appreciated turn workers.

All this "figuring" got worse when experimenting with my *slip angle*. The tire charts show for optimal grip, you want 6 – 10 degrees of slip angle. Let's settle on 7. Experience [read trial and error (OK, mostly error)] has taught me, that a 7 degree slip angle does not mean you want to hang the tail out 7 degrees at all the times. Nope. It means you want all four tires to be sliding such that they are pointed 7 degrees away from the direction you are travelling. If that makes sense to you, then you are probably too smart to be reading this column.

Back to go-karts. I recommend them to everyone. You will have fun. Consider them cheap track time as well as inexpensive therapy for a track starved racing junkie. They truly emphasize you really only have three controls – the accelerator, the brakes and the steering wheel. Use them well and may the force be with you!

Thanks for reading. Until next time, Loose Nut.





CSCC BOD Executive Session – October 6, 2015

Meeting Started: 7:00pm

BOD Members- James Gregory, Kim McFarland, Steve Powell, Dave Riehl, Julie Riehl, Linda Blackburn, Emily Smith

Discussion:

- Enter into negotiations to talk to Rose Festival Association about the Rose Cup Races with a co-event with Oregon Region SCCA, with Friends of PIR to serve as event management
- Emily Smith will attend the October 12 meeting with Rose Festival Association as representative of CSCC
- Board members agreed to the concept and want to learn more

Meeting adjourned – 8:10pm

Call for Volunteers

Cascade is looking for workers for the upcoming PIR Swap meet starting on Wednesday, March 30th through Saturday, April 3rd. We use golf carts to move people and parts throughout and around the racetrack. We also need an Oregon certified forklift operator to help load some of the heavier items. If you would like to experience the racetrack in a completely novel and much slower way give me a call or email me.

Thanks,

Bret Bienenrth
360-53-5056
Bienenrth@Netzero.net

ATTENTION MEMBERS

The Cascade Board of Directors is looking for a member interested in going to our social event and taking pictures of the people attending. Even if they are funny pictures or mistakes we happen to have. This also would include all of our events in the Portland area. This can be fun and a way to meet us and enjoy the process. We provide photo books for you to set this year of 2016 to history.

Cascade has a long history in the area. We have located minutes from the late 1950's to current. We are also in possession of some awesome picture books of the early years. It is fun to scan through these and see how some people have changed, the cars have also changed with the track at PIR.

If you are not in possession of a camera, don't let that be a problem. We can get you the equipment you need and ideas of what else you might need. Come to a general meeting, pictures there are nice also, and you get to meet everyone. Please contact any Board member or email me at dragondreams21@gmail.com.

Come have fun!!!
Linda Blackburn



CSCC BOD Meeting Minutes – November 24, 2015

Meeting Started: 7:05pm

BOD Members- James Gregory, Gary Bockman, Kim McFarland, Steve Powell, Linda Blackburn, Emily Smith

A special BOD meeting was requested by CSCC Pres. James Gregory. It was held at the Gregory home.

The meeting was to discuss the relationship between CSCC and Friends of PIR regarding the 2016 Rose Cup Race. There was concern that Gary Bockman had committed the club to providing services and personnel to help put on the race (event) without a final consent vote of the board. Gary made the comment that.....FOPIR was approached by Rose Cup and PIR and asked whether FOPIR would be willing and able to take over the Rose Cup event. He then approached the BOD of both CSCC and SCCA to explore the possibility of partnering to put on the event. He understood after having met with the board previously that he had permission to move forward with the commitment.

Several questions were asked of Mr. Bockman as clarification of the agreement:

Question: What is the expected payment to CSCC?

Answer: \$3000.00 to \$5000.00 flat fee paid to CSCC for the first year. SCCA will get the same amount. There is no financial liability to CSCC or SCCA if the event loses money. The clubs will be paid regardless. It was stated that FOPIR and PIR were both putting money into the event.

Question: What does the Rose Festival get out of this?

Answer: They will be paid \$500.00 for the use of the name.

Question: Is this an open ended agreement regarding time or is it to be year to year?

Answer: Year to year and the dollar amount may change depending on how successful the event is. Agreement is to be re-negotiated late 2016.

Question: Does all of the rest of the proceeds (profit) from the race (event) go to FOPIR?

Answer: Yes, and it is to be used for improving the facilities (track upgrades). None of the money will be going to the city parks department general funds. It was noted there is the possibility there will be no profit and or even a loss.

Question: When does PIR expect to have the “re-paving” loan paid back?

Answer: About 18 months from now. Mid 2017.

Question: Is this going to be sanctioned by SCCA?

Answer: Not officially at this time. Will be a combination of CSCC and SCCA personnel doing safety, timing, registration, communication, etc. FOPIR will have final say as to who handles what functions.

Question: What race groups or organizations are expected?

Answer: FOPIR is looking to get many different groups to come aboard. Have commitments for PRO-3, SRF, Spec Miata, and is working on others.

Being no further discussion, Steve Powell made a motion to go forward with the partnership as it stands. CSCC to receive a minimum of \$3000 for service and personnel and the agreement will be re-negotiated late 2016.

The vote was 4 in favor, 1 against, and 1 obtain. Motion passes.

Gary Bookman apologized to the board for the misunderstanding and will now move forward on plans.

Respectfully submitted by,

Steve Powell
CSCC Board Member

Meeting adjourned – 8:15pm



CSCC General Meeting Minutes – January 2, 2016

Meeting Started: 7:30pm

Board Members: MJ Hajari-zadeh, Steven Powell, Bob Peters, Dave Riehl, Olivier Henrichot, Linda Blackburn, Kim Kuzma McFarland (arrived 8:00 p.m.)

NOTE: In November Olivier Henrichot accepted the alternate position on the 2016 BoD after speaking with the BoD 2015 alternate MJ Hajari-zadeh. Also at the December 5, 2015 Banquet meeting, James Gregory tendered his resignation to the 2016 BoD, as a result Olivier Henrichot to become an active Board Member, leaving the alternate position empty for the remainder of 2016.

MSP of dispensing of the minutes.

Announcements

There were two guests MJ introduced: Jerry and Don. They found us on the internet and are interested in drivers training and racing.

Committee Reports

Activities Calendar: Dave Riehl – Auspuff deadline January 7; Spring meeting January 9 in Seattle; Board meeting January 12;

Activities Coordinator: Tracy Klein – No report

Auspuff: Tucker Sheppy – The Auspuff arrived before the general meeting

Charity Event: Tiffany Beers – A committee meeting will be held at 6:00pm before each regular general meeting. All are welcome; very productive meeting going over 2015 information

Contest Board: Phil Rees – No report

E-Board: Bob Hillison – No report

Enduro: Chris Heinrich – looking at options to make this a more profitable event; one option is prize money for the groups; also the one hour Enduro is up for debate in 2016

Gear Grinders: Branden Harer – No report

Historian: (open position) – No report

Marketing: Linda Blackburn – looking at printing a tri fold, getting into the Roadster show and other marketing plans for the club

Membership: Steve & Julie Powell – No new members at this time. The renewal on MSR was discussed and is up and running

Points Keeper: Grace Skinner – No report

Race Chair: Tracy Klein – No report

Race Team: Tracy Klein – No report

ROD: Kimberly McFarland – No report

Treasurer: Bob Peters – The books will be handed over on Sunday January 10, 2016

Website: Mark Estes – No report

Old Business

No old business.

New Business

Audit Committee: Julie Riehl, Gail Fetterman and Dan Heinrich were appointed

Outstanding Membership Search Committee was appointed: MJ Hajari-zadeh, Steve Powell



CSCC General Meeting Minutes Continued

and Scott Faris

By-Laws: changes will appear in the next addition of the Auspuff and will be voted on at the general meeting in February

Membership: question on pro-rating NEW members' dues. (it was added that it is an area that makes it difficult to set up on Motorsports Reg and most clubs just charge the amount of the single or family membership no matter the time a person joins; it was requested that if you have strong feelings about this issue on way or the other, please plan on attending a future meeting; findings/suggestions will be presented at the February

Scott Faris is the ICSCC Public Relation person that will work with all of the clubs to get information to the public so we can maybe generate more attendance of spectators, volunteers and drivers. He will discuss with each club the promotional leads they each might have. The auto show (which CSCC will work to have a kiosk in 2017); the Roadster show which we will have a kiosk in March; Others discussed Nick Miles on the radio; Television possibilities; Lars Larson; Cars and Coffee; DMV wall for postings; The trifold brochure is being worked up as well as a poster with all dates on it;

Social media: there was discussion on how it works and how to make it interactive similar to group pages (i.e., Turn Crews Northwest); further discussion will take place at the January 12 BoD meeting

Gary Bockman spoke to the issues with Rose Cup since there is some misunderstandings on Facebook that members are confusing people; he wanted to make clear that FOPIR is the Rose Cup Races organizer; CSCC and ORSCCA are supporters of this effort (see note at bottom of minutes); groups running in the 2016 Rose Cup Races will include PRO3, SM-CSM, GASS, SRF, Rose Cup Trophy Race (big bore GT 1, 2, 3, SPO-M), and vintage group; all groups are being told they need a car count of at least 23 cars to be considered; 2016 Rose Cup Race schedule will be out in approximately three weeks; tentatively- one race Saturday and one race Sunday for each group.

ROSE CUP/FOPIR NOTE: In October 2015, Cascade's 2015 Board met with Gary Bockman, President of FOPIR. He explained he was in discussion with the Rose Festival Association and Monte Shelton about scheduling the Rose Cup Race on the last weekend of July 2016. He approached ORSCCA and CSCC on whether they would support him (FOPIR) in this process. ORSCCA is on board with FOPIR managing the event. CSCC would have a contract with FOPIR stating similarly what CSCC does for SVRA/Historic races. There is a guaranteed minimum of \$3,000 for each club with the possibility of more when this race becomes profitable. The 2015 Board agreed to support Gary in his discussion and ultimate putting this race on at Portland Int'l Raceway to the extent it did not cost CSCC any money. Everything will be spelled out in the contract signed before the race weekend.

Meeting adjourned – 8:50 P.M.

Submitted by

Linda Blackburn, Board Member, For

Kim Kuzma McFarland, CSCC Secretary



CSCC General Meeting Minutes – February 6, 2016

Meeting Started: 7:29pm

Board Members: Steven Powell, Bob Peters, Dave Riehl, Linda Blackburn, Kim Kuzma McFarland, Emily Smith

MSP of dispensing of the minutes.

Announcements

Guests: Dave Baker, Phyllis (friend of Grace's) and Matt Pixley

Committee Reports

Activities Calendar: Dave Riehl – Auspuff deadline February 7; Board meeting February 9; Parker Johnstone February 20; general meeting March 5; RATS meeting March 5; Street Survival March 6
Activities Coordinator: Tracy Klein – No report (Gary Bockman told membership that Driving Instructor Training on Saturday February 20 at Parker Johnstone Honda)
Auspuff: Tucker Sheppy – No report
Charity Event: Tiffany Beers – (Signa Vernholm reported) new Dash for Kids website up & running; Tracy Klein was interviewed on Heels on Wheels pod broadcast about the charity event
Contest Board: Chris Heinrich – No report
Driver School Chair: Tracy Klein – (Gary Bockman reported) first school coming up in March
E-Board: Bob Hillison – No report
Enduro: Chris Heinrich – mini enduro schedule finalized with 11 races; consolidating race groups
Geargrinders: Branden Harer – organization meeting went well & 7 Friday nighters this year, with a day-time October 1 event added, and Mountains to the Sea August 6
Historian: (open position) – No report
Marketing: Linda Blackburn – Tiffany circulated at Portland Auto Show; CSCC will be at Roadster show
Membership: Steve & Julie Powell – New members announced to membership with no opposition: Michael Kelley, Bob Paasch, Dale Pestes, Steve Rogers; there are 115 renewals & new members as of today, with more renewals coming in (as member dues are up for renewal in January)
Points Keeper: Grace Skinner – article in Auspuff on points for volunteer work; spreadsheet will be kept up to date and reported quarterly; will be kept as Google doc and link sent to committee heads & race chiefs
Race Chair: Tracy Klein – (Gary Bockman reported) dates are official with Portland Int'l Raceway and online; going to be in talks with SVRA soon; Rose Cups will be a FOPIR event run by race officials for ORSCCA & CSCC; GASS in talks with CSCC and if they run, will be in June
ROD: Kimberly McFarland – will be finalizing the worker training this week
Treasurer: Bob Peters – getting used to the position and will be consulting with Julie Riehl as needed; (Gail Fetterman reported) audit was held and the books are accurate
Website: Mark Estes – CSCC website updated with CSCC 2016 events; contact page is also updated; posted Auspuff, expense report & renewal form; link to Dash for Kids website added; posted Geargrinders rally results

Old Business

New membership forms & elimination of pro-rated fees: posted in the Auspuff per by-laws; moving forward proposed flat fee for membership and one-time initiation membership fee; membership voted 21 yes, 2 no – change passed by 2/3 majority vote
By-laws committee: working on clarifying by-laws
GASS cars: negotiations underway for a June race
Rose Cups: Kyle Nickels asked about duties for the event, which Gary Bockman reiterated duties are split; Kyle asked about when the board knew about it, which November 4, 2015 & November 24 vote was taken; FOPIR event will be officially announced March 1; ORSCCA may have points races, but ICSCC does not allow points races due to not all ICSCC race groups running the weekend

New Business

Reinstate of honorary members: nothing has changed from last year; motion to table vote until people can review the honorary members list
Portland Swap Meet: Gary Bockman reported that the event has sold out on booth space; CSCC board will discuss at next meeting; Bret Bienerth will be taking volunteers list

Meeting adjourned – 8:43pm



CSCC BOD Meeting Minutes – February 9, 2016

Meeting Started: 6:30pm

BOD Members- MJ Hajari-zadeh, Kim McFarland, Dave Riehl, Linda Blackburn, Emily Smith, Steve Powell, Olivier Heinrichot, Bob Peters

Committee members – Bob Hillison, Chris Heinrich, Grace Skinner, Branden Harer

Visitors: Julie Riehl, Vincent Vavrosky, Cathy Peters

Linda Blackburn made sure the board was aware that the January 2016 printed edition of the Auspuff had 4-pages missing, which the printer apologized for and will give us a credit for the next printed. MSP of dispensing of the minutes.

Committee Reports (Only if any new information from our previous Business meeting)

Activities Calendar: Dave Riehl – new cards proofed; Parker Johnstone February 20; Geargrinders Friday nighter March 4; general meeting March 5; RATS meeting March 5; Street Survival March 6; race marshal training March 6; Auspuff deadline March 7; board meeting March 8; driver training March 12; SCCBC at Mission March 19-20; Oregon Region solo March 19-20; Portland Roadster Show March 18-20; race marshal training at ORP March 26; Portland Swap Meet March 30-April 1

Activities Coordinator: Tracy Klein – Kim is helping with activities; looking at picnic dates

Auspuff: Tucker Sheppy – No report

Charity Event: Tiffany Beers – (Olivier Heinrichot presented) Tiffany thanks Tracy for her help with the Heels on Wheels internet radio show; presented a snapshot of the sponsorship levels

Contest Board: Chris Heinrich – No report

Driver School Chair: Tracy Klein – Driving Instructor Training at Parker Johnstone Honda on Sat. Feb. 20

E-Board: Bob Hillison – GASS proposal will be before e-board soon; Chris Heinrich new contest board rep

Enduro: Chris Heinrich – mini enduro there will be eleven (11) races; motion made by MJ for 'Travel allowance equal to 20% of entry fee for teams that tow from outside of Oregon and Washington' approved; motion made by MJ that prize money for min 20 entries required would be 1st overall \$1,500, 2nd overall \$1,000 and 3rd overall \$500, with Option 2 of the class winners for the 8-hour enduro (class winner only purse - \$1,000 for 7 or more cars, \$750 for 5-6 cars, \$500 for 2-4 cars, \$250 discount on 2017 Enduro for class winners with 1 cars in class for 2nd place in classes with over 3 entries) approved

Geargrinders: Branden Harer – working on getting new members involved; will offer multiple rally dates/season pass discount for CSCC members (a punch card-style discount); MJ asked that rally information be prepared for Roadster show, as well as website & Facebook calendar new Rally Friday Nighter season with budget proposed & approved by the board

Historian: (open position) – No report

Marketing: Linda Blackburn – Heels on Wheels interview with Dash for Kids charity event was conducted with linked posted on the CSCC Facebook page; \$1,500 marketing budget approved for miscellaneous 2016 expenses (marketing materials, such as Dash for Kids cards); Scott Faris will also have ICSCC funds to help with extras, such as ICSCC posters; Vincent Vavrosky is working with Nick Miles/Test Miles on KOIN for one (1) school entry put someone in a car during a driving school day for extra publicity for air on TV, which Driver School Chair approved – KXL is also a possibility, but would potentially cost \$1,500 – Vincent said we need a budget & potential talking points for the radio show; board agrees to move forward with the KOIN spot and see how that goes

Membership: Steve & Julie Powell – new members Michael Kelley, Bob Paasch, Dale Pestes & Steve Rogers approved



CSCC BOD Meeting Minutes – February 9, 2016—continued

Merchandise: Café Press storefront – www.cafepress.com/cascadesportscarclub for online store
Points: Grace Skinner – urging people to join CSCC to earn points for the weekends they volunteer
Race Chair: Tracy Klein – first race end of April; GASS race proposal sent to e-board; first race is non-chicane; Sherman Johnston suggested that a spreadsheet/program Jeremy Plance created could coordinate assigned parking/paddock spaces for CSCC in exchange for race entries – board asked for a proposal; will have budget at next board meeting; new printer for driver services was proposed as the one we have had is broken – MJ will look into costs & Tracy will buy and put into the race budget; CSCC Chiefs meeting will be on February 21 at Elmer's; old CSCC radios are gathering dust and Adam Jacobsen has expressed an interest – Tracy would like to donate them to Adam; motion to donate eighteen (18) Motorola radios to Adam passed unanimously
ROD: Kimberly McFarland – race officials training will be held on Sunday March 6; social media committee meeting will be rescheduled soon (committee members: Kim McFarland, Tiffany Beers, Emily Smith, Linda Blackburn); motion made by MJ that CSCC provide up to \$150 for school costs (booklets, morning snacks, coffee, lunch & water/pop) approved
Treasurer: Bob Peters – up-to-date with books
Website: Mark Estes – No report

Old Business

Taking care of in reports above.

New Business

Historian: actively recruiting for a new Historian
Archives: MJ has volunteered his space to house CSCC history/boxes
Swap Meet: this will be CSCC 13-14 years with swap meet; Gary Bockman said in exchange for two trucks & radio usage, Portland Int'l Raceway will give ½-off rate (credit) for a driver training day – approved by the board
Vintage event: Gary Bockman brought the 2015 contract for 2016 revisions; proposed SVRA pay \$4,500 up front at the signing of the agreement; Exhibit A change – move last sentence to Exhibit B (i.e., CSCC will procure base PIR track services (e.g., cleaning, track repair, garbage service, rent of wired communication for turn stations, port-a-potties)) to what SVRA pays; Linda Blackburn stated she would clean up the contract, per the recommendations made by the board, and will submit to the board by February 12; motion made by MJ for \$4,500 approved
Rose Cups: official schedule will be out March 1; Motorsportreg will be up soon

Meeting adjourned – 8:30pm

History Lessons

To put this in context, racing back in the middle 50s was quite a bit different than today. At that time there was no racing in Oregon [but talks had begun on Tillamook]-- so if you wanted to race a car you either drove to Seattle-area (Shelton), or California.---- Also in those times, almost everyone drove their car to the track, prepped it for the days racing [tape on the headlight was minimum] and then hoped (?????) To drive it back at the end of the data to home, which sometimes was hundreds of miles away.

I had raced a couple of times at Shelton, and found that I could generally stay with another MG, but there were a few others that would pretty well consistently pull away from me. In those days, stock was supposed to mean stock and one could run in two races in a day by simply pulling off the air cleaners and running in the modified class. But running an essentially stock MG in the modified class was pretty much also a frustrating thing as you watch cars go by.

So I decided that as long as I wasn't going to be able to run in the stock class I might as well run in the modified class and see what I can do. So I purchased a Marshall-Nordec roots type supercharger and this made a significant difference. Then, the following winter I did a pretty thorough prep on the TC... Following the MG companies "tuning" manual to a fair degree... This included a set of horribly expensive sodium cooled valves, bronze guides,,, plus a Chat Herbert roller-tappet blower-grind camshaft head porting, and "reducing" the compression ratio, [to allow the blown engine to run on pump gas] plus a full balancing job. At the conclusion, the engine with put on a dynamometer at the speed shop out along the Columbia River, and after some SU needle changes (a single SU carburetor now) and a bit of modifying the distributor springs , it was able to put out 145 brake horsepower. REMEMBER the factory got 195BBHP from their 1250cc TD engines so I was close, but nut up to full potential yet.

So for the first race next spring, drove the car up to Shelton, and then THE PROBLEM !!!

When the flag dropped, off I went with full "Sturm & Drang", right up to the point where the shift from Low to second was required... At that point the engine ran away and there was no more torque delivered to the rear wheels. BIG VERBAL Exclamation point...by me !!! Pulled off course, Got out and started to see what had gone wrong---- quickly found out that the engine would not start again even though I could hear the starter run. A little further investigation revealed that a look through the oil filler cap and could see that the valves went up and down on a hand crank of the engine (YES, TC's had hand cranks included) but no action when starter was energized.

So, to bring the story to a close, the newly found torque had sheared the four flywheel flange bolts and the two dowels in the crankshaft which were not up to the excitement... SO, not only not going to race anymore that day, but NOW not going to drive home that day either. [few more WORDS]....

And the unscheduled tow behind a friend's car from Shelton, back to Milwaukee is another story for another day.

Charlie Brown [The shattered nut ???]

Remembering Dave Johnston

Dave joined SCCA (Sports Car Club of America) in July 1985 (a 30-year member) and was also member of SOVREN (Society of Racing Enthusiasts), he also in the past worked with IRDC (International Race Drivers Conference) as well as a motorcycle groups I don't know which club. These are all clubs that run events on road courses in Kent, Spokane, Shelton (all Washington) and in Portland, Ore. He was a vital part of trying to keep electronics operating efficiently at Pacific Raceways (Internet, PA, etc.) In the past Dave worked on the Emergency Services crew for tracks and clubs. If you have watched professional racing on TV and saw emergency equipment arrive to help a driver in a crash or mechanical issue, this is what Dave did for many years. He also was a NASCAR (local groups) Push Truck Driver (Rack mounted to front of truck that can be placed on back of NASCAR style car to push start them or push them to the pits). (Below is a story of how he promoted others to join him).

Dave started doing Radios in 2004 when the previous person retired. He wasn't in it to make money from the clubs but to meet a need. He branched out from radios (with headsets and microphones) to supplying timing equipment and Wi-Fi with printers to distribute results. Some of this was his equipment that he acquired over the years and some of the stuff what each of the clubs that he stored and helped set up at each event.

Submitted by Sherri Master-son



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