

April 2020



cascadesportscarclub.org



Updates from Cascade Sports Car Club regarding COVID-19 precautions

In response to the evolving health crisis known as “COVID-19 or Corona Virus”, Cascade Sports Car Club is monitoring the situation carefully. Our top priority is safety, both on and off the racetrack, and we urge everyone to follow the recommendations set forth by public health agencies.

“This situation seems to change minute-to-minute. We will continue to monitor developments related to COVID-19 and make decisions based on safeguarding the health of our racers, students, volunteers, and community based upon the recommendations of public health agencies, including U.S. Centers for Disease Control (CDC), World Health Organization (WHO), and Oregon Health Authority (OHA).”

We are also monitoring the changing schedules at Portland International Raceway where our HPDE and Racing events are held. We highly recommend you monitor the [PIR](http://pir.com) website for updates and information.

Please monitor the Geargrinders Rally page on our website for updates on their events. [Gear grinders News](#)

Until further notice we will not be holding our monthly Board of Directors or General Membership meetings at their usual time and place.

At this time, our Rose City Opener race on May 2-3 HAS BEEN CANCELLED. All entrants will receive a full refund.

Please check cascadesportscarclub.org

And icscc.com for updated information.

Thank You.





May 2020

www.cascadesportscarclub.org

ISSUE 5

Greetings

Well I think it's May and this should be the start of the racing season. But at the time I'm writing this I'm really not too sure if we are going to be holding our first event or not. This is not how I had foreseen this year to be going. This whole Pandemic thing really has messed things up for everyone. The world has not reacted to something like this in over one hundred years. Not since 1918 has anything stopped the world from turning. And yet you would think with modern science we could keep that from ever shutting down the world ever again. NOPE!

So if you have not noticed, I'm not liking the whole stay at home, don't go anywhere, can't do anything order that has been put into play. I'm not a fan of the get arrested for going to the beach alone or get a ticket for walking your dog on a trail away from everyone else. And when my employer hands me "papers" that will "allow" me to travel back and forth to work, it is reminiscent of countries that we fought long and hard to free from such things. But I understand the need for social distancing. I get that some people in this world can't follow certain guidelines to help stop the spread of a virus. And because of this we all get punished. I just want to go drive my car on the race track people!

Okay , rant over.

So, down to business. No meeting in April to report on. The SVRA contract is kind of done but we may need to adjust dates if it moves. Indy car has moved its date and we will be doing our best to cover that event. I guess its going to be a jumbled up year and events may get put on top of each other because of all the adjusting of schedules. And after all that careful planning we tried to do to keep the schedule to a nice easy hum for all the workers and drivers.

Well it is my hope that by the time this goes out to you all, that the "stay at home order" has been rescinded and our race will have been given the Green flag. If not, I may go full Bill Murray like in Groundhog Day and loose my! So if in the next month you see on the news helicopter footage of a high speed pursuit of a copper colored sports racer up and down 205, you'll know who it is.

Sarcastically yours,

Vince Vavrosky, CSCC President





Cascade Sports Car Club Board of Directors and General Meeting

April 2020



APRIL 4, 2020 BOARD MEETING

This meeting was canceled because the order of the Governor of Oregon requested meetings of less than 10 people. To honor this the board members carried on their business by email. Steve Powell, membership, present three new members. Because of the cancellation of the general meeting also, we decided the announcement would have to be in the Auspuff and we go from there. If anyone has objections to this, please let me know as Secretary of the club. We unanimously approve the following members to active full membership: Dave Dilley, Andy and Mercedes Lillenthal and James McCrae. Welcome to the club.

Respectfully submitted, Linda Blackburn, Secretary of CSCC.

APRIL 4, 2020 GENERAL MEETING

Being socially responsible to our people, the Board canceled the general meeting for April. We will have a great Auspuff coming and we will keep planning the race season and other Cascade events. Victoria and Monte Saager have figured away to keep the rally program working. The GPS system seems to be a winner. Bob Peters is so impressed he would like her to run for a government office!!!

We will keep doing the race preparation and hope the government let's us live life soon. Everything depends on what the government decides for us to proceed into the future with social activities. Keep the faith!

Respectfully submitted, Linda Blackburn, Secretary for Cascade.

APRIL 13, 2020 E-mail Discussion and Vote

Email Vote: April 13,2020. Cascade Board voted to cancel the May 1, 2020 Drivers School and Cascade Rose City Opener/Gary Bockman Memorial Race May 2/3, 2020 with a vote of 7 yes and one abstention.

Email Discussion and Board decision April 13, 2020: The Cascade Board is going to make the Community Transitional School and Doernbecher Children's Hospital the charities of choice for the Dash For Kids Race in August. This decision was made because Take Action Inc. has now merged with a national organization.

Respectfully submitted, Linda Blackburn, Secretary for Cascade.

CASCADE SPORTS CAR CLUB

<http://www.cascadesportscarclub.org>

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president@cascadesportscarclub.org

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CASCADE SPORTS CAR CLUB, INC AUSPUFF PUBLICATION

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Submission deadline is the 15th of each month. If you would like to be removed from the Auspuff mailing list, kindly send your removal request to: cascadeauspuff@gmail.com



CASCADE SPORTS CAR CLUB CALENDAR

www.cascadesportscarclub.org

<https://www.facebook.com/CascadeSportsCarClub/>

www.cascadegeargrinders.org rally@cascadesportscarclub.org

GENERAL MEETING: Cascade will hold all general membership club meetings on the **FIRST SATURDAY** of the month. The place is **STARK STREET PIZZA** beginning at **7:30 P.M.** If the date falls on a Portland race weekend, the meeting will be at the track and the time may change from 7:30 P.M. So **PLEASE** check the website and FaceBook for confirmation of the time. Everyone is welcome! **Deadline for the *Auspuff* is the 15th of the month.** Please get your articles into editor. Our Banquet date for 2020 is being discussed and we will keep you advised.

BOARD MEETINGS: Cascade Board will hold the Board meeting at **STARK STREET PIZZA** at **5:30 P.M.** There is always the chance this meeting may change. **PLEASE** check the website and FaceBook for any changes in the time or location. Anyone is welcome to come. If you have something you want on the agenda please contact the President before the meeting day.

2020 CASCADE RACE SCHEDULE

All Race events are Double Races

June 20-21 Chicane Challenge XXVIII

August 15-16 Dash for Kids XXXVI

October 17 45th Cascade Enduro

COMING UP

~~April 26 — Instructor Seminar and
Track Walk — Cancelled~~

SPECIAL EVENTS

July 9-12 Rose Cup Races

July 23-26 SVRA Vintage Festival

September 11-13 *Grand Prix of Portland*
(date change)

Watch here for further notifications or check
the website for new dates.

COME DRIVE WITH US!

Drive your own car on the track.
HPDE / Track Days with classroom time:

June 19 August 14

GEARGRINDERS RALLY SCHEDULE

Rally Dates: **MAY 16 June 13 July 18**

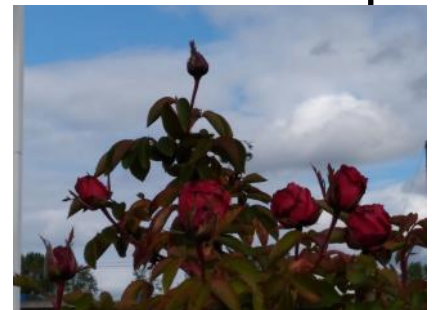
SPECIAL EVENTS:

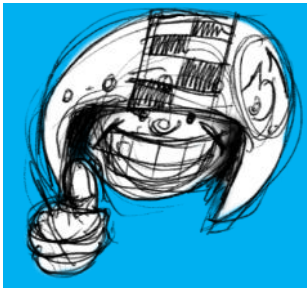
August 22 Game/Gimmick Rally

September 19 Mountains To The Sea

October TBD Ghouls Gambol

Start Location: Lowe's, 13631 SE Johnson Rd, Milwaukie, OR 97222





Dash for Kids 2020

There will be a lot of unknowns this year and racing at PIR is a big one. My hopes are that we will be racing before the August Dash for Kids event. This year there will be some changes. The auction will be much smaller with gift cards and certificates only. I am planning that we will be able to give Noon Time Rides. That will depend on social distancing. Our raffle is canceled for this year.

There is also some other big news about our charity support for 2020. We will continue supporting Doernbecher Children's Hospital and I am very happy to announce our other charity will be the Community Transitional School. They are a great group that makes such a difference in children's lives.

On April 1 Take Action INC merged with a nationwide group called Blessings in a Backpack that are in 45 states and service 87,000 children. This is great for them.

I am still looking for more t-shirt sponsors. Right now I have verbal commitments from 9 very generous businesses and individuals. I want to thank Blairco Heating & Air Conditioning, The Smythe Co, Ooma Inc, Norsk Racing, Patriot Fire, Casa bella Granite & Marble, Marque Motors, Interstate Special Events and Millennium Graphic.

Let's look for a better environment in August and make Dash for Kids the best event we can.

I hope to see you at the track soon.

Thank you for your help and support,

Signa Vernholm

dashforkids@gmail.com

503-720-7971



Please, now more than ever, Cascade Charity needs the support of CSCC Members to link their Fred Meyer Rewards Cards to CSCC Charity. It is simple and takes only a few moments. Thank you so much!



PLEASE CONTINUE TO USE YOUR FRED MEYER CARD AND LINK IT TO OUR CASCADE CHARITY.

It is very easy to use your Fred Meyer Rewards Card to benefit **CSCC Charity Fund**.

You still get all the rewards and fuel points and coupons in the mail and CSCC Charity will ALSO benefit.

Sign up for the Community Rewards program by linking your Fred Meyer Rewards Card to:

CSCC Charity Fund at www.fredmeyer.com/communityrewards .

You can search for us by our name or by our non-profit number **SD228**

Currently, CSCC Charity Fund receives about \$100 per year from Cascade members who have linked their Cards. Fred Meyer is very generous in giving.

Thank You, Fred Meyer and Thank You, CSCC Members!

Cascade Sports Car Club
Dash for Kids
PO Box 4304
Portland, OR 97208
501(c)3



DOERNBECHER
CHILDREN'S
Hospital

Community
Transitional
School

Greetings,

August 15th & 16th, 2020, Cascade Sports Car Club's 36th annual **Dash for Kids Race and Charity Event**, including the **Danny Frasier Silent Auction**, will be held at Portland International Raceway. This reputable and fun event not only includes sports car road racing but attendees can experience exotic and race car rides around PIR, children's carnival activities and a silent auction. With community support over the last 35 years, Cascade Sports Car Club (CSCC) has raised over \$500,000 for children in need. This year, CSCC will once again support the following organizations:

The Community Transitional School, now in its 30th school year, first opened its doors and began teaching children in Pre-K – 8th grades on September 17, 1990. After nearly two decades of moving to different locations, CTS moved to their very own building. In 18 months the school raised \$3.6 million, purchased the land and built the school in time to finish out the 2007-08 school-year. Since 2008, CTS has added two, completely funded classrooms. Known as the "hidden homeless," their students live with their homeless and transient families throughout Multnomah County. Today, CTS is as committed as ever to their original mission: To provide at-risk children with a stable educational environment that promotes their academic and personal growth. www.transitionalschool.org

Doernbecher Children's Hospital located in Portland, Oregon. Cascade Sports Car Club has been supporting the hospital for 35 years. CSCC proudly supports the highly praised children's healthcare facility because of their excellence in care, advocacy, innovation, education and research. Ask a friend, neighbor or colleague, and someone may know of a child or a family whose lives have been changed by the care of OHSU Doernbecher Children's Hospital. We proudly support OHSU Doernbecher Children's hospital thru providing gifts for the children and supporting families in need over the holidays. To learn more visit the [Doernbecher Children's Hospital Foundation website](http://www.doernbecherchildrenshospital.org).

Recognized at Portland International Raceway and by the race community, Cascade Sports Car Club has been a recreational icon in Portland, Oregon since 1953. CSCC is a member of the International Conference of Sports Car Clubs ([ICSCC](http://www.icssc.org)), which is the largest sports car racing sanctioning body in the Northwest and British Columbia. CSCC has built successful driving training programs, and conducts road course and rally racing while contributing to the community. You can learn more about CSCC on their website at www.cascadesportscarclub.org.

This year we are continuing to improve the event by getting valuable feedback from our attendees, sponsors and club members. We will continue to increase event advertising and promotion. For more information about the event visit our Facebook page "Dash for Kids".

As a supporter of children's charities, we ask for your assistance to continue succeeding in making a difference. We would like you to participate in supporting us through Event, T-shirt or Raffle sponsorship, or by making a donation of cash or gift cards or certificates for our silent auction. Please visit our website www.cascadesportscarclub.org and click on the "Donate" button.

All donations are tax deductible and since we are a volunteer organization, all contributions go directly to supporting the charity event and then directly to the charities. Please feel free to contact me with any questions about our event.

Please mail checks (checks should be made out to CSCC Charity Fund) and items to:

Dash for Kids
Signa Vernholm
2240 NE 154th Ave
Portland, OR 97230-8211

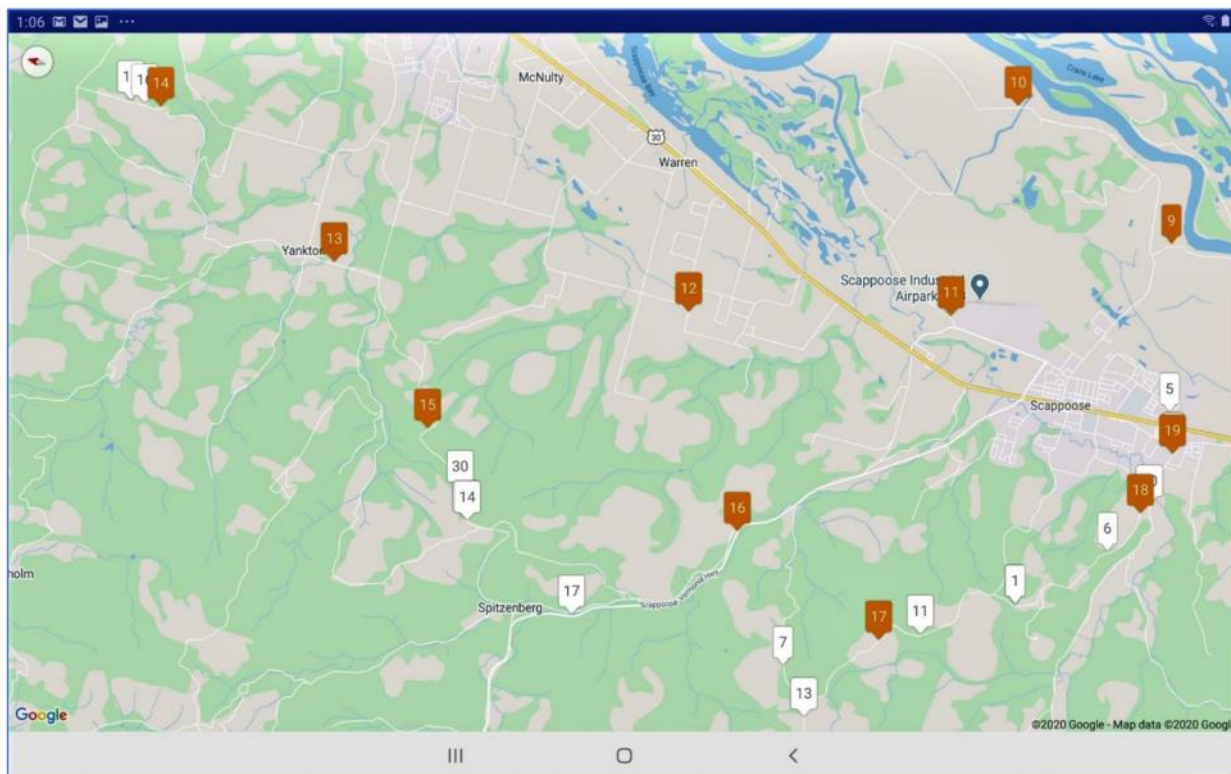
Your contributions are greatly appreciated and we sincerely thank you for your continued support.
Sincerely,

Signa Vernholm, CSCC Dash for Kids Chairperson
503-720-7971 dashforkids@gmail.com twitter: @dashforkids instagram: dashforkids facebook: Dash for Kids

Saturday Road Rally Series - April 18

Promoted as an opportunity to get out and go for a fun drive in the country, while maintaining social distancing, the April 18 Saturday event was Cascade's second TSsD (Time Speed social Distance) road rally. "You stay in your car; we'll stay in ours."

Actually we stayed home. We managed registration and check-in online. All timing and scoring was done by the Richta GPS Checkpoints app, so there were no manned checkpoints. We monitored each car's progress using real time data from the GPS app, which adds a whole new level of rallymaster fun. First we get to drive around the countryside on roads less traveled, developing the rally course. Then we get to watch on a map as rally teams progress along those same roads in real time. Amazing.



Orange markers are GPS checkpoints. White markers are contestant cars.

Seventeen teams ran the rally - matching a record set in April 2019 of 17 cars at a Saturday rally. Eight of Saturday's teams had never run a Cascade rally before. We hope this great new bunch of Cascade ralliers will enjoy the game of road rally and want to come back and do it again and again.

SCCA National Road Rally Lifetime Points Holder Bob Morseburg drove down from Seattle Saturday morning to run the rally with his navigator, Cheri Eddy. We are honored they ran the rally (even though we didn't see them).

With the current lack of face-to-face contact with ralliers, and with so many new folks, we received several questions and comments via email and text. Rather than respond individually, they are presented here. The questions offer a chance to teach some rally, so have your [Road Rally Rules](#) handy.

Geargrinders News continued...

Questions:

- **Will we see you** [the rallymasters] at all today?

Answer: We are with you in spirit and we'll be watching your progress on our rally map. But we're not there. We've done our part. Now it's your turn.

- **We [made a wrong turn]** but we didn't turn around right away [so] we were max late at [the next] PC ... and thought we needed to make up time... so we went a little fast and ended up [max] early at the next PC. Is it true that once we saw we were late to the PC that we should have just continued following the route instructions (and CAST speeds) to the next PC?

Answer: Yes. "Your arrival time [at a passage control] is the start time for your next leg, so you should continue rallying on time." (RRR 1.3) As soon as you pass a passage control, you should consider yourself on time and keep rallying on time, regardless of whether you were late or early on the just-completed leg. Each leg is scored independently. You can't make up time in the next leg. Which begs two more points:

- "Contestants must obey all traffic laws and drive in a safe manner throughout the event." (RRR 1.6) At no time should you exceed posted speeds during a road rally. Rally speeds (CASTs) are set below posted speeds to allow for occasional slowing required for curves, intersections, traffic, etc.
- "If you are delayed along the rally route for any reason, submit a time allowance...do not speed to try to make up the lost time." (RRR 1.5)



Here's **how to use a Time Allowance** in a case like this. Hypothetically, you're driving at CAST. The mileage for the next NRI comes up and the reference you're looking for isn't there. You keep driving along at CAST until you finally decide that you've taken a wrong turn. At that point, you note the time and your trip mileage, you u-turn and drive at CAST back to the point where you know you're back on course. Note the time and mileage. Calculate how long it took you drive back to the course at CAST, double that amount of time and enter a Time

Allowance (TA+) in the Richta Competitor app equal to or greater than the amount of time you lost. Wait out any extra time, then continue following the NRIs at CAST. Calculate how many extra miles you drove and add that to the mileages for upcoming NRIs until the next mileage reset.

Here's **how to enter a Time Allowance in the Richta Competitor app:**

http://www.cascadegeargrinders.org/Files/Competitor_Richta_App_Instructions.pdf

Geargrinders News continued...

- We are confused by the **House of Stones challenge**. We didn't go left because it seemed like dead end. We did pause. Should we have ignored the entire instruction?

Answer: Yes. Here's the instruction: L at "HOUSE OF MANY STONES". PAUSE 30 seconds. ITIS.



You're looking for an opportunity to go left and pause at a sign saying "HOUSE OF MANY STONES" if there is such (ITIS). You should execute an instruction containing ITIS only if you can do it before the next NRI, otherwise you should skip it (RRR 6.12). In this case, the sign clearly comes up before the next NRI. So you should do it, right? Wrong.



You can execute a deviation (L is a deviation) only if it takes you in a direction different than the main road (RRR 6.13). At this T intersection, the main road goes left (RRR 3.6) so the correct action here is to follow the main road and go left at the T (at the stony house sign) and skip the ITIS instruction, including skipping the 30-second pause. Don't feel bad if you didn't get this one right. Understanding main road is fundamental to Cascade road rallying. You'll have many opportunities to practice.

It's interesting that they didn't go left because it "seemed like a dead end". There is nothing marking this left opportunity as a dead end as described in RRR 2.2. It is a public through road.

- We missed the turn on Johnson's Landing, our fault. It ends at the water and the continuation is on Dike Road, **not mentioned in the NRI**.

Answer: This refers to the intersection of Johnsons Landing and Dike Road. At this intersection, Johnsons Landing Road continues as a straight off, with a back-facing stop sign at the intersection, while Dike Road

Geargrinders News continued...

continues as the main road in a sweeping curve to the left. The clue here is the back-facing stop sign. The main road continues on Dike Road, with no need for a route instruction, since the road straight ahead (Johnsons Landing) has a back-facing stop sign (RRR 3.3). You don't need a route instruction to tell you to stay on the main road just because the road name changes. Again, learning to follow the main road improves rally success!

- Missed the turn on (Holaday). **What do the parentheses mean?** Knew quickly as the road ahead was gravel. Answer: Here's the instruction: OM 5.60 NRI 60. L (on HOLADAY). CAST 30.



“Text within parentheses is to be considered clarifying comments. Any action suggested within parentheses, while probably helpful, is not mandatory.” (RRR 4.9)

Since there are no signs identifying road names at this intersection, your only clue about where to make this turn is the mileage. Mileage is often helpful; in this case, mileage is essential.

There is a sign down the road a ways identifying the road as HOLADAY. The parenthetical comment is intended to relieve any anxiety about whether you're on the right road.

Good thing this rallier remembered that we said there is no gravel on this rally route. If you find yourself on gravel, you're off course.

- We were late because **the rally car in front of us was driving slowly** and we couldn't find a safe place to pass. Answer: Practice safe rally etiquette. Do not tailgate; do not pass in no passing zones or in other unsafe situations (RRR 1.6). If traffic is impeding your ability to follow the course at CAST, find a safe place to pull over and take a Time Allowance.

- In the latter part of the rally we were with another car. Would a **longer time between cars** be considered? Answer: One-minute separation between rally cars is optimum. However, cars can get off their minute and find themselves with inadequate space between them and the car in front of them. When we have a scenic break location that can adequately handle the number of rally cars expected, we will include a time of day restart, similar to the start of the rally, which puts the cars back in order and on one-minute out time separation. This rally didn't easily allow for that. So what can you do to create more separation between you and the car ahead? Take a Time Allowance that puts you a half minute behind the car ahead of you.

Practice safe rally etiquette. Do not tailgate; do not pass in no passing zones or in other unsafe situations (see RRR 1.6). If traffic is impeding your ability to follow the course at CAST or if you find yourself trying to occupy the same point in space as another rally car, find a safe place to pull over and take a Time Allowance.

Geargrinders News continued...

- We would have liked a **longer break** midway - some time to look at a view or go potty or watch a squirrel.

Answer: We agree and we previously included a longer scenic break about mid-rally. However, the need for social distancing makes that more difficult. We'll try to find opportunities for a longer mid-rally break offering space for appropriate social distancing.

- When does one **graduate from Novice to SOP**?

Answer: You decide when you think you're ready. We recommend that you run at least one season before moving up from Novice to SOP, and then only if you feel you are able to stay on course most of the time. Note, however, that you can win the First Place Novice season award only once. Since awards are given at the end of the season based on your performance within a class, best to not change classes mid-season. Choice of class within the Equipped category is based solely on equipment in use, not on experience. (RRR 7.0)



- What are the rules in regard to **using a smart phone GPS** for knowing where the turns are upcoming?
Separate phone from one with Richta app.

Answer: Although Cascade's rules for Competition Classes (RRR 7.1) does not address this specifically, it does state that Unequipped classes permit "only pen, paper, timepiece(s) and stock odometer. No calculation equipment allowed (including average mph display)." Since navigational systems are now standard on most new vehicles, this oversight should be corrected in the next version of the Road Rally Rules. Meanwhile, the Geargrinders Chair rules that use of GPS navigational systems, which are not providing time-speed-distance calculations, are permissible in all classes.

- Our iPhone **ran out of power**.

Answer: Remember to bring a power cord, keep the device you're running the Richta Competitor app on plugged in to power.

- My phone had to be **duct-taped to the dash**.

Answer: Clipboard, pen/highlighters, route instructions, rule book, cell phone running the app, maybe a stop watch - lots of stuff flying around inside the car during a rally. Navigators: How did you manage all your equipment?

Other comments:

- Enjoyed the odo; haven't been up this way in a good long while. [Odo ended in Forest Park.]

Geargrinders News continued...

- Thanks for putting together the rally. Great roads and we found some places to hike when this stay at home craziness is over. Had a great time.
- We had a really good time.
- We had a blast. We loved the rally app. Instructions were easy to follow and we appreciated NOT getting lost. It's no fun to be so tricked that you're hopelessly lost.
- Enjoyed the rally; great roads. Thank you for writing it; great event.
- This was my first TSD rally and I had a good time. Thanks for all the work you have done to set this up.
- Thank you for putting on the event. Good fun and really nice route. We missed a couple turns but no divorce so I considered it a win.
- Really enjoyed the rally. Got all the traps right. All-in-all an excellent rally. (Thank you for your kind words, Bob. Congratulations on your win!)

We received more than one question about the HOUSE OF MANY STONES main road challenge. But there were two more challenges on this rally that were either too easy or too hard because we didn't get any questions or comments about them.

There was no waiting around for the first challenge. It was in the first instruction after the end of the odo:

19. R on SKYLINE. CAST 33. Watch for bicycles on roadway next 1 mile.
20. CAST 35 at second "SPEED LIMIT 35".



If you didn't wait for a full one mile, you changed your speed too soon and arrived a bit too early at the control. (Maybe this was too easy.)

The other challenge required some math:

48. L on ROBINETTE. CAST 30 half the distance to the next route instruction, then CAST 40.
49. L on SMITH RD. SOL. CAST 38.

Since you didn't know the distance, you had to use time-speed-distance formulas to calculate what speed to travel the whole distance. (RRR 7.3) (Maybe this was too hard.)

And there were winners.

Congratulations to first overall and first Unlimited Bob Morseburg and Cheri Eddy, running as Car #30 after driving to the start from Seattle on the morning of the rally. Nicely done!

Two veteran rally teams tied for second overall and first SOP, Bill and Kelly Ferber and Marcus Gattman and Kerrie Steffenson. Congratulations to all!

Congratulations to fourth overall and first Novice Brian and Jamie Anderson. This team is moving up fast in this their first season of road rally. They are the team to watch.

Congratulations to Andrew and Coralee Brewer for finishing first in the GPS class. The GPS class was introduced last season in the Equipped category of road rally competition classes. This class allows the use of GPS-sourced odometers. Few competitors have entered this class to date. Congratulations to the Brewers!

Geargrinders News continued...

CSCC Saturday Series Rally Results

Yanked on Yankton

Saturday, April 18, 2020

Rallymasters: Monte and Victoria Saager



Car #	Team	Class	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	Total
30	Bob Morseburg / Cheri Eddy	UNL	4	5	36	25	28	29	64	0	5	3	1	4	5	1	1	0	0	211
3	Bill Ferber / Kelly Ferber	SOP	10	18	22	46	7	10	14	21	0	63	11	14	9	13	10	12	9	289
16	Marcus Gattman / Kerrie Steffenson	SOP	12	0	5	6	3	5	120	4	5	29	4	22	25	16	15	11	7	289
5	Brian Anderson / Jamie Anderson	NOV	14	10	24	25	21	17	113	29	12	53	1	10	19	29	10	17	4	408
6	Torm Kelsey-Green / Kasey Klaus	SOP	13	4	63	5	4	6	60	13	0	106	73	6	35	6	4	8	9	415
2	Andrew Brewer / Coralee Brewer	GPS	12	18	77	9	22	13	11	37	33	101	11	26	7	26	11	11	17	442
12	Nash Franca / Brett Walker	NOV	27	5	90	7	17	17	46	3	7	55	12	1	24	7	120	17	8	463
9	Jay Ward / Tina Ward	NOV	1	13	79	12	13	14	44	17	0	37	49	56	81	7	32	1	8	464
13	Robert W Carlson / Wayne Carlson	NOV	12	30	84	14	14	8	54	4	10	103	13	8	15	0	50	48	8	475
7	Bradley Bergstrom / Harmen Stiff	NOV	26	6	97	10	0	2	120	6	3	67	26	16	1	15	68	11	13	487
11	Ben Overton / Kyle Overton	NOV	16	2	90	14	5	5	84	48	20	50	35	50	43	9	9	7	10	497
4	Jolynn Franke / Julie Miletta	NOV	26	12	69	89	41	36	27	19	11	59	4	29	29	52	24	8	9	544
1	Kris Franca / Rich Franca	NOV	15	9	104	16	19	3	28	20	16	97	22	120	59	18	45	5	9	605
14	Edmund Frank / Eustacia Su	GPS	36	17	76	3	98	91	82	48	9	73	7	10	30	0	3	21	11	615
10	Michelle Rand / Jon Rand	UNL	71	58	15	72	13	19	99	101	18	45	28	20	24	36	13	30	21	683
17	Doug Heredos / Michael Heredos	NOV	29	14	109	33	28	44	24	24	36	73	120	120	120	62	98	13	10	957
15	Don Petersen / Joan Petersen	NOV	90	55	96	11	9	41	120	21	69	45	64	120	120	120	120	42	20	1163

Saturday Road Rally Series - May 16

Next up in the Saturday Road Rally Series is May 16. This rally starts at Milwaukie Lowe's. Watch for more details.

Entry requires a street-legal vehicle, licensed and insured driver, navigator, and a smart device (e.g., cell phone or tablet) running the Competitor Richta GPS Checkpoints app. The app will be used to time and score the rally.

\$20 per car for CSCC members, \$30 per car for non-members.

Required online registration is available through May 13 <http://msreg.com/CSCCMayRally>



CASCADE SPORTS CAR CLUB GEARGRINDERS 2020 TSD Road Rally Schedule*

UPDATE

as of 3/23/20

[Read Cascade Geargrinders
Coronavirus Message](#)

Saturday Road Rally Series

- | | |
|-----------------|--|
| March 21 | Online registration required: |
| April 18 | Motorsportsreg.com |
| May 16 | First car out: 10 am |
| June 13 | \$20 per car for CSCC members |
| July 18 | (\$30 for non-members) |



Start location

Northeast corner of Lowe's parking lot, 13631 SE Johnson Rd, Milwaukie, OR 97222

Cascade's Saturday Series rallies are beginner-friendly time-speed-distance road rallies, lasting from 2 to 4 hours, starting and ending in the Portland area.

Special Events

August 22 – Game / Gimmick Rally - Test your trick-and-trap road rally skills in this fun rally. Without average speeds and checkpoint timing, scoring is based on correctly answering questions about things you see along the rally route.

September 19 – Mountains to the Sea – 55th anniversary of Cascade's classic rally. Full-day beginner-level tour-style time-speed-distance road rally, offering an all-paved scenic route that is fun to drive, ending with a BBQ dinner and a famous beach party at the Breakers Hotel in Long Beach, Washington.

October TBD – Ghouls Gambol – A Cascade tradition, this Halloween road rally explores the autumn colors around Portland's foothills and farmland. Caution: May include frights.



* For all 2020 Cascade road rallies, each car must have a cell phone (or other smart device) running the Richta Competitor app in order to participate.

www.cascadegeargrinders.org
rally@cascaidesportscarclub.org

#CSCC Road Rally



CSCC Points Totals as of March 31st, 2020

Please note that points shown are for “members only” as of 3/31/2020.

If you earned points that are not noted below, please send an email to

pointskeeper@cascadesportscarclub.org.

[CLICK HERE](#) to become a Cascade Sports Car Club member!

<u>Last Name</u>	<u>First Name</u>	<u>Points</u>	<u>Last Name</u>	<u>First Name</u>	<u>Points</u>
Anderson	Brian	9	McKown	Brett	6
Anderson	Jamie	14	Nodarse	Al	5
Blackburn	Linda	75	Paxman	Rob	2
Dilley	Dave	3	Payne	Brandon	3
Dunning	Dave	10	Peters	Bob	11
Feague	Carl	5	Peters	Cathy	8
Fetterman	Gail	13	Pixley	Emily	2
Freeborn	Charles	77	Powell	Julie	3
Hajari	MJ	8	Powell	Steve	11
Heinrich	Chris	18	Saager	Monte	2
Heinrich	Linda	2	Saager	Victoria	2
Jacobsen	Rob & Betty	31	Skinner	Grace	2
Klaus	Kasey	5	Smith	Mike	8
Klaus	Robert	5	Tomlinson	Jeff	3
Kuzma McFarland	Kim	8	Vavrosky	Treavor	2
Ling	Kristen	2	Vavrosky	Vince	11
Ling	Mark	15	Vernholm	Signa	9
McCrae	James	3	Yocom	Skip	11
			Zehner	Benjamin	3





HELLO RACE VOLUNTEERS

March, 2020

Cascade Sports Car Club is going to try a new formula for volunteer benefits. We will not be having Gift Card drawings because many people never got one; others receive more than one. Instead here is the new “benefit” plan.

- Water and ice will be at all Stations
- 2 Beverage Tickets at end of day.
- \$10 Lunch gift card each day from your choice of Fred Meyer and Safeway
-OR- a voucher for Lunch from the Concession Stand each day.
- Every person that volunteers for a full race weekend will receive \$20 in cash Sunday.

In addition, Travel reimbursement will be easier for you, but will require online Registration on MotorsportsReg.

- All volunteers that travel 50 to 99 miles will be given \$50.
- All volunteers that travel 100 to 199 miles will be given \$100
- All volunteers that travel 200 plus miles will be given \$150.
- This is for the two-day weekend.



All of these monies will be handed out Sunday evening at the end of the event. You will be notified where to go to pick up your \$20, and Travel reimbursement if eligible.

To make this proposal really work well, we need your help by signing up in MotorsportReg to work the event. This will allow us to plan on how much money will be required for the weekend and what mileage funds are needed.

We have a new BBQ grill provided by Ben Zehner and hope to have refreshments at the end of the day on Saturday. But we will need some help with buying and preparing the food. If you are able to help with buying food and/or preparing it, please let Gail know.

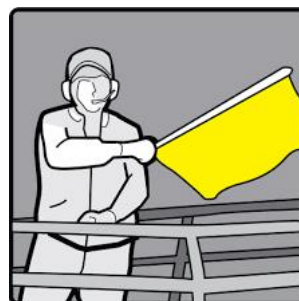
This proposal will be in place on our first race weekend. **At the end of the weekend, this new benefit formula will be reevaluated and we will take your recommendations to see if you like this new proposal.**

AS I MENTIONED EARLIER, WE NEED YOUR HELP IN MAKING THIS WORK
BY SIGNING UP IN **MotorsportsReg**.

Thank You,

Gail Fetterman, Volunteer Coordinator

gailfetterman@comcast.net



Dear Cascade Sports Car Club Members,

On behalf of the CSCC Board, I am sending information to you all with an invitation to be involved, at least financially, in the planning and filming of a short documentary about Road Racing in the Pacific Northwest entitled, "PRO3 E30: BMW's Ultimate Racing Machine".



Jim Cissell, Pro3 driver of car #119, has created a GoFundMe page at <https://bit.ly/2UU4ufQ> with information about the project including the vision, timeline, and plans for the film.

The PRO3 racing community has supported PIR and Cascade Sports Car Club with a strong showing at our races and charity events over the years. In response to the request from Jim Cissell to donate to the making of this documentary, CSCC has donated \$500.

The original filming dates, and funding deadlines, have all been pushed forward due to the COVID-19 restrictions. The PRO3 GoFundMe page is still active in hopes that everyone who participates in Northwest Racing might have the chance to contribute to the project and make it a success.



Jim has sent the following to CSCC members, (quote)

“As you’ll see at <https://bit.ly/2UU4ufQ>, 55 enthusiasts have contributed \$10,020 (PRO3 alone \$7870)--so the film WILL happen. But, to shoot with all the bells and whistles, and include PIR, they need to raise another \$5480.

If CSCC members can raise \$2000, we get 2 to 3 seconds in the trailer, mention in the closing credits, product placement with logo and URL in select scenes, a 10-second ad in the Director’s Cut online, plus a special 1-minute film of your business or our club. For \$4000 we get that, plus a 90-second film and additional scenes in the film. For \$6000 we get that and a 2-minute film, recognition as the Title Sponsor in the opening credits, plugs during social media outreach before, during and after production, and all our raw footage to use any way we want. There will be only **one** Title Sponsor. Deadline is May 11th.

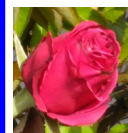
To participate, go to <https://bit.ly/2UU4ufQ> When you contribute, after your Last Name enter (CSCC) so we get credit for your contributions. And don’t forget to Share. Any questions, call or email PRO3’s Jim Cissell 206-933-8642 jim@voiceguy.com”

If anyone would like to donate to the documentary, please feel free to do so. Thank you.

Cathy Peters, CSCC Auspuff Editor



The beautiful, colorful, flowers in this Auspuff represent the hard “shelter-in-place” work of Cathy Fraiser. She is beautifying Portland International Raceway beyond anything we have ever seen. Enjoy her flowers at our Playground.



A message from your humble Race Chairman, "MJ" Hajari:
Introducing the all new, first time in Amateur Racing history...

HOOLOGAN AWARD

Sponsored by Casa Bella Granite

What is the Hooligan Award?

It is an award to keep both the race car drivers and the Race Volunteers entertained and have some fun at the Track.

How will it work?

During the Saturday races, all the volunteers can enter a car number and the race class that he/she feels got them excited and why. That could be anything like a great pass, bone head pass, crashes or anything that you would say, "what the?". Pretty much anything "out of character". There may even be the random Racer who does something nice.... At the end of the day at the volunteer gathering, Volunteers put in their entry that includes: His/Her name, the car number, car class, Driver name if they know it, and **why** they are recognizing the "Hooligan".

The Casa Bella Granite/Marble official personal will pick a name from the entries.



Perfect HOOLOGAN!

Why have a Hooligan Award?

Well, here is the best part:

There will be two \$50 cash awards, one goes to the driver (aka Hooligan) and one to the volunteer!

Look at that HOOLOGAN!

2020 Hooligan Award
Sponsored by Casa Bella Granite

Workers, nominate a Driver... you both could win \$50! Did a Driver spin off a turn in epic fashion? Do a bone-head move? Something nice? "Catch" a Driver and nominate them for a Hooligan Award. A Randomly chosen Driver wins \$50, so does the nominating Worker!

Event Cancelled. Not rescheduled at this time.



**2020 Cascade Sports Car Club
HPDE Instructor's Seminar**



Sunday, April 26th
8:30 AM - 3:00 PM

Please join us for the 2020 Cascade Sports Car Club HPDE Instructor's Seminar. This will be an important event to attend in order to maintain the quality of our HPDE program and its volunteer instructor base.

Brett McKown, the CSCC Chief Driving Instructor and Driver's Training Chairperson, will be holding the classroom portion of the event in the morning. We will also have a discussion time for all instructors to bring up questions and issues.

After a hosted lunch, we will reconvene at PIR where we will conduct the instructors' track walk. We want all our instructors teaching the same "school" line, so please plan to be there!

Any instructor who did not attend last year's Instructors' Seminar is required to attend this year, but this is also beneficial to all volunteer instructors on the same teaching page and to bring your feedback to our attention. Please do your best to attend.

Seminar Location:

Historic Kenton Firehouse
8105 N Brandon Ave.
Portland, OR 97217

AGENDA

Coffee and Donuts	8:30 AM
Training Seminar	9:00 AM
Lunch	12:00 PM
Track Walk	1:30 PM

Please RSVP online at <https://msreg.com/2020CSCCInstructorsSeminar>

Don't hesitate to email trackdayhpde@cascadesportscarclub.org
if you have any questions or concerns regarding this training seminar.





Cascade Sports Car Club

2020 HPDE & Race Calendar

Check www.cascadesportscarclub.org for confirmed dates & registration links



January						
S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
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31						

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29	30					

December						
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27	28	29	30	31		

HPDE
Instructor
Training

HPDE & TnT

HPDE
Advanced &
Race Groups

CSCC / ICSCC
Race

Mazda Rotary Reunion...Act 2

Hi Everyone,

I'm excited to confirm the **2nd Annual Mazda Rotary Reunion Race and Car Corral** which will take place at Portland International Raceway on June 20-21, 2020! The event will be sanctioned by ICSCC and will take place during Cascade Sports Car Club's Chicane Challenge race. Our goal is to grow on last years success and bring more Mazda and Rotary enthusiasts together to celebrate at this historic event! I want to thank everyone who attended last years inaugural race. For anyone who wasn't able to make it, those that did will be happy tell you how much fun was had by all. 20 rotary race cars and over 50 Mazda street cars took part in the event.

We are thankful for Mazda Motorsports who supported us last year and provided participants with Mazda shirts. They also produced a feature story on the event. Read it here:

<https://www.mazdamotorsports.com/2019/07/29/rotary-passion-runs-deep/>

We are hoping for an even bigger field of cars this year and are anticipating an even larger car corral. We would love to have your involvement!

Race Information:

-Race Structure: Three Classes - R1 (GT / SP Cars), R2 (Improved Production Cars), R3 (Vintage / Touring Cars)

-Registration / Schedule : Information will be sent out when available.

Amenities:

-Lunch will be served to all participants

-Event T-Shirts will be given to all participants

-Professional photos will be provided to all participants (Track, Paddock,& Post Race)

Check out our website event page featuring photos from last years event and information on this year's:

<https://www.bradshawmotorsports.com/rotary-reunion-2020>

Remember to mark your calendars for June 20-21st. If you are a Mazda/Rotary owner and are interested in attending our event as a driver and/or as a Car Corral participant please contact me so we can add you to our email thread of more than 70 rotary racers. This thread is where news and information will be sent out to all participants.

Thanks for reading and we hope to see you at the track. Zoom-Zoom!

-Austin Bradshaw

www.bradshawmotorsports.com

rotaryracer41@gmail.com



From the Editor: The following article about Don Shervey, longtime Cascade Member, appeared in the March, 2019 Auspuff, page 8, to be exact! A gentleman in France found this article and sent a note and information to CSCC this month about one of Don's Racecars. His message is included in this newsletter on the following page. Linda Blackburn would like to ask anyone in our Club if you have more information about this Corvette, or how it came to journey to France. Another one of Don's cars also went to Italy and Linda would like to know more about that car, too. Please send along any information to dragondreams21@gmail.com

In Memory of Donald Shervey

Cascade Sports Car Club has lost a long-time member and supporter of Cascade. Don passed on January 28 of this year. His stories and memorabilia will be missed by all. He was born in North Dakota in 1921. After being in the service for our country he came to Portland and worked for Multnomah County until his retirement. Don joined Cascade in 1959 and became a Lifetime member. He was part of the "RED" group that organized the first of Team Continental.

I remember stories of the parties Cascade held in the basement of Don's home on Killingsworth. They had New Years, Christmas and other events staged there with lots of "Sock Hops" because the one thing Don did till the very last year of his life was **DANCE!** His basement was decorated with much racing memorabilia and lots of Cascade items from his racing career. With some luck we may see lots of it in the World of Speed Museum. Some of his cars have already made an appearance there. Don was 97 when he passed.

Don always had a story to tell. When Don first joining Cascade, we had to basically build the track which required tons of orange pylons. At this time Cascade was also staging autocrosses so more pylons were required. Up stepped Don Shervey. He "borrowed" them from the county so we could stage our races and autocrosses. It was a long chore to pick all of them up when the event was done but Don always made sure we got the pylons back where they belonged. He worked at getting us sponsorship for race back then. He got Mr. Plywood to help us with some racing sponsorship.

Don was the reason Cascade implemented Turn station 9 on the back stretch. At one early race he came storming up to the communication trailer at the east end of the drag strip screaming at us as to why we didn't come pick him and his car up from the track. He had taken a spin off drivers left on the back stretch and put the nose of his car in the drink. (For those of you newbies, the berm was not on the north side of the track and it went to the slough you see when exiting Turn 8 gate). Well, no one driver or worker had seen it happen so the driver, Don, walked all the way back to the pits. Boy was he angry. That was the bright red Ferrari he was driving at that time. Don later went to Corvettes and raced his Corvettes in many of the Rose Cup races.

At the age of 90, Don "traveled to Indianapolis to drive the Indy car track. His car would not start at the beginning of the race. It finally started when the others were about ¾ around the track. He caught up to the back of the pack going 180 mph and was the oldest driver to top that speed in history!"

WE WILL NEVER FORGET YOU DON.

1956 Ferrari 500TR Spyder by Scaglietti Chassis #0634 MDTR 56; Driven and owned by Don Shervey

(Information taken from *Weekends of Glory* Volume Two: 1962 through 1970 by Martin Rudow)

During the period covered in this book, many Ferraris were just old racecars and could often be had for a little more than a song. Chief among the unwanted cars of the era were the 750 and 860 Mondials and the 500 TR and TRC. These 4-cylinder cars were built primarily to keep pace with the 2-liter Maseratis of the day and only occasionally challenged for overall wins. They had around 180 hp and weighted about 1500 pounds, so their performance was good but not great. There were 2-, 2.5-, and some 3-liter cars, but they all remained 4-cylinder engines.

Ferrari mechanics were rare and costly and one look at the engine bay of 500TR and more than one driver probably said, "Damn, I think we could put a 283 in the thing." That's exactly what happened to many cars of the era.

Don Shervey was a good production car driver in his red TR3 with the number 84 showing up at many of the races. He also drove and continues to drive sprint cars around the Portland area. He got hold of this attractive car and its not clear if he or the previous owner put the Chevy V-8 engine in it. He drove the car for a number of years with fair success.

Between 1976 and 1989 the correct mechanicals for the car were restored and the car was re-bodied. It most recently was sold for \$760,000.

Don would never reveal to me how much he sold the car for restoration. He did some but not all.



This message came to CSCC via the Internet. The Auspuff is read in France! The letter is written as it was received from Mathieu. The Editor chose not to correct grammar. She likes the letter just as it is! Enjoy.



Good Evening,

I am sending to you this email because I race in France a 1979 wide body corvette.

This car has belong in the years 2000 to Don Shervey. After my research I found that Don was active member of your club since 1959. I saw your post in March 2019 in memory of him.

Enclosed his International Conference Sports Car Club log book.

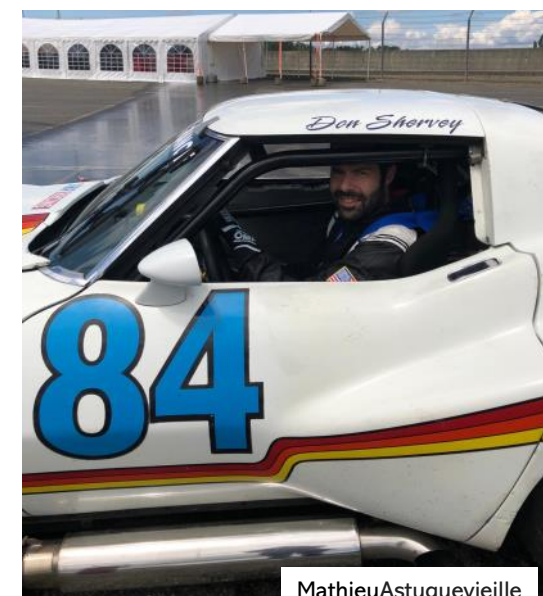
I imported the car in 2005 and kept on the car his #84 race number and his name tagged on the car. Enclosed pictures of the car during my last race last year.

Don seems to been a very iconic person and I am very honored today to run his car.

If you have time, I will be pleased to share some extra info either about Don membership, or any pictures of the car you may have.

Thanks for your time and take care on that special period!

Regards,
Mathieu Astuguevieille



MathieuAstuguevieille

INSTRUCTIONS TO DRIVER
1. This log book must be carried in the described car at all times.
2. The log book shall be presented to the Tech Inspector in conjunction with the standard tech form.
3. It is the responsibility of the driver to see that the logbook properly filled out and signed after every inspection.
4. The Race Steward shall be notified of any irregularities in this log book.

INSTRUCTIONS TO THE TECHNICAL INSPECTOR
The following items shall be checked at the time of initial inspection:

Roll-over height 19.1/18
Rollbar stamp 30
Seatbelts 84
Chase logs
Shoulder harness
Fire extinguisher
Helmets
Cage/reinforcement
Initial inspection performed by *AMK* Date *9/11/08*
Circuit *PIR*

CIRCUIT	CORRECTIONS NEEDED	SIGNATURE
PIR	D.K. Tolman	<i>[Signature]</i>
JHL	OK	<i>[Signature]</i>
SIR	OK 6/0	<i>[Signature]</i>
PIR	OK	<i>[Signature]</i>
SIR	GEAR only	<i>[Signature]</i>
PIR	OK	<i>[Signature]</i>
PIR	OK	<i>[Signature]</i>
SIR	OK	<i>[Signature]</i>

INTERNATIONAL CONFERENCE OF SPORTS CAR CLUBS TECHNICAL INSPECTION LOG BOOK

Make/Model *Corvette* Year *69* Motor *457* Displacement *454*
 Engine number *4148* Base Weight *2180* Serial *2148*
 Classification *GT1* Base Weight *2180* Serial *2148*
 Contributor *Don Shervey* Date *9/11/08*
 Checked by *Mathieu Astuguevieille*

2001 ICSCC ANNUAL TECH

Date: *4/25/01* ICSCC No: *44174*
 Club: *ESCC*
 Inspected By: *Frank McKinley*
 Printed Name: *FRANK MCKINLEY*

INTERNATIONAL CONFERENCE OF SPORTS CAR CLUBS

TECHNICAL INSPECTION LOG BOOK



**HELP
WANTED**

Cascade Sports Car Club currently needs the following Club positions filled:

- ⇒ Conference Representative: Contest Board Alternate
- ⇒ Cascade Race Officials: 1. Announcer, 2. Paddock Marshall, and 3. Course Marshall
- ⇒ Club Committee Chair: 1. Calendar & Activities, and 2. Historian

HPDE Driving Master

Seeking a dedicated individual who has good communication skills and who enjoys working outside, rain or shine. Candidates must be able to listen for radio communications while attending to others around them. May require frequent trips the length of the PIR paddock to locate participants.

Apply directly to
trackdayhpde@cascadesportscarclub.org

PLEASE, KEEP IN TOUCH.....

Longtime Cascade Sports Car Club member **Keith Younger**, has moved to “new digs”! Keith generally worked in the Tower during Cascade Events helping with Timing and Scoring. And he ALWAYS came to our Cascade meetings and won a Raffle prize(s).

Keith would love to hear from his Cascade friends. His new address is:

Keith Younger
c/o Homewood Heights
17999 SE River Rd. #225
Milwaukie, OR 97267

Cell Phone: 971-803-2385

No longer driving, Keith would like to find people willing to pick him up for CSCC Meeting nights. If you are able to help, please call him. Keith passes on his “HELLO and THANKS” to everyone!

The Editor of the Auspuff wondered what Cascade Sports Car Club members are doing to keep busy during this “shelter in place” down time. There were several responses to share in this month’s Newsletter. Please enjoy the following pages. And Members, DO send in anything you would like to share. Cathy



The title of this article is Italian for Passion for driving! Why Italian? Because I am learning the language, plan to go the Italian Gran Prix this year (God willing and COVID-19 permitting) and they are famous for my favorite food and beverages. And well, they do make some pretty cool cars, right? So why this article right now? Because it is about something we love but can't really do right now. Unless you call a grocery run at 7:00 a.m. a drive. And if you have a race car in your garage? Forget it. Who knows when it will make it to the track this year? If, like me, you're looking for a way to scratch that itch while sheltering in place, I have an idea for you. It's called sim racing which is short for simulated racing.

So, what is simulated racing? It is real competition against real competitors using simulated cars and tracks online on a PC. The most well-known version of it is from a company called iRacing and lots of their races are running on YouTube and other media right now including the first ever simulated Indy Car race broadcasted on NBC Sports Network. Yeah, the same network that broadcasts the real thing.

Why would a real-world car person like you consider doing something that only exists in cyberspace? Two words. Reset button! Well actually, the reset button is really handy but there are a lot more reasons than that. Mostly, it is a hoot, but it is also way cheaper compared to the real thing. No tires or brakes to buy and no expensive agricultural excursions. It's also safe; can be done in the comfort of your shelter-in-place living room; incorporates skills you can transfer to your real driving environment; and at least with iRacing, you are not racing against computer generated competitors. Your competitors are real people using their real names, who live all over the world.

Though the cars and tracks are digital, it is not a video game like an arcade or Gran Turismo. There are rules to keep it fun and fair and cars incur virtual damage, so you have an incentive to stay on the black stuff and not hit other drivers or stationary objects. In iRacing you can drive sports cars such as Porsches, Mustangs, Ferraris, BMW's and Miatas. There are also sports racers like the SCCA's Spec Racer Ford and prototypes like the Porsche 919. But you can also drive open wheelers ranging from the under-powered and chronically under-steering Skip Barber cars to Formula Renault, Formula 3 and F1 cars. And for you NASCAR fans (Hi Chris Heinrich) there are plenty of cars that only turn left. The cars run on sublimely digitized versions of real tracks all over the world.



The series that I am currently greatly enjoying is one sponsored by the Porsche Club of America, called PCA Sim Racing. It uses a fixed setup 911 RSR which is fun to slide around corners. This series is considered a league, of which there are legion. In addition to the leagues, iRacing also runs many of their own series that anyone with an iRacing membership can run. There are several things I like about the PCA league including their well-organized structure (would you expect anything less from a German car club?), their very courteous and friendly drivers, and the fact they have multiple classes from rookies to pros based on sim racing skills. They broadcast their races each week on YouTube and they are supported by the national PCA organization. As a guy who isn't very computer or mechanical engineering savvy, I also like the fact it is a fixed setup series. But for those who do have such savvy, there is a huge variety of setup changes you can do on your own.



So far, we've covered the what and the why of sim racing, but we haven't talked about the how. Well here's how you do it. For starters, you have to join iRacing on a monthly, quarterly or annual subscription. iRacing also requires you to buy the cars and tracks you want to run although a few free ones come with your membership. All details are on www.iRacing.com. You also need a high-speed internet connection and a wired versus wireless connection is ideal since the sim uses a lot of bandwidth.

You also need some equipment. At a minimum you will need a PC with enough graphics and processing power to run the sim. I put my own together based on a component shopping list from iRacing, but I had a lot of help from a computer engineer friend and a guy I know at Fry's electronics (plus Trevor Vavrosky straightened out a software glitch for me one time. Thanks Trevor!). But you can also buy a PC that is designed for gaming. You also need a monitor, a wheel and pedal set, headphones with speakers and a microphone and something to mount the monitor and wheel and pedal set on which could be just a table and a chair.

I've been doing sim racing for a while and have added a few extras over what you can get started with at Best Buy or Fry's. As shown on the photos, my PC is a dedicated gaming PC that serves as the brain for all the cables. I also have a Playseat to sit on and to which the wheel and pedals are mounted. I have triple monitors to project a larger image and my wheel is a Thrustmaster, while the pedals are from Fanatec. The pedals use something called a load cell which offers much more brake feel than starter sets. Notice you will need to learn to left foot brake for the best lap times. (I wonder why it is so easy to left foot brake in the sim but so not easy in the real world?) One thing I don't have is a fancy motion sim rig and you don't need one to have a lot of fun and be competitive. I just have a card table for the monitors and keyboard.

In conclusion, all you need to go sim racing is the iRacing membership and some sim racing equipment. If you want to get started but have questions, contact me at safarismotor@gmail.com.

Until then, exercise your passione per la guida!

Ciao. Scott



From our Membership Chairman, Steve Powell....

Hey Cathy.....Not much news for you to share. We have had a few new memberships lately and renewals are dribbling in. If you're really, really, really hurting for content, I have finally got the race car back together after some winter upgrades. I made some changes after the ill-fated 2019 Fall Enduro outing (broke after 1 hour). Here are a couple of photos of old #133 from a recent dyno tune. I think it's now ready to go if we actually are able to race someday. Sorry.....That's all I have for news which isn't much. Take care my friend, Steve Powell



From Rebecca Lerback, World of Speed Motorsports Museum

Hi Cathy, Let members know that World of Speed Motorsports Museum is doing some virtual events they can check out our website at www.worldofspeed.org. Mostly these are family events. They can also get their racing fix by following us on Facebook and Instagram—we've been posting a lot there. Even though our doors are closed, we are trying to keep the racing community together online. We respect all you are doing, too. I know that most of us would rather be outside right now, driving!

Take care, Rebecca

From Don Gibson...he's planning that "season opener win" all over again!

Cathy -

Here is a happy moment for reflection! 2019 season opener win!
See ya all soon! Don Gibson



This from Carl Feague, our new Tech Chair for Cascade....

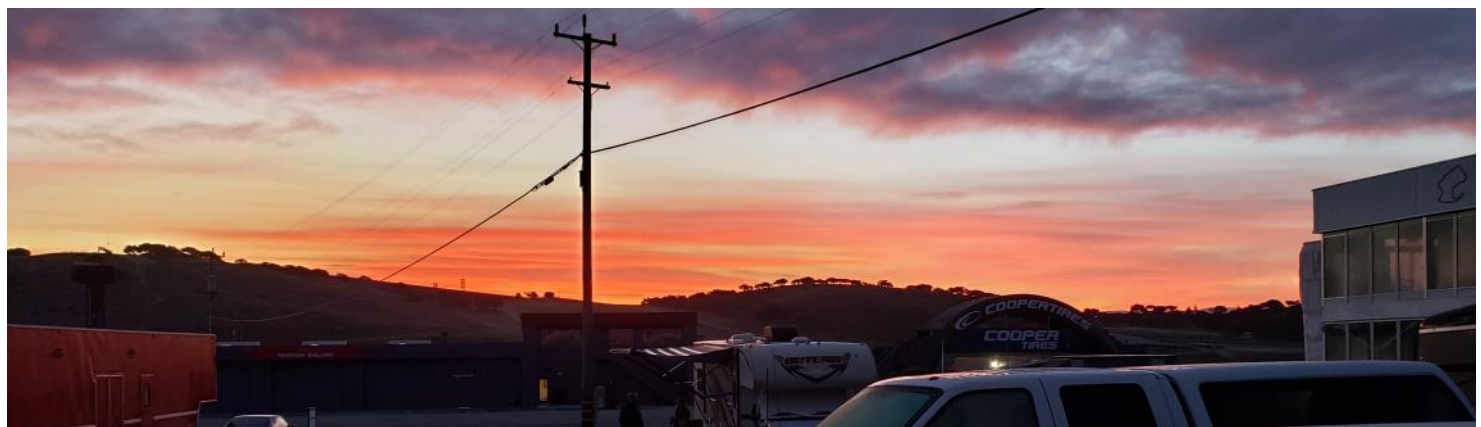
During the down time I installed a coil-over suspension on the Volvo ('87 245).



From Rob and Adam Jacobson.... Our Safety Team professionals

The duct tape dummy is going to be used for extrication training, if and when we get to do any training. Adam in the back of Safety I. That was when we were re-engineering the layout to make it more efficient for our needs. The sunset is actually a sunrise at Laguna Seca on Jan. 4th at a Lucky Dog event we were working. The last was from the PRI (Performance Racing Industry) show in Indianapolis. Adam and I went back there in December for the International Conference of Motorsports Science and their Race Track Training Program.

Adam and I have been luckier than most in that we were able to get to some races before the virus lockdown. We went to Laguna Seca in Jan. and Buttonwillow in Feb. for Lucky Dog Racing League. Adam has had to cancel a couple of training events to prepare for the coming season. Hope we can find times to get that training down before the racing season gets too crazed. There will likely be lots of conflicts with rescheduled events on top of the pre-existing conflicts. Time will tell. Rob



Cathy, hope this reaches you.... I am Charlie Brown (Member # 1) and I am wondering if Anyone knows if Bob (Member # 2) is around or??? and how to reach him... My attempts have all failed, and last time I spoke to him he was living on a boat on Seattle waterfront....

Linda and I are both stuck in "LOCK-DOWN" quarters as this COVID-19 thing goes along.... And by the way, my 1949 TC was car #1 in the older !!! 4 Cylinder Sports Car club of Oregon.... That car (and me as sole driver/navigator) won the FIRST overnight rally to Needlewoman...also after I navigated for ?? (mind is getting foggy) in the Boat-tail Morgan the first year, and the TC and I won the second Harrowing year of Halloween Rally... If any one would like, I have lots of old-time stories about those days...

Well, enough for now... I am struggling with Windows TEN, so am Hoping to install "DRAGON" (Vic-to-text) software on this Win 10 computer... WHAT A MESS compared to Win 7 or XP !!!!

All for now... Keep the Auspuff going to me!!! CharlieB



45th Annual Cascade Enduro

2 / 4 / 8 Hour Races

Saturday, October 17, 2020



**WOW!!!
RETRO ENTRY FEES! PRIZE PURSE!**

Time to start planning your teams and who will sprint to the car for the Le Mans start!

Retro Racing has been a strong supporter of the Enduro over the years, so we thought it would be fitting to thank them by rolling back entry fees to something not seen in 15 years! With these "Retro" fees and over \$10,000 in prize money possible, we're hoping to see you! *The 8 hour must have at least 25 entries before any prize money kicks in.*

Enter early! The first 10 teams who enter the 2/4/8 hour combo will receive \$199 discount (that is an entry fee of \$600 for the team)! *MotorsportReg will open on Friday, May 15.*



45th Annual Cascade Enduro
2/4/8 Hour Races
Saturday, October 17th 2020

Highlights:

Retro Racing has been a strong supporter of the Cascade Enduro over the years. Cascade thought it would be fitting to thank them by rolling back entry fees for our 45th annual event to entry fees that haven't been seen at the enduro for over 15 years! With these "Retro" entry fees we're hoping to see many more racers at the event! Also, if the 8 hour has at least 25 entries, prize money kicks in!! Read Section 18 of the Supplemental Regulations which are posted on our website under the "Racing" page for details.

LeMans Start !!! Quite possibly the last one around! The last one witnessed was probably in the movie "Ford vs. Ferrari"!

There are incentives to enter early: The first ten 2/4/8 hour entries receive a \$199 discount which brings the entry fee to only \$600 for the entire team!!

Enter by August 1st and receive an average discount of 15%. **Another incentive to enter early:** Enter by June 30th and help decide whether the event runs with or without the chicane and whether the event finishes in the daylight or darkness. All 8 hour teams entered by June 30th will be surveyed with the majority deciding these two items.

New for 2020 – Easy classes to understand: A cars lap times and lap time potential will determine the class. Classes are described on page 1 of the Enduro Supplemental Regs.

ICSCC's new Enduro Competition License: This license allows drivers to compete in ICSCC races that are a minimum of one hour in length which includes this event! It's only \$25.00/yr, a physical exam is not required (but recommended), club membership is not required (although we'd love for you to become a Cascade member). Racers with a minimum of four hours of racing experience are encouraged to apply! Just download the "ICSCC Enduro Competition License Application" on the ICSCC.com website, fill out and send in to the ICSCC License Registrar to see if you qualify.

2020 ENDURO SPONSORS – THANK YOU



2020 NORTHWEST MINI ENDURO CHAMPIONSHIP SERIES

What is it:	<u>DATE</u>	<u>TRACK</u>	
Eight race series:	Round 1	5/02/20	Portland Int'l Raceway
	Round 2	5/16/20	Pacific Raceways (2 Hour)
	Round 3	6/06/20	Spokane County Raceway
	Round 4	6/20/20	Portland Int'l Raceway
	Round 5	7/18/20	Pacific Raceways (2 Hour)
	Round 6	8/15/20	Portland Int'l Raceway
	Round 7	8/29/20	The Ridge
	Round 8	10/17/20	Portland Int'l Raceway (2 Hour)

Races are one hour or two hours in length. Two hour races count as two races (single points times 2). Note: Time does not stop for black flags or red flags

Top 7 races count towards the points championship. Must enter a minimum of five races in order to qualify for the championship. With three 2 hour races, there are a total of 11 races.

Each one hour entry shall consist of one or two drivers. Each two hour entry may have no more than four drivers. Drivers may drive in up to two cars per race.

Each one hour race will require a mandatory 60 second pit stop. Each two hour race will require a mandatory two minute pit stop.

Entry fee, qualifying procedure, etc. will be determined by sponsoring club and may be different between events.

Classes: **ME0** – AP, SPO, SPM, GT1, GT2, GT3, ITE, ST, SST, P0
ME1 – BP, EIP, FIP, GTL, RS, AS, SE46, SPU, P1
ME2 – CP, DP, PRO3, ITS, PRO44, HIP, CT4, P2
ME3 – EP, FP, GP, CR, PRO7, SM, CSM, HT, ITA, ITB, ITC, P3
MSR – SPORTS RACER CLASS (Open to ICSCC eligible Sports Racers)

Production classes (P0 – P3) – Open modifications as allowed per ICSCC Competition Regulations. Cars are classed by horsepower (HP) and weight to horsepower (WT:HP). If horsepower and WT:HP are in different classes, the Race Steward shall determine class. P0- 225 to 275HP, 10.0-12.0 WT:HP; P1- 180 to 225HP, 12.0-15.5 WT:HP; P2- 135 to 180HP, 15.5-19.0 WT:HP; P3- below 135HP, above 19.0 WT:HP. HP is determined using a Dynojet dynamometer 248/224/424 utilizing standard practices and procedures as described in the ST rules and as outlined in Section 1324.H of the ICSCC Competition Regs. A dyno form is not required. WT is minimum race weight with driver. Cars in Production classes (P0-P3) using tires with a treadwear rating of 180 or higher may move down one class. **All other classes listed follow ICSCC rules.**

Points: 1st – 12, 2nd – 10, 3rd – 9, 4th – 8, 5th – 7, 6th – 6, 7th – 5, 8th – 4, 9th – 3, 10th & lower – 2, Pole – 1 (where applicable / No pole points for 2 hour races). All positions are scored except as noted: DNF/DNS score a maximum of 6th place points. Number of laps completed will determine position for DNF's. All DNS's score the same number of points based on the number of cars in class.

Championship trophies will be awarded to class champions in classes that average 0.75 entries.
 Championship trophies will be awarded to the top 3 in classes that average 5 entries.

Eligibility: Licenses – ICSCC IRR / ENDURO, SCCA, CACC, SOVREN, FIA, ASN, or NASA. All other licenses must be approved by the ICSCC License Director. Novice license holders are not eligible.

FULL SET OF RULES:

Entry to this race does **not** have to be in conjunction with any other race(s) of the weekend.

Except as noted, the 2020 ICSCC Competition Regulations will apply.

Classes follow ICSCC class rules except for the Production class (P0-P3) which is not an ICSCC class. Production cars should resemble factory production cars and shall follow guidelines outlined on page 1.

Maximum number of drivers per race: 1 Hour Races – two. 2 Hour Races – four. Teams may petition the Race Steward to have additional drivers. Drivers on teams that use more than the maximum number of drivers will receive full points if the driver has driven a minimum of fifteen minutes. Drivers may drive in up to two cars per race.

Car numbers will be assigned on a first come, first served basis.

Points: See above (page 1) for point structure. Each driver will receive the same points whether an entry is one or multiple drivers. Example: If a one driver entry wins – 12 points are awarded. If a two driver entry wins – 12 points are awarded to each driver. Pole points will be awarded to both drivers. If a driver drives in two different cars in the same race, they will only receive points for the higher finish if the two cars are in the same class. If the two cars are in different classes, the driver will receive points for both classes. The Series Championship (each class) will be determined by adding a drivers seven highest point totals together. Ties in final points shall be resolved on the basis of each driver's record of first place finishes; then, if necessary, second place finishes. If two or more drivers have accumulated the same number of first and second place finishes, they shall be considered tied for the Championship. If for example two drivers tie for the Championship, the next driver shall be considered to have finished in third place.

**Championship points standings available at www.cascadesportscarclub.org and www.icsc.com **

Mandatory Pit Stop: Each one hour race will have a mandatory 60 second pit stop to be made between the 20 minute mark and the 40 minute mark of the race for both one driver and two driver entries. Each two hour race will have a mandatory two minute pit stop to be made between the 30 minute mark and the 90 minute mark of the race for both one driver and multiple driver entries. Pit stops may be made before or after the mandatory pit window but will not count towards the mandatory pit stop. The car's ignition must be turned off while refueling as well as when a driver change is taking place. All crew members who have the potential to come into direct contact with gasoline or gasoline vapors during pit stops are required to wear the following safety gear: A fire suit, fire resistant gloves, head sock, and helmet. A fire bottle designee is also required in case of a fire; however, they are not required to wear the same safety gear. No contact with the car is allowed while refueling except for a driver change. Helping a driver get belted in, radios plugged in, and cleaning the front windshield are not considered contact with the car and may occur at the time of refueling if necessary. Pit crew attire: Arms, legs, and feet shall be fully covered.

The Pit lane speed limit and zones shall be determined by the sponsoring club. One crew member is allowed over the wall to signal the car into their pit space. During a Full Course Yellow (FCY), pit lane will be closed. If you are in pit lane at the time of a FCY, you will be released to rejoin the field. Pit lane will not re-open until the entire field has passed start/finish after the re-start of the race. If a FCY or Black/Red flag extends past the mandatory pit window, two green flag laps will be added to the pit window. The clock will continue to run under race stoppage.

Minimum Penalties: Pit lane speed violation, fuel spillage over 1 liter – Stop & Go. Improper attire on crew members over the wall, no fire bottle designee – Penalty Box: 30 seconds. Working on car during re-fueling – Penalty Box: 1 minute. Mandatory pit stop window violation: 2 lap penalty (1 hour races), 3 lap penalty (2 hour races). All others – Warning

Trophies: One or two in class – 1st only; three to five in class – 1st & 2nd; six or more – 1st, 2nd, 3rd

MANDATORY DRIVERS MEETING – See schedule. Failure to attend may result in starting at the rear of the field.

Each sponsoring club is responsible for setting the qualifying procedure. Qualifying sessions may vary from what is listed below. Check event schedule for the most up to date information.

QUALIFYING PROCEDURES

ROUND 1 – MAY 2, 2020: Pressure qualifying. Either driver may qualify. Qualifying shall consist of one Green flag lap (one out lap and one green flag lap). Qualifying order shall be set by class with MSR first, then ME0, ME1, ME2, and ME3 last. The starting grid shall be set fastest to slowest.

ROUND 2 – MAY 16, 2020: *15 minute qualifying session. The starting grid shall be set fastest to slowest

ROUND 3 – JUNE 6, 2020: 15 minute qualifying session. The starting grid shall be set fastest to slowest

ROUND 4 – JUNE 20, 2020: 15 minute qualifying session. The starting grid shall be set fastest to slowest

ROUND 5 – JULY 18, 2020: *15 minute qualifying session. The starting grid shall be set fastest to slowest

ROUND 6 – AUGUST 15, 2020: 15 minute qualifying session. Starting grid shall be set fastest to slowest

ROUND 7 – AUGUST 29, 2020: 15 minute qualifying session. Starting grid shall be set fastest to slowest

ROUND 8 – OCTOBER 17, 2020: *Lemans start – No qualifying, no pole points

* = No Pole Points (2 hour races)

This series is a great way to get in more racing over the course of a weekend. Race in the series for the championship or race in it to do more racing, either way it is a great opportunity to maximize your track time for the race weekend!

CLASSIFIEDS

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Spares include extra engine, transaxle, 2 sets of trailing arms, 1 set of rear suspension struts, 3 rebound stops, steering box, master cylinders, 2 used shift linkages, parts to make a full rebuild of a motor, 3 sets of Hoosier dry tires, 1 set with 3 cycles left, one with 5-6 cycles, and a brand new set with no use. Two sets of wet tires, One set of Hoosiers and one set of grooved Goodyear's. 15 wheels. Alignment jig for front end. Centering spacers for front beam. Cam gear puller. Full set of carb jets and air density calculator. Torque multiplier for flywheel and read hub nuts. Springs and measuring tool for setting pushrod lengths. Spare distributors, points, plugs. Bushings to facilitate attaching belly pan, firewall, & instrument panel. **And much more!**

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******UPDATED AD******

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- ◆ Momo Nomex 3 layer race suit Silver– size Med. Exc. Cond – no tears –Orig. cost \$1100. Includes special wash and fire protection system. - \$400.
 - ◆ Pyrotec Helmet - Size Med. Like new - \$150.
 - ◆ Hans Device – Never used - \$300.
 - ◆ Oakley Carbon X gloves -RJS gloves (New) both \$75.
 - ◆ Ultra Shield arm restraints —\$20.
 - ◆ Momo shoes – Grey
 - ◆ size 10 1/2 - \$25.
 - ◆ Nomex Balaclava plus
 - ◆ 2 pr. Nomex socks - \$30.
- Pictures upon request
 Contact Don Madsen
Madzoom@aol.com
 or 541-317-9134



Exp 9/20



FOR SALE **TOYOTA COROLLA** **\$22,500 obo**

The car has distinctive History; back in 1989 the magazine Grassroots Mo-

torsports did a spread on how TRD originally built this car, I have that story in both digital, and physical format. This is a TRD show car, TRD catalog car, GRM feature article, TRD and SCCA executive personal ride, and long time race car. This car was first in class at the inaugural SCCA "IT Fest" at Heartland Park in Kansas. The car is in the early 90's TRD catalog on pages 7, 37 & 40 and was featured in Grassroots Motorsports in the early 90's. I have the original ad and bill of sale from when I bought the car — then maintained by RallyeSport outside Denver, and owned by Nick Crow who is currently the FIA (F1/WRC) Senate President. I also have the original log book with races from West coast to the Mid-West and driven by SCCA leadership including Doug Reid and Bob Anderson. I've had it more than 20 years, and its fresh and ready to race at minimum weight (original IT/A class weight was set with this car). Car is now in classed SCCA ITB at a weight where it should do very well. Recently refreshed with cage updates (only a track day on it since), fresh paint throughout and a new Sparco Evo2 seat. Some items are not listed below - probably forgot some, but the full configuration and setup will be provided to the new owner. My new home doesn't have room for all the toys, so I'm reluctantly going to part with the Corolla. Buy it to race it, drift it, because you always wanted one, or for its history, but it won't disappoint! I've been building and racing Toyotas for 25+ years and you could never recreate this anywhere near the price - A classic you can enjoy today.



Chassis

Chassis is straight and damage free. I originally bought the car with crash damage. I fully repaired it, and successfully campaigned it, winning my first race entry and many thereafter. I subsequently had another "incident" and replaced the main tub in 1993 with a straight chassis and swapped over all the race parts and much of the sheet metal, instantly dropping my average lap times 2 seconds and keeping me in the lead pack for more than 15 years at Mid-west SCCA events. Fully disassembled and re-furbered chassis some years back including roll cage updates and a repaint with Catalyzed PPG Urethane. Almost all new Toyota fasteners throughout (done in the latest refresh). Custom strut bar with welded mounts (removable aluminum bar). Custom battery hold down. Fuel Safe Fuel cell with chassis sheet metal trimmed and reinforced where the cell mounts. Supra fuel pump in spare tire well. New Sparco EVO2 seat with custom mounts. Guttled doors. Includes factory door glass that mounts with one bolt for transport/security (can easily take out at the track). SCCA legal cage with double cage bars on both sides with foot well braces, TRD steering wheel, TRD shift knob, Fire system, New Sparco Evo 2 seat with hard mounts, Manual Steering Rack, Custom Delrin Steering rack bushings, Custom graphics and License plate .

Suspension

Larger front sway bar. TRD and Poly front mounts, Adjustable rear bar with custom Delrin mounts and rod ends, TRD rear springs, TRD adjustable rear race shocks, TRD control arm bushings, TRD Panhard rod with (giant!) rod ends, Long wheel studs, "Safety studs", Short front struts, Tockico Illumina adjustable fronts shocks (BZ3099, same as MR2 rear fitment), Front Coilovers, Eibach front springs, Custom camber plates, Fresh control arms and ball joints, Negative roll blocks, TRD strut rod bushings, Two sets of wheels, Revolution and Panasport Ultralights - Panasports have only had two sets of tires on them since new with mounted Hoosiers.

Engine

Engine has been flawless throughout my ownership, with the latest build as follows: 7 rib block, .040 over, Total Seal rings, Match ported Balanced, NEVO hard anodized under drive crank pulley, Cams timed TRD plug wires, Jacobs Coil, TVIS and non-TVIS intake "spacers" SCCA fuel sample port, New O2 sensor, Custom Phenolic intake spacer Custom insulated "cold air intake", R/C Engineering blueprinted injectors, TRD header, and handmade 4-1 coated header, Stainless steel exhaust and muffler with passenger side exit, ECU with 8000+ RPM limit, Custom 4 puck solid disc ceramic clutch, New Toyota factory radiator water/water wetter for coolant, Factory air to air oil cooler with stainless lines, TRD motor mounts, Modified MAF (reduced spring tension), Only synthetics lubricants used throughout.



Driveline

TRD Close Ratio Transmission (over \$6,000 new), TRD Short Shifter Two fully set up TRD 3rd members - 4.56 and 5.13, TRD HD Axles with spare set.



Spares

Brake discs, Brake Master cyl, Wiring harness, Headers and parts TRD 3rd member LSD (4.56 installed, TRD 5.13 LSD 3rd member included), ECUs, MAFs, Front bearing seals, Modified stock front pulleys (removed A/C pulley), Motor mounts, TRD Rear Axles Washer bottle, Various other spares

Needs:

Kill switch wiring needs update, Temp (dash) gauge flaky Needs a couple underbody rods to support the splitter (dam/splitter moves back at speed), Fresh brake pads and fluid bleed.

Note

Car was built to hit the class minimum weight. As part of that, the seat mounts are custom fabricated and welded in (very light, and very strong). If you are short, you might need to cut these out and put in other mounts.





**CASCADE
AUSPUFF**

P. O. Box 4304
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Cascade Sports Car Club, Inc.

Photos by KJ Stimson

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