

JUNE 2020



cascadesportscarclub.org



CURRENT 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](#) 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.

We are HOPEFUL that we will hold our June 20-21 Race,

[The Chicane Challenge XXVII-Gary Bockman Memorial Race](#)

Please check cascadesportscarclub.org

And icscc.com for updated information.

Thank You.





June 2020

www.cascadesportscarclub.org

ISSUE 6

Where has the season gone?

Well it's June and we should have had a few races under our belts for the 2020 ICSCC championship, but..... ya.

Things are not looking as great as I had hoped for this year. I can report that E.C. has put in a request to be exempted from the continued closer of all city parks and "no major sporting events" with the city. And at this time we are still waiting a response back to find out the fate of our June race let alone all other events at PIR. So like I learned in the military: hurry up and wait.

I did hear rumor that the contract with SVRA has been signed, but it has not been transmitted back to us for us to sign yet. But this is still a great sign of hope for some revenue this year.

As I write this, I am saddened by the news that the World of Speed museum has decided to permanently close their doors due to the Covid-19 situation. They felt that they could not sustain the onslaught of bills without the revenue of guests until the proposed dates by the Governor in 2021. This is deeply heart breaking, as the last time I was able to visit there was the night of remembrance for Gary Bockman. To lose two great pillars in motorsports in one year and to have a connection to one another, really hits home hard. Without getting onto my political soap box, I only wish there was something we could do to kick start this world into spinning once again. Or just flat out putting boot to a\$\$ and, well you know. I'll just stop right there.

But hey! There has been extra time and some nice stimulus \$ to put into the race car. 2 thumbs up. I have been working on some new carbon diffuser parts and getting some much needed front body work fixed. Thanks to Scott Goodrich for the excellent work on the front piece. And he is currently working on making a mold of that part for me as well. Then when I get the time I can remake one in carbon and lose about 20 lbs off the frontend alone. And the diffuser, I'm hoping, will help keep the rear of the car stuck a bit better in the higher speed corners. Oh, and I'm trying to order some new "kicks" for the car too. Not sure what the turnaround time is for Jongbloed wheels but I'm hoping before our next/1st event in June. More weight savings!

So please keep your spirits up and your hands clean so we can all gather again, in groups not more than 25 and keeping 6 feet apart, at our favorite city park to play with cars & make some noise as long as it's less than 103 db.

Have I mentioned how much I hate wearing a mask?



Vince Vavrosky, CSCC President



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@cascaadesportscarclub.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	91
Heinrich	Linda	2	Saager	Victoria	91
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



From [Portland International Raceway](#)

Facebook post May 14, 2020



Governor Inslee of Washington State has approved motorsports facilities to open if they abide to specific COVID-19 restrictions and controls. This news has generated many questions coming in to PIR regarding its status. PIR submitted a reopening plan several days ago that includes similar restrictions and controls that meet CDC and health expert requirements. Once more information is available regarding the plan's status, we will advise our User Groups and the public immediately. Thank you for your support during these extraordinary times. Stay safe and healthy.



Included in the Auspuff this month are some articles our Readers might find interesting. The coronavirus has impacted all of us. But it won't STOP us! These articles are a snapshot of the ideas, plans, and procedures that are being presented to and by various different Groups. When Venues begin to open again and these ideas begin to be implemented, we will all begin to have more confidence in "getting back to normal". The Cascade Sports Car Club Board of Directors is watching these, and other groups' plans, very closely. Stay tuned. We are still hopeful of a June 20-21 Race happening at Portland International Raceway!



Cascade Sports Car Club Board of Directors and General Meeting

May 2020



BOARD MEETING

Because of the Covid-19 conditions, we have suspended the Board meeting. The Race Budget has been set and we are hopeful the June 20-21 race will be allowed to continue. We will have to make some changes depending on what PIR has put forth for their guidelines. We need to get PIR back up and running to maintain our racetrack. There is really nothing to do until PIR sets their guidelines.

Respectfully submitted by Linda Blackburn, CSCC Secretary

GENERAL MEETING (May 2, 2020)

We have suspended the general meeting because of the Covid-19 conditions. We are announcing the new members here that Steve and Julie Powell, membership, would have presented at the meeting. Their names were to be read and then, if no objections, the Board would vote them in as active members. So instead of the reading, this is going to be the official notification. We, as a Board, will vote on these names in a week giving anyone opportunity to voice to Steve and Julie Powell, membership, if there is an issue. At that point, Steve will send the Board an email and we will approve these members to our club. Just really a formality but we are trying our best to stay within the ByLaws for Cascade.

The following members are up for approval: **Bob Morseburg**, interested in Rallying. Bob and his navigator drove down from the Seattle area in April for the rally to finish first overall and this month he finished 2nd overall. That is a long drive to rally on a Saturday folks. His enthusiasm and support is what we need in the club. (See Victoria's Rally report). **David and Dylan Pollock**. They are interested in drivers' services and tech. (I will forward their information to you Carl!). **William Vandendries**. William listed lots of activities in social, timing and scoring, drivers' services, tech and flags. (I will be selfish and try for T&S). **Brian Cox** from Hillsboro. We will do an email vote in a couple of weeks folks.

That is it for the general meeting. Enjoy the Auspuff Cathy Peters puts out for us. And hopefully we can get back to having meetings again. I am looking at August as being the first one we might get. June is too close, and July happens on the 4th of July. Not a good date for a meeting, right?

Respectfully submitted, Linda Blackburn, Secretary for Cascade.

CASCADE SPORTS CAR CLUB

<http://www.cascadesportscarclub.org>

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CASCADE RACE OFFICIALS

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Announcer OPEN	Paddock Marshall OPEN	Course Marshall OPEN	Weigh Master Robert Paxman rpaxman111@yahoo.com Asst. Robert Klaus 503-781-9235	

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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-Gary
Bockman Memorial Race

August 15-16 Dash for Kids XXXVI

October 17 45th Cascade Enduro

COMING UP

SPECIAL EVENTS At PIR

June 20-21, 2nd Annual Mazda Rotary Reunion

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: 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



From the Editor: Links will not work from this Pdf page. You will need to copy/paste to reach each site.

JAY INSLEE
Governor



STATE OF WASHINGTON
Office of the Governor

TO: Interested Stakeholders

FROM: Governor Jay Inslee

DATE: May 14, 2020

SUBJECT: Outdoor Recreation, Phase 1 Clarifications and Phase 2 Requirements – Proclamation 20-25 and Proclamation 20-25.2

This memorandum serves to make further clarifications for Outdoor Recreation, Phase 1, and sets forth additional Phase 2 criteria. This memorandum is effective May 14, 2020.

After consulting with stakeholders, we have developed Outdoor Recreation Phase 1 Clarifications and Phase 2 COVID-19 Requirements. These requirements apply as long as Gubernatorial Proclamation 20-25, or any extension thereof, is in effect or if adopted as rules by a federal, state or local regulatory agency.

This memorandum applies to:

- Staffed outdoor tennis facilities, public and private;
- Guided ATV, paddle sports, horseback riding, and fishing;
- Go-cart tracks, ORV/motocross facilities, and participant-only motorsports; and
- All other activities substantially similar in operation and equally able to meet the requirements mandated by this memorandum.

This memorandum supersedes any conflicting provision in the Appendix to Proclamation 20-25, “Essential Critical Infrastructure Workers” and the Governor’s March 31, 2020, Guidance Bulletin, and stands in the place of any other omission from either document.

Outdoor recreation operations covered by this memo may proceed immediately if:

- **They can meet and maintain all requirements, including providing materials, schedules and equipment needed to comply; and**
- **They conduct only those activities that are allowed under their county’s phase status.**

General questions about how to comply with safety practices can be submitted to the state’s Business Response Center at

<https://app.smartsheet.com/b/form/2562f1caf5814c46a6bf163762263aa5>.

All other violations related to Proclamation 20-25 can be submitted at <https://bit.ly/covid-compliance>.

HEALTH PROTECTION PLAN

May 8, 2020 Published by [John Ramsey](#)

*From the Editor: This Health Plan for **Pacific Raceways** has been placed in the Auspuff for your knowledge. It was re-formatted to fit onto 3 pages instead of 5. Nothing else was changed.*

Pacific Raceways has developed a Health Protection Plan to ensure that its racers, track partners and fans remain safe as restrictions for gatherings ease and the track resumes operation as part of its Re-Engagement to Racing Plan. This plan is dynamic and likely to change during the course of the Raceway's engagement plan.

Raceway officials understand the seriousness of COVID-19 and the profound effect it has on individuals and families in Washington state. So to, officials understand that without proper protocols in place, the spread of the disease is easily transmissible from affected persons. Therefore, it is the Raceway's responsibility that strict guidelines are developed, followed and enforced to allow for the re-opening of the track first for participant-only events and later for spectator events.

The Health Protection Plan includes policies regarding personal protective equipment (PPE), on-site social distancing, no-contact registration, monitoring signs for symptoms and illness, recommended hygiene and sanitization, employee training, incident reporting and decontamination procedures.

A copy of this plan is provided to each employee and is available for all raceway customers and constituents to download from the Raceway's website at www.pacificraceways.com.

COVID-19 Coordinator

Jennifer Wirkman is Pacific Raceways COVID-19 coordinator. In addition to serving as the Raceway's national event coordinator, Jennifer has a background as a Licensed Nurse and Wilderness First Responder. It is the responsibility of the Coordinator to plan, act as a training liaison, serve as a resource for employees and other constituents, report on compliance and to make recommendations to management on operational aspects and resources. In addition, the Coordinator is the lead person in the company to communicate with local, state and regional agencies and authorities. The Coordinator has the authority to appoint other Raceway officials to be at events they are unable to attend. These appointed officials, under the direction of the Coordinator, have the authority to make changes to events based on compliance with the Health Protection Plan.

COVID-19 Coordinator

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COVID-19 Safety Training

Employee safety training must be conducted prior to each event to explain protective measures and steps outlined in the Health Protection Plan. Likewise, safety training must be discussed with track partners prior to their event day. Copies of the Health Protection Plan will be made available to all event staff and to track partners. A list of training attendees will be kept on file.

Employee and Event Staff Personal Protection Equipment (PPE)

All Raceway personnel are required to wear PPE, including but not limited to masks and gloves during events. The only exception is for personnel who work in isolated, non-public areas. In addition, all track partners and event organizers are required to wear masks and gloves when in areas that interact with participants and the public.

Employee Health/Symptoms

All Raceway personnel including employees, event partners and race organizers are required to undergo a health screening check each day prior to the event beginning. Persons exhibiting symptoms of fever, coughing, or shortness of breath will be sent home. Health check paperwork are to be signed by the employee and by the COVID-19 Coordinator or designee and will be kept confidentially on file. If employees, event partners and race organizers have symptoms of acute respiratory illness, they must stay home until free of symptoms for a least 72 hours without the use of medicine. Employees, event partners or race organizers who have been exposed to someone COVID-19 positive, or themselves have tested positive, must remain home for two weeks minimum, or until symptom free. After that time, they may return only when asymptomatic and with doctor's permission.

Participant Health/Symptoms

Participants, crew and family at the direction of the Raceway or the event organizer or sanctioning body may be required to undergo a health screening check prior to entering the facility. This screening may involve a temperature check and a symptom and exposure questionnaire. Screening results will remain confidential. Participants, crew or family members who exhibit signs of acute respiratory illness and/or have a fever will be sent home. Participant, crew and family who have been exposed to someone COVID-19 positive or themselves have been tested positive must remain home for two weeks minimum, or until symptom free.

Electronic Registration

All Pacific Raceways events and track partner events must utilize pre-event electronic registration of participants and pre-event payment of track fees. This includes an electronic receipt of pre-payments. Electronic waivers are being developed with the assistance of the Raceway's insurance underwriter. There will be no collection of track fees at the gate. Furthermore, track partners are discouraged from staffing registration tables for waivers, registration forms and car numbers unless all social distancing protocols are met.

Pit Parking

A minimum of four parking spaces, or approximately 40 feet, is required between race cars, trucks, trailers and haulers.

Social Distancing

All participants are required to maintain a minimum separation of six feet at all times. Failure to adhere to this rule may result in a participant being asked to leave, with no refund of participant entry fees; or if violation is of a larger scale, the cancelation of the event with no refund of participant entry fees.

Participant Personal Protection Equipment (PPE)

All participants are required to wear PPE, including masks when outside of their pit area. This includes any crew members or family that are in attendance. It is the responsibility of all participants to bring their own masks and other PPE that may be required.

Grandstand and Viewing Areas

Until further notice, all grandstands and viewing areas are closed. As participant-only events, drivers and their crew and family members are asked to stay in their pit area until their classification is called to the staging lanes

or to pre-grid. Track partners, race organizers and participants will be notified when grandstands or other viewing areas open. At that time, social distancing protocols will be in place to ensure that appropriate social distance in the stands is observed.

Technical Inspection

A minimum of three car lengths must be observed for car and driver going through tech inspection. Drivers going through tech inspection must wear masks and will be asked to step a minimum of six feet away from the car while it is inspected. If crew members are needed at tech inspection, they must observe the same requirements as the driver.

Staging and Pre-Grid

Drivers are to remain in their cars at all times while in the staging lanes (drags) or pre-grid (road course). Any crew members in these areas are to wear masks and observe social distancing guidelines. For drag racing, alternate staging lanes will be used and drivers must observe a minimum of one car length separation. Likewise, pre-grid must observe a minimum of one car length separation.

Starting Line (Drag Racing)

A maximum of two crew members are allowed at the starting line for each car. Crew must wear masks at all times and may stay at the starting line only for their car to complete its pass. All red box and barrier wall areas are off-limits to viewing. Similarly, no golf carts are to be parked in front of Grandstand E for viewing.

Tower (Drag Racing) and Racer Services (Road Racing)

The control tower including all suites and racer control are for authorized personnel only. They are closed to racer, crew or sponsors. In the event prize checks are to be awarded, racers will be provided a an electronic W-2 to fill out prior to the event and prize checks will be mailed after the event. For Road Racing, any type of Racer Service location will be limited to one attendant with no que available for racers; with both the attendant and the racer wearing a mask at all times.

Event Ingress and Egress

Depending on the event, access to the facility and time spent at the facility at the conclusion of the event will be limited. Participants are encouraged to leave as quickly as possible at the end of the event. In some cases, when multiple events may be scheduled, participants are asked to leave as quickly as possible after their last run or lap. This will help facilitate a smooth transition for the next event.

Sanitation and Cleanliness

During all events, Pacific Raceways staff will ensure proper cleaning and disinfecting procedures are in place to permanent restrooms and common areas, before, during and after. Track partners and race organizers will be required to do the same with their areas. In most cases, portable restrooms intended for the public will be off-limits and locked until further notice. Each permanent restroom has sinks, soap and paper towels. Every effort will be made to ensure there is no interruption to this service.

Reporting

After the event, any employee, track partner, event organizer, participant or crew who tests positive for COVID-19 is required to contact the Raceway's COVID-19 Coordinator so contact tracing and notification can be done. Individuals who contact the Coordinator shall remain confidential.

Complaints

Any complaints or issues regarding anyone, activity, or lack of protocol at the event shall be brought to the attention of the COVID-19 Coordinator or designee as soon as possible. Track officials reserve the right to revoke facility privileges or cancel the event if protocols are not being followed.

Contact: Chris Crabb, Crabbsoup PR
crabbsoup@gmail.com | 503-314-7583



Portland's 60th Rose Cup Races postponed to July 2021

(PORTLAND, Ore. — April 30, 2020) — Friends of Portland International Raceway (FOPIR) has made the difficult decision to postpone this summer's 60th Rose Cup Races due to the COVID-19 pandemic. Originally scheduled for July 10 to July 12, 2020, the event will now take place July 9 to July 11, 2021.

With so much uncertainty about the coronavirus situation, when large groups of people will be able to gather again and what the entry count could be, the Rose Cup Executive Committee recommended to the FOPIR Board postponement until 2021. The Rose Cup Races, a Portland Rose Festival event, was the first major event ever held at Portland International Raceway (PIR) in 1961 and has taken place annually ever since. This year will be the first since then without a Rose Cup Races weekend.

"The Rose Cup Races is an iconic Portland event, and postponing it will allow for a deserving and proper 60th race celebration," said David Pollock, interim FOPIR president. "We promise to put all of this year's efforts into making sure next year's race weekend provides an outstanding experience for the public that includes not just high speed racing, but also a visual display of Rose Cup Races history, a Vanport history exhibit, car club corrals, car club parade, vendors and more."

Added Pollock, "FOPIR extends its appreciation to the steering committee members and participating partners, including Cascade Sports Car Club, Oregon Region SCCA and Portland International Raceway, for their thoughtful analysis, their time and most of all their enthusiasm and commitment to this great event."

Specific race groups, registration timing and details regarding 2021 will be announced in the coming months. Learn more at RoseCup.com and engage @RoseCupRaces, #RoseCup60.

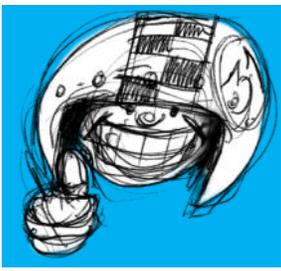
About Friends of PIR

Friends of PIR is a 501(c)(3) nonprofit committed to the preservation and enhancement of Portland International Raceway as a resource for those who use it, including both participants and spectators; sustaining and expanding PIR's civic contribution as an institution in North Portland; and providing guidance and support for the ongoing management of PIR in a manner that assures its ongoing value as a venue for motorsports and other diverse forms of recreation and entertainment.

About Portland International Raceway

Portland International Raceway plays host to a diverse array of events for participants and spectators of all ages, ranging from high speed road racing to motocross, car cruise-ins to bicycle racing, and swap meets to foot relays. Unique in that it receives zero tax dollars, the City of Portland park provides entertainment to approximately 400,000 visitors each year.

###



Dash for Kids 2020

The Dash for Kids 2020 Charity event will have a different look this year. Some of these changes were planned before Covid-19 arrived uninvited, more changes are as a result of Covid's arrival. We are hoping that Cascade Sports Car Club's Dash Road Racing Event will go ahead as planned and will be extremely successful.

As of May 15, this is where our Dash for Kids 2020 Charity Event stands:

Most exciting is the commitment Cascade Sports Car Club has made to support Portland's **Community Transitional School** (transitionalschool.org) and our continuing partnership with **Doernbecher Children's Hospital** (www.ohsu.edu/doernbecher).

This is how our Dash Charity planning has played out so far this year: Our Raffle Tickets, generally sold at Races, Meetings, Car Shows, and other car enthusiast gatherings prior to the Dash, were not even printed this year. Raffle tickets earn \$2500 yearly. This is a great loss.

Our Auction, already planned to be a Silent Auction, smaller in scale, and consist only of Gift Certificates and Gift Cards, will NOT take place at the August Dash for Kids. Businesses contacted are not able to donate at this time.



Noontime Rides and the Kids Activities Area will be cancelled this year. We have made the determination that keeping social distancing requirements, sanitizing helmets, and offering activities that meet CDC requirements of distancing and contact tracing would be extremely difficult, if not nearly impossible.

Finally, and most sadly, our Saturday evening Banquet is also cancelled.

We sincerely hope that the Cascade Sports Car Club Dash for Kids Road Race happens in August.

We are still looking for more T-shirt sponsors. THANK YOU to: Blairco Heating & Air Conditioning, The Smythe Co, Norsk Racing, Ooma Inc, Patriot Fire, Casa Bella Granite & Marble, Marque Motors, and Millennium Graphic who have already stepped up to sponsor the Dash. In the event the Dash for Kids does happen, a T-shirt WILL be printed! Don't you want your company's name on it?

Let's look for a better environment in August and make Dash for Kids 2020 the best event we can. See you at the track soon. Thank you for your help and support,

Signa Vernholm dashforkids@gmail.com 503-720-7971
Cathy Peters, Kids activities

*The following letter was sent to CSCC and other Community Friends who support the work of **Community Transitional School** in Portland,. This is our new beneficiary for the Dash for Kids.*

May 4, 2020

DEAR FRIENDS OF THE COMMUNITY TRANSITIONAL SCHOOL:

To paraphrase Thomas Paine, these are the times that try our souls. And our will to persevere. But thanks to your generous support, we have both the will and the resources to get through these challenging times and continue to provide quality education to our community's most vulnerable children.

Like all schools in Oregon, CTS has been closed for more than seven weeks and will remain closed through June 30. Throughout that time, our bus drivers will remain on the payroll, and full-time staff will continue to receive full pay and benefits. In keeping with the state's guidelines for social distancing, teachers are only allowed to be in their classrooms one day a week, and each is assigned a separate day.

While many schools have set up various online programs that allow teachers to interact with their students, few of our students are equipped with the resources to participate in online learning. Each week, however, the Portland Police Bureau's Sunshine Division (sunshinedivision.org) donates boxes of food which are distributed to the families of our students using our buses and with the help of Lena Braun and her colleagues at Nike. Along with the food boxes, these volunteers distribute school work packets to the students, which are prepared by their teachers and are picked up the following week. In addition, teachers call or text parents each week to discuss the work and provide help as needed. Although most of the students do the assignments, the process is a poor substitute for attending school five days a week. It's the best option our teachers have to keep in touch with their students during this difficult time. But for all intents and purposes, the 2019-2020 school year is effectively over.

Assuming that schools are allowed to reopen at the end of June, we plan to begin a new school year (2020-2021) as soon possible after guidelines are set. Students returning to CTS will start the year in the same grade they are in now, and after six weeks we will evaluate each student to determine whether he or she should move up to the next grade or, in the case of our eighth-graders, graduate and go on to high school.

Of course, there is always the possibility that the governor will order schools to remain closed through July or even longer. But we'll cross that bridge if and when we come to it, and post an update on our website and Facebook page.

Meanwhile, I want to thank you again, not only for your financial support but for continuing to believe in the school and our mission.

Best wishes for a healthy, happy spring and summer.

Sincerely,



Cheryl Bickle
Principal & 3rd-5th Grade Teacher

June 2020

Letter from the Editor, Cathy (Dash Kids Activities planner)

Dear Cascade Members, Our 2020 Dash for Kids Chairty Race weekend is going to be very different this year, most seriously different because we are anticipating raising very little money for our Charities. Our newest partner, The Community Transitional School, is a private non-profit Pre-Kindergarten through 8th grade school entirely dedicated to the educational needs of children whose families are homeless or in transition throughout the Portland metro area. The school's purpose is to provide these at-risk children with a stable educational environment that promotes their personal and academic growth. CTS is "home" for almost 100 kids throughout the year. These children come from across 5 school districts in the Portland area to one school they can count on each day. Their address may change during the academic year, but their school, their teacher, their breakfast and lunch, their friends and mentors do not. During the Covid "Stay home-save lives" shutdown, these kids have lost all this stability.

Spotlighting some facts about our newest Charity, in December, 2019, vandals cut fuel lines on CTS's school busses and stole the fuel. CSCC stepped up and donated \$1500 to help defray some of these unexpected expenses. Still, a financial hit to CTS.

During what would have been an AMAZING weekend for the 2020 Annual PIR Swampmeet, we were all shut-in at home. The CSCC volunteers who drive golf carts at the Swap Meet give ALL of the \$5 tips they earn over the 3 days to Community Transitional School. Another huge loss financially.

Our Dash for Kids Charity event will not happen "as usual" this year, consequently, we will not be raising anticipated amounts to donate to either of our Charities. We are thinking "outside the box" of ways to raise money for our Charities in new and unique ways. But even if we don't, there is one simple thing we can do now...use other people's money to help us achieve our goal!

When you shop at **Fred Meyer**, use your Rewards card. If you take just a moment and "attach" your Rewards card to **Cascade Sports Car Club Charity**, a very generous percentage of your purchase will be sent to Cascade Sports Car Club Charity/Dash for Kids from Fred Meyer Community Rewards program. Your rewards do not change. Donations from Fred Meyer to CSCC Charity are IN ADDITION to the rewards you receive. A win-win!



Rite-Aid Pharmacy has recently announced that Community Transitional School has been chosen as one of their **KidCents** charities. When you shop at your local Rite Aid you can support CTS by "rounding up your change" using your RiteAid Rewards Card.



A third very simple way to support CTS is by asking **Office Depot/Office Max** to donate 5% of your purchase price to Community Transitional School. If you are making a purchase online, here is the ID number for CTS: COMMUNITY TRANSITIONAL SCHOOLID: 70117252 PORTLAND, OR



If you can, or are willing, to seek Donations, the **Donation Request letter** on the following page is from Cascade's Charity Chairperson, Signa Vernholm. It is a great letter to give businesses and individuals who are interested in donating to the 2020 Dash for Kids. It outlines our Charities and gives a little background for them to read. The only thing missing is the Tax ID (TIN) number which will be provided to a donor upon receipt of any donations. Because the decision has been made to cancel the Silent Auction for the 2020 Dash for Kids, all donations accepted this year would have to be in the form of Cash.

Thank you so much for your continued support of our Charities, Doernbecher Children's Hospital, and Community Transitional School. Cascade Sports Car Club Members are AMAZING!!!

Dear Cascade Members,

May 2020



Memberships expire at the end of December each year. If you haven't already done so, it's time to renew for 2020 (unless you paid for two years starting the 2019 year). Check your current membership card. The expiration date is shown in the upper right corner and this will let you know whether it is renewal time. Renew early and benefit fully from your yearly membership.

You can either renew through MortorsportReg or if you prefer you can download a form from the Cascade Sports Car Club website www.cascadesportscarclub.org and mail it to us with a check. The form is found under the "Membership" tab. There is a drop down with the various forms shown. The web site also has a handy link that goes directly to the renewal page at MotorsportReg. When renewing, please verify that all of your contact information is correct. New membership cards will start to go out as they are received.

Thank you, Steve and Julie Powell, CSCC Membership

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 ([ICSSC](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

This is a revised edition of what was sent out in March. When and if we have our event in June, there will be many new requirements for putting on this race. We have seen information from the Governor and have seen what Pacific Raceway has put out as their requirements for holding an event/race. We have not received any requirements at this time from Portland International Raceway. They are waiting on permission from the government (State, County and City) to hold an event at that facility.

Most likely CSCC will not be allowed to provide water, ice, nor provide gift cards for the concession stand.

Listed below are the items that will be given to the workers for the weekend.

\$10 Lunch gift card each day from your choice of Fred Meyer or Safeway

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 prior to the Race weekend.



- 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.

The plan is that 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.

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**.

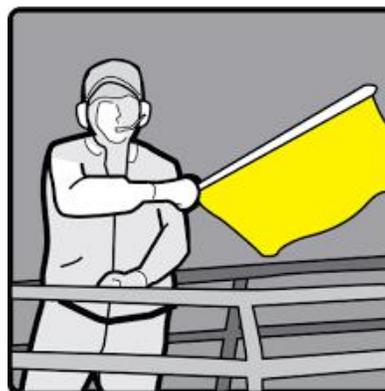
I'm sure as we get a bit closer to our race in June, more information will be coming out. How and where registration will work, where we will be allowed to gather or not gather for morning meeting and lunch. We are fairly certain at this time that there will be not socializing at the track at the end of the day and end of the weekend.

As I become aware of more information on the requirements from PIR through the CSCC board, that information will be forwarded to you.

Thank You,

Gail Fetterman, Volunteer Coordinator

gailfetterman@comcast.net



DearCathy,

I should have gotten to this earlier. Sorry. Lots of excuses. This was about 1986; given a year or two. It was an exciting time. We were really on an aggressive recruiting program. We worked hard at it with a race worker newsletter and the promise of a great time. We celebrated each other and worked all of the Clubs and sanctioning bodies. Cascade was at it's zenith and growing. SCCA, I was the RE at that time, was gearing up for Pro Racing. I had an in with ICSCC, as well, serving as the TC Executive Board Rep around that time. TC was getting ready to put on races and did in the strangest places, But, most of all, there was the TPFD Race Marshal's club (The Pros From Dover). Invitation only. We were cool, at least in our own minds, and a lot of folks wanted to be a part of our shenanigans. We all had "track names". Mine was "Kill Switch" 'cause in those days we danced in traffic and getting to the kill switch was the only means of shutting off the fuel supply in a serious crunch. Getting to the kill switch was drummed into all as I was the Chief Turn Marshal at PIR in those days. I was Novice in Conference racing and having a ball in my VW then. So, it was really important to me that I could be rescued if I screwed up.

So, recruiting was really tremendous and the picture shows how much success and fun we had. Did I mention that their was keg beer, too!! The photo does not do justice to each face. But, I do remember many and some only by their TPFD moniker. I will try to name some. And, I think it might be fun for CSCC folks to help me in this. Maybe a little prize for who gets most of them? Lots of these people are or have contributed to the success of racing in the NW. The course is PIR. I think it might have been a Cascade race weekend. It may also have been Rose Cups. Some of them are dearly departed. Lots are still marshaling our races. By the way, Dan Lane got the bus for just this kind of thing:



Starting at the top of the bus left to right.

Bus roof: Kathy ? - Ti "Roper" Hodson - Erin Ebelmesser-Wilson - Neil Swanson - Dave "Smokey" Forester -Paul "Beer Can" Bjerkan - Doug "Speed Bump" Wright - Heidi "Air Heidi" Gredvig - Bob Lubach - Terry Hilderbrand - Jana "Toys 'R' Us" Toyes—? - ? - Eric "beloved" Yocom - Gary "Pazoot" Pazina - Craig "Bag Pipes" Hudson

Windows: Bill "Huggy Bear" Merwin - rest of them ?

Back Row: Ken "Fats" Killam - Terry Erickson - Joyce Erickson - Barb "Blitz" Blizzard - ? - Buzz "Pop" Beley - ? - Fran Drago-Blackman—Dave "Bluto" Hadley - ? - ? - Bob "Basic Bob" ? - ? - ? - Tiffany Boggis - Dave "Blue Flag" Ball—? - ? - ? -Bob "Bagwahn Drat" Dratwa - Bill Dratwa - ? - ? - Betty Jacobsen—

Mid Row: John "Hanford" Wilson - Margie Swanson - ? - ? - Skip "Killswitch" (Chief F&C) - ? Dianne Wilson - Carol Humes - Denise "Frenchie" Bolton - Don "Revoltin' " Bolton - Rob Jacobsen "Grampa Pettibone" - Jerry "Pace Car" Humes—

Front Row: Barb St.John - Bill Erickson - Cheryl "Mindy" Allen- Howard "Mork" Allen - Arlen "Wingfoot" Kerbaugh - Pat "Mother Manners" Ross - ? - ? - ? //

Best I could do...after all that was a long time ago. We had a tremendous time and we grew to be the Best In the West. A disclaimer, that I might have gotten some things wrong. Had fun recalling the old days. Each of these race marshals have their own stories and story. You could write a book about each of them. I loved them and they tolerated me. Thanks for the memories. Skip

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!





High Performance Driver's Education (HPDE)



At the time I'm writing this month's HPDE article there is still quite a bit of FUD -- fear, uncertainty, and doubt -- with regards to the impact COVID-19 is having on this year's racing schedule, especially as the club is looking at our June dates and wondering if we'll be able to keep them. No matter how you view the current situation, there's no doubt that this is a complex issue that everyone is trying to navigate. Things only get more complicated when you consider that PIR is a City of Portland managed park, that CSCC is one of the ICSCC member clubs, and that we have volunteers and participants from across the Pacific Northwest region, including Canada. It's not just a CSCC decision whether or not we should cancel an upcoming event, but rather us trying to navigate the tightly connected nature of motorsports events at PIR.

I think we can safely assume that CSCC HPDE events at PIR will be significantly different in the immediate future. I fully expect that when we are allowed to hold events at PIR that we'll have to implement several changes to be compliant with whatever governmental restrictions are in place (remember, PIR is a city managed park). The CSCC board is keeping close watch on all the latest developments and announcements so that we're prepared to start hosting events once again. From my perspective, I've been trying to plan several possible options for how we could accommodate our HPDE events. However, this is a very fluid situation which means that none of these ideas are de facto plans at this time.

Presuming that we'll have to adhere to requirements like distancing, contact tracing, and enhanced sanitization (wipes, hand sanitizer, etc.) when we're allowed to resume hosting events at PIR, I foresee these having a significant impact on our HPDE program. Before COVID-19, it was typical to see a packed registration room in the morning as everyone checked in and got their packets for the day. We'll have to figure out alternatives to this in order to provide for adequate distancing while keeping the registration/check-in process as efficient as possible. Unfortunately, we still need people to sign various waivers in person, so I don't see us making this an online process anytime soon.

Then there's the morning driver's meeting, and it's not unusual to see over 75 drivers on some HPDE track days. That's over 8000 square feet of space we'd need to ensure that every single person has 6 feet of distancing space around them (imagine a circle around each person with 6 feet clear on all sides). Instead of having everyone congregate around the base of the infield tower, we could have our driver's meeting over the PA system, but we would have to wait until later in the morning due to the track's rules on noise. This means that the schedule would need to change, possibly resulting in shorter sessions on track. Unfortunately, how can we ensure that everyone is actively listening to the driver's meeting if it's over the PA system? The driver's meeting is where we give out the common rules for the HPDE track day, so that everyone is safe on and off track. I don't have any decent ideas at this time on how to mitigate the impact to the mandatory driver's meeting.

What about the classroom portion where we have at least 20 attendees? Distancing would require a space of at least 2200 square feet -- equivalent to the median house size in the Portland area. I could revisit having the classroom offsite the night before which means I could find a larger venue, but then that's extra time and effort I'd have to commit as a volunteer for a single event. I could look into holding the classroom as an online webinar, but then how could I ensure that everyone is engaged throughout the full time. What's keeping them from turning away from their screens and missing key content? The classroom content provides the fundamental knowledge to keep novices safe on track, so we need to ensure that this content is delivered effectively.

And let's not forget about the in-car instructors! Sure, we could require masks or balaclavas for everyone, but how many of our volunteer instructors are willing to continue after COVID-19? There might be other options to having ride along instructors, but we would need to approve them with ICSCC before we could make any changes.

Bottom line: FUD. There are too many unknowns at this time for us to fully plan for reopening. But we're working to be better prepared for when those decisions are made. Until then, take care of yourself and stay safe!



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
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May						
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31						

June						
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November						
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December						
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HPDE
Instructor
Training

HPDE & TnT

HPDE
Advanced &
Race Groups

CSCC / ICSCC
Race



CASCADE SPORTS CAR CLUB

Presents

Chicane Challenge XXVIII – Gary Bockman Memorial Race

June 20th and 21st, 2020

This is a Chicane event

Entry to PIR will be through turn 8. No early entry on Friday until 5pm if not participating in Friday's activities.

The Bridge is open from Saturday 7am – 7pm & Sunday 7am – end of day

These races are sanctioned by ICSCC, under the 2020 Competition Regulations as two separate championship races, organized by Cascade Sports Car Club and held at Portland International Raceway. MJ Hajari, Race Chairman, may be reached at 503-807-5539 until 9 p.m. or by email at mj@casabellagranite.com

Online Registration will be available at

<http://cascade.motorsportreg.com>

ENTRIES OPEN: Upon receipt of this announcement

ENTRIES CLOSE: Postmark by: **June 17th, 2020**

ENTRY FEES:	ICSCC or others (Saturday & Sunday)	\$375
	<u>Cascade Members</u> (Saturday & Sunday)	\$360
	Saturday Only or Sunday Only	\$225
	ICSCC or others (3 Races - Saturday & Sunday & Mini Enduro)	\$495* 3-1 combo
	<u>Cascade Members</u> (3 Races - Saturday & Sunday & Mini Enduro)	\$480* 3-1 combo
	Additional Race Entry (Saturday or Sunday or BOTH)	\$165
	Mini Enduro (1 Hour)	\$180
	Late Entry Fees	\$ 50
	Pit/Spectator Passes	FREE
		* Great Value

Registrar Contact: Grace Skinner

Telephone: 971-506-6171

(please no calls after 10:00pm)

Email: graceregis@yahoo.com

Express Tech: Once you have registered and if you have an “Annual Tech”, you may present your completed and signed “Tech Form” and logbook at Express Tech and receive your weekend “Tech Sticker”. Safety gear no longer needs to be presented at “Express Tech”.

Class Rotation: Saturday – Group 6

Grp #1 – A-B C Prod, SPO-M-U, PRO3

Grp #2 – D-E-F-G Prod, CR, PRO7, SM,
CSM, HT, ITX, PRO44

Grp #3 – CF, FF, FA, FM, FC

Grp #4 – GT1-2-3, AS, ITE, RS, SST ST, SE46

Sunday – Group 1

Grp #5 – ITA-B-C-S, GTL, CT4, E-F-H Imp Prod

Grp #6 – FV, FL, B-C-D-E-F SR, Nov. O/W

Grp #7 – Novice Closed Wheel – Novices in Groups 1-6

Grp #8 – Mini Enduro (1 Hour)

Grp #9 – Rotary Reunion



CASCADE SPORTS CAR CLUB

Presents

Chicane Challenge XXVIII – Gary Bockman Memorial Race

June 20th and 21st, 2020

Chicane Race runs from ProPits

FRIDAY

5:00pm - 7:00pm Registration - 2nd Floor of the Tower
6:00pm - 8:00pm Tech

SATURDAY

7:30am Novice Track Tour @ Base of Tower
8:00am MANDATORY NOVICE MEETING WITH LICENSE DIRECTOR
7:30am - 12:30pm Registration – 2nd Floor of the Tower
7:30am - 2:30pm Tech Inspection
8:00am - MANDATORY GROUP 9 MEETING IN PREGRID
8:30am - 8:45am Qualifying Group 9
8:50am - 9:05am Qualifying Group 6/3
9:15am - 9:30am Qualifying Group 1
9:35am - 9:50am Qualifying Group 2
10:00am - 10:15am Qualifying Group 4
10:20am - 10:35am Qualifying Group 5
10:45am - 11:00am Qualifying Group 8
11:10am - 11:40am **Race Group 9**
11:30am - MANDATORY Novice Meeting MotoX Grand Stand
11:40am - 12:35pm LUNCH !!!
11:50am MANDATORY Drivers Meeting MotoX Grand Stand (Group 8 Meeting right after)
12:40pm - 1:10pm **Race Group 6/3**
1:20pm - 1:50pm **Race Group 1**
2:00pm - 2:30pm **Race Group 2**
2:40pm - 3:10pm **Race Group 4**
3:20pm - 3:50pm **Race Group 5**
4:05pm - 5:05pm **Race Group 8**
4:10pm - Novice Debrief w/License Director
5:05pm **BBQ Dinner !!!**

Saturday Rotation - Group 6

Sunday Rotation - Group 1

SUNDAY

7:30am - 10:30am Registration
7:30am - 11:00am Tech Inspection
8:00am MANDATORY NOVICE MTG
9:00am - 9:20am Qualifying Group 9
9:25am - 9:45am Qualifying Group 1
9:55am - 10:15am Qualifying Group 2
10:20am - 10:40am Qualifying Group 4
10:50am - 11:10am Qualifying Group 5
11:15am - 11:35am Qualifying Group 6/3
11:35am - 12:35pm LUNCH !!!
11:50am MANDATORY NOVICE MEETING WITH LICENSE DIRECTOR
12:40pm - 1:10pm **Race Group 9**
1:20pm - 1:50pm **Race Group 1**
2:00pm - 2:30pm **Race Group 2**
2:40pm - 3:10pm **Race Group 4**
3:20pm - 3:50pm **Race Group 5**
4:00pm - 4:30pm **Race Group 6/3**

Grp 1 A-B-C Prod, SPO-M-U, PRO3
Grp 2 D-E-F-G Prod, CR, PRO7, HT, SM, CSM, PRO44, ITX
Grp 3 CF, FF, FA, FM, FC
Grp 4 GT1-2-3, AS, ITE, RS, SST, ST, SE46
Grp 5 ITA-B-C-S, CT4, GTL, E-F-H Imp Prod
Grp 6 FV, FL, B-C-D-E-F SR, Novice O/W
Grp 7 Novice C/W (Novices in Groups 1 – 6)
Grp 8 Mini Enduro
Grp 9 Rotary Reunion

Note - Start times are the times cars are released from grid, end times are checkered flag times



CSCC Supplemental Regulations 2020

Infractions will result in penalties assessed to the driver.

1. This event is organized under 2020 ICSCC Competition Regulations, and all who enter PIR are subject to them. Cascade Sports Car Club reserves the right to refuse entry to this event or to PIR at any time. This event is open to cars eligible under ICSCC current regulations.
2. Alcoholic beverages allowed in the vendor's beer garden area only, and only after the track closes. You may NOT bring alcohol into PIR! This is an Oregon Liquor Commission requirement. Any person caught entering PIR with alcohol will be removed from the raceway.
3. Registration Hours: 5:00 pm-7:00 Friday, 7:30 am - 1:30 pm Saturday and 7:30 am - 10:30 am Sunday. NSF checks will be charged a \$50 fee.
4. Express Tech is available at Registration for those drivers who have an acceptable, current Annual Tech inspection noted in their vehicle logbook. Express Tech drivers should bring their personal safety gear **or** race license with a current gear tech sticker on it along with their vehicle logbook and a completed and signed Tech Form to Registration and a weekend tech sticker will be issued.
5. People under 18 years old are not allowed in hot pits, pre-grid or on victory laps. Children under 16 must have direct adult supervision at all times.
6. A current and properly completed minor release form, signed by an authorized adult, must be on record for all minor participants brought into PIR.
7. All persons in the racing "hot pit" (i.e. over the wall) shall wear shirts that cover the shoulders and shall not wear open toe shoes or be barefoot. Long pants are recommended.
8. The scales will be open one hour before any qualifying session or race.
9. Children are not permitted to ride bikes, hover boards, roller blades, skates, skateboards and scooters in the Paddock during hot track hours. Children may be permitted to ride them at the end of the day, in paddocks only, if they do so safely.
10. Oregon Helmet Law is in effect at PIR for bicycles, motorcycles, and mopeds. ORS 814.269, 814.290, 814.485, 814.486
11. Refueling is not allowed in pre-grid. Fueling in the hot pits requires a crewmember assigned only to operate a fire bottle. Excess spillage will result in a penalty. Any fuel spill on pit road must be immediately diluted with Cold Fire.
12. PIR is a smoke free city park. No smoking is allowed.
13. Only one support vehicle allowed in the paddock. Pit and Pre-grid roads and fire lanes must remain clear.
14. No fireworks, drones, or campfires are allowed at PIR. Pets are allowed but are the responsibility of the owner. Dogs must always be on a leash.
15. Oregon Law requires functioning mufflers to be used at PIR. Mufflers must be capable of reducing sound energy by at least 5dB at trackside. Cars losing mufflers, even if they are still below the sound level, may be black-flagged immediately. Cars must be under 103.0 dB at 50 ft.
16. Damage to the track, grounds or buildings, regardless of cause, will be charged to the driver responsible. Also, damage to any equipment or devices used by the sanctioning body (ICSCC) or sponsoring club (CSCC) to conduct this race, regardless of cause, will be charged to the driver responsible.
17. Family and crewmembers of drivers are to contact the communication person at pre-grid with any questions regarding their driver or car while on track.
18. All entrants for this event should have a sealable container or containers, capable of holding 2 gallons of liquid. These are to be used to remove all oil, cleaners, brake fluid, etc. from PIR. There will be no drums provided. Environmental debris left behind will result in fines.
19. Anyone caught dumping oil at the raceway will be fined and banned from the raceway. This is a PIR regulation.
20. If entries exceed the number of cars allowed on the track for a particular event, drivers and cars entered as an "additional event" will be restricted from participating, on a first-come, first-served priority based on the date entries were received. This is in order to allow participation by all drivers for whom the event is their primary event, including Novices upgrading to a championship event.
21. Jack stands must be used whenever a person is working under vehicle. You must have metal or wood under the jack and jack stands. Violators are subject to a \$500 - \$1000 fee per damaged/marked area.
22. The racing "hot pit" is defined as that area under the control of Hot Pits personnel. This area is located immediately west of the break in the concrete wall half way up the pit lane. At the one-minute warning pre-grid must be cleared of all crew, support personnel and spectators. Notwithstanding the above, ICSCC rule #1607 does not apply to the pre-grid area.
23. All cars that are towed into the paddock area are subject to being dropped off in impound. Drivers must wear all required driver's safety equipment (per ICSCC rule # 1105) before they are allowed to enter the track, while they are on the track, beyond positive protection, under flat tow, or in the hot pits area.
24. Extension cords from the pit exit to tech/scales must be secured to the pavement at all times.
25. Staggered start and split start requests shall be submitted to the race steward no later than the end of on-track activity on the day previous to the race.
26. **Blend Line-** You are required to stay to the right of the Red Blend line as you enter the racetrack from the pit area until the Red Blend line ends. This is **REQUIRED EVERY TIME** you enter the Race Track, other than the race out lap. Blend gradually after Blend line has ended.
Pit Commitment Line at the exit of Turn 12 - If you exit the race track at any time, you are required to stay completely to the right of the Red Pit Commitment Line. If you cross the Pit Commitment Line with **ONE TIRE** you are required to stay out for one more lap unless you are exiting the track after you have received the checkered flag and crossed the start/finish line.
27. **SPEED LIMITS:** Pit lane speed limit is 35 MPH from the bridge to pit out. Paddock speed limit is 5 MPH. Access road speed limit is 15 MPH.
28. **MOVE IN RULES FOR PIR AS FOLLOWS: NO VEHICLES ARE ALLOWED IN PIT AREA ON THURSDAY AT ANY TIME. IF YOU REQUEST AN EARLY MOVE IN PRIOR TO 6AM FRIDAY CONTACT MJ HAJARI @ 503-807-5539.**
29. The area to the north of the Pro Tower is reserved parking for ICSCC and CSCC officials.
30. Drivers are responsible **AT ALL TIMES** for their crew members and guests.

Thank you — MJ Hajari, CSCC Race Chairman

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



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 and **over \$10,000** in prize money possible, we're hoping to see many more racers at the event! The 8 hour must have at least 25 entries before any prize money kicks in. Details can be found in Section 18 of the Supplemental Regulations.

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 teams who enter the 2/4/8 hour combo receive a \$199 discount which brings the entry fee to only \$600 for the entire team!! Teams that enter by August 1 receive an average discount of over 15%. **Entries open May 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. **Registration opens May 15th**

New for 2020 – Easy classes to understand: Besides using ICSCC classes, a cars lap times and lap time potential will help determine which enduro class a car falls into.

Prior Racing Experience? 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





CASCADE SPORTS CAR CLUB'S



2020 FESTIVAL OF ENDURANCE

INCLUDES:

45TH ANNUAL 8 HOURS OF THE CASCADES

4 HOUR ENDURO

NORTHWEST MINI ENDURO SERIES FINALE – 2 HOURS

Saturday, October 17th 2020

This race is sanctioned by ICSCC, under the 2020 regulations as a non-championship race, organized by the Cascade Sports Car Club and held at Portland International Raceway. **Track configuration TBD via survey of 8 hour registered teams as of June 30, 2020.** Race Chair Chris Heinrich 503-690-0939 may be reached until 10:00 pm.

ENTRIES OPEN: May 15, 2020 **ENTRIES CLOSE:** Postmark: October 15, 2020

EARLY ENTRY DISCOUNT DEADLINE: August 1, 2020

ENTRY FORMS: Available at icscc.com or cascadesportscarclub.org

ONLINE REGISTRATION: www.cascade.motorsportreg.com for the primary Team Driver.

Co-Drivers may sign up on motorsportreg after the primary driver has registered or they can mail in a separate entry form.

	<u>Before 8/1/2020</u>	<u>After 8/1/2020</u>
ENTRY FEES: 2 HOUR	\$249.00/team	\$299.00/team
4 HOUR	\$399.00/team	\$499.00/team
8 HOUR	\$699.00/team	\$849.00/team
2 HOUR / 4 HOUR	\$449.00/team	\$549.00/team
2 HOUR / 4 HOUR / 8 HOUR	\$799.00/team	\$949.00/team
Spectators & Crew Members	FREE	FREE

**** FIRST 10 TEAMS TO ENTER THE 2/4/8 RECEIVE A \$199 DISCOUNT ****

In order to be eligible to run this event all drivers must hold one of the following current licenses: ICSCC IRR/ENDURO, SCCA, FIA, ASN, CACC, NASA. All other licenses must be reviewed and approved by the ICSCC License Director Steve Clinton before entry closure. Steve's contact information: license_director@icscc.com or 360-220-6521. Novices are not eligible.

- Entries will be limited to the first 50 teams. Additional entries will be placed on a waiting list.
- Supplemental regulations are available at icscc.com, cascadesportscarclub.org, or can be emailed
- Registration and tech will be set up at PIR on Friday 6:00pm – 8:00pm.

Mail entries to: CSCC Registrar
Grace Skinner

Telephone: 971-506-6171
(Please no calls after 10:00pm)
Email: graceregis@yahoo.com

IMPORTANT NOTICE: The race will be run from the North Paddock. Track crossings will be through Turn 8 both Friday & Saturday. Gates open @ 5:00pm Friday



2020 NORTHWEST MINI ENDURO CHAMPIONSHIP SERIES

What is it: Four race series:	<u>DATE</u>	<u>TRACK</u>	
Round 1	5/02/20	Portland Int'l Raceway	Cancelled
Round 2	5/16/20	Pacific Raceways (2 Hour)	Cancelled
Round 3	6/06/20	Spokane County Raceway	Cancelled
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	Cancelled
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 4 races count towards the points championship. Must enter a minimum of **three** races in order to qualify for the championship. With **two** 2 hour races, there are a total of **6** 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 **four** 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.
Cancelled

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

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

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
Cancelled

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!

Meet the Infrastructure for Cascade PreGrid



The ground rumbles, heralding controlled chaos as more than two dozen Mazda Miata's file into their assigned grid spots, waved in by pre-grid workers dressed in bright white; the uniform of a race volunteer. Grid workers walk up and down the line checking that seat belts are buckled, gloves are on, helmets securely fastened and connected to the drivers' Hans device.

"We make sure the window nets are up, turn on the go pro's and check that hood pins are in place," said Schellene Clendenin, an eight-year volunteer at Portland International Raceway and splitter for this race.

Though they do their jobs with wide smiles, cracking jokes with drivers and their crews, safety is the top priority.

"There is a lot to love about the track," Schellene says. "There's a feeling of family and camaraderie that is hard to find outside racing. But my favorite job, what I look forward to most, is splitting the cars."

"Control to grid, 5-minute warning." The voice is loud and clear. Schellene waves over to Grid Chief Julie Riehl, and gives her two thumbs up as Julie takes her place at the head of the pack - ready to release the cars from Grid.

"Grid copies the 5," comes Julie's reply.

Schellene pauses on her way out onto the track and grabs a neon yellow safety vest and eye-poppingly orange gloves. The idea is to make the volunteer easy for drivers to see. Standing on the sweet spot in the middle of the front straight, minutes before it's filled with cars roaring by at speed, and a few dozen feet behind the pace car, she rocks back on her heels. hands clasped behind her back.



"One-minute warning, release when ready."

Schellene bends forward at the waist and raises her left hand in the air and grins so wide her cheeks will be sore for days afterward. Her heart is pounding hard. The rush of adrenaline is instantaneous. Miata's fly out of the grid and she's directly in their path, pointing first right, then left as the cars pass by, so close she can almost touch them. She occasionally waves at drivers she knows as they roar past. She hears the call "grid is clear" and pumps her fist in the air whooping as she runs to the gate - no reason now to stay on a hot racetrack.

Before volunteering at PIR, Schellene had visited rarely, occasionally attending swap meets and Beaches Cruise-Ins. The opportunity to volunteer started with a car - a beautiful, original 1958 Aston Martin.

"I was at a Canby Cruise-In drooling over a little red 1962 Triumph T3 when I felt a tap on my shoulder. I look over and I see this sweet older guy is standing next to me smiling. 'Oh no honey, you want to see this car.' he says." Bob Russell introduced Schellene to his daughter, Becky Pengraph, a longtime volunteer at PIR who was standing nearby. The pair struck up a conversation.

Recruiting volunteers is second nature for anyone who wears white, and Becky is a master. Becky invited her to come meet Ross Thornton, OMRA chief at the time.

"My dad worked on rare and unusual motorcycles when I was little, so I was comfortable and familiar with people who worked on and rode fast bikes. At first, I was more interested in motorcycle racing. I'm a fan of MotoGP and Isle of Man TT."

"But from the first car I parked in pre-grid, I was hooked."

If you met Schellene today, she would be the first to ask if you would like to volunteer. People who love what they do want to share!



Geargrinders News

June 2020

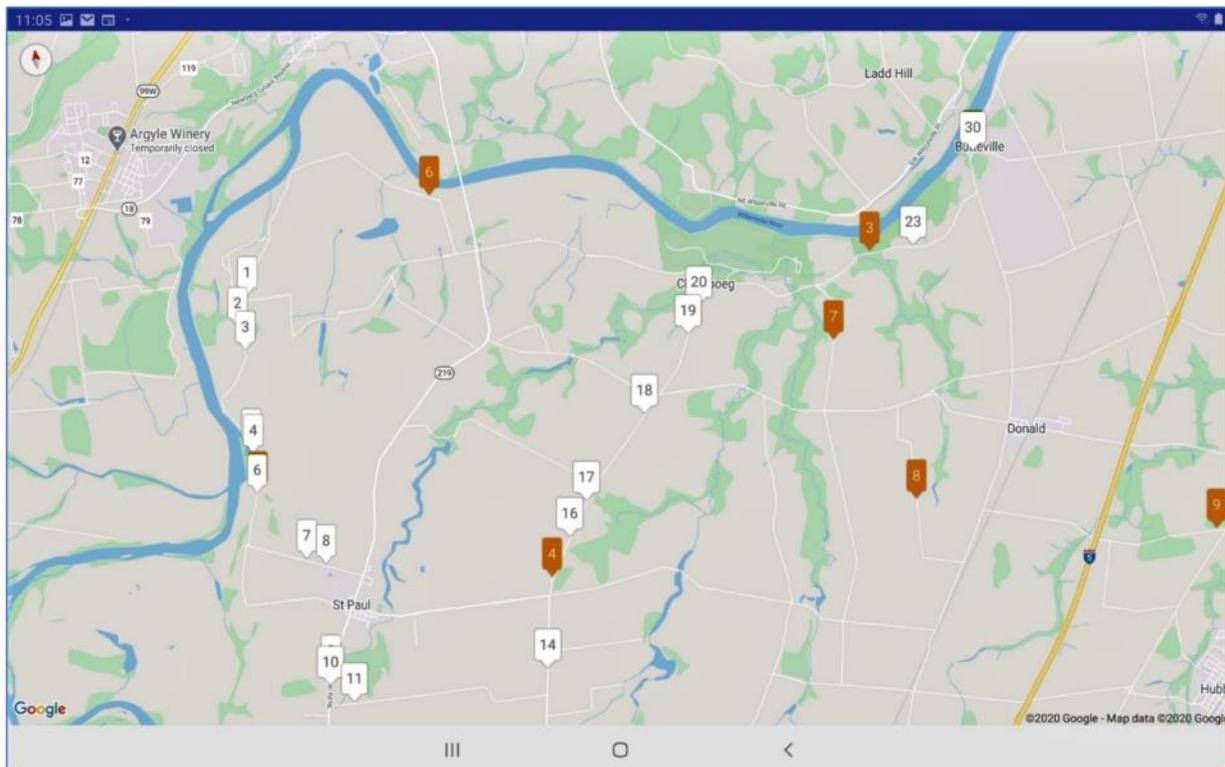
Saturday Road Rally Series - May 16

Cascade's third TSsD (Time Speed social Distance) road rally on May 16 attracted 25 entries, breaking recent Saturday event records. Then two teams canceled and a third nearly made it to the start, so 22 teams ran the rally and arrived at the finish. Still a record for Saturday rallies. Notable is that half of the teams ran in the Novice class. And six teams were new to the Cascade Geargrinders road rally program. It's great to see so many new teams!

Although the weather was cloudy, obscuring glimpses of distant mountains, the route offered lots of roadside scenery. The odo ended at the Historic Butteville Store, then the rally headed off past Champoeg Park and through the quaint village of St. Paul, home of the St. Paul Rodeo. The route toured the fertile Willamette Valley, past fields of Crimson Clover in full bloom, hops vines climbing skyward, dark green Tall Fescue growing taller, and orchards of Hazelnuts covering the hillsides. Sharp eyes noticed a Heritage Roses nursery. The rally headed west after a short break in Hubbard, climbing the foothills of the Cascades through Christmas tree farms and managed forests. The last of 17 timed controls was just outside of Estacada. The 90-mile route took about 3 hours to drive.



As with the last two Saturday rallies, we stayed home and watched on the Richta Rallymaster map as teams progressed along the rally route in real time. We also monitored the Richta Rallymaster app scoreboard, watching as teams pulled into the lead or slipped behind after a bad leg score.



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

Geargrinders News continued...

This rally contained a few more challenges than the first two in this season's Saturday Rally Series. But the penalties for these planned off course excursions were small - under 30 seconds.



The first challenge was at an intersection where the main road goes straight, offering on course teams an opportunity to PAUSE 15 seconds at a yield sign ITIS (if there is such). Off course teams took the short route through the intersection and missed the PAUSE, making them a little early at PC 7.

The next challenge was an NRI that offered a PAUSE 15 seconds at STOP ITIS. The obvious yet incorrect place to do this was at a railroad crossing with an official highway stop sign; however, since there was no intersection of rally roads, it could not be a STOP. Off course teams paused, making them a little late at PC 9.

The third challenge directed you to change your speed down 2 mph at each sign reading "LAKE" prior to the next instruction. The challenge was that there were 4 correct signs, not 5 since "LAKEVIEW" didn't count. (You can't quote part of a word as a sign.) Teams that saw 5 signs were slightly late at PC 10.

Oh, but there's more. The next challenge was an NRI that instructed you to change your average speed to 43 for 1.5 miles then change your average speed to 37. The very next NRI was R meaning to go right next opportunity. So on course teams drove 1.5 miles before starting to look for the right. Off course teams took a right before the 1.5 miles had elapsed, followed a shorter route to the PC, and arrived at PC 13 about 30 seconds early.

The final challenge was a main road following challenge. The NRIs are:

- 63. R on TUCKER. CAST 30.
- 64. R first OPP.
- 65. R on SKINNER. PAUSE 30 seconds. ITIS.

Shortly after turning on Tucker, you arrive at a T intersection. So you can use NRI 64 here, correct? Nope. The road on your left has a back-facing stop sign, the road on your right does not have a back-facing stop sign, so the main road here goes right. You can't use NRI 64 here because it would go the same direction as the main road. You proceed to the right and continue to look for an opportunity to execute NRI 64. You find that opportunity at the next intersection which happens to be Skinner, so you use NRI 64 to go right on Skinner and you skip NRI 65. Off course cars used NRI 64 at the T intersection, then used NRI 65 to go right on Skinner including the 30 second PAUSE, making off course cars about 30 seconds late to PC 19.



This rally included 11 pauses to manage, not counting the ones you weren't supposed to execute, which explains the title "Taking Time to PAUSE".

Geargrinders News continued...

We received two questions before the rally.

A question about CAST, Change average speed to, does that mean to go the speed stated or maintain the posted speed? Going 45 in a 55 zone with blind hills isn't wise.

Response: CAST is change average speed. Maintain this average speed from the point where indicated until the CAST is changed. Since you have to stop at stop signs, slow down for curves, hit the brakes for an animal in the road, etc., you have to go faster than CAST to make up for the slow spots so that overall you maintain that average speed set by the CAST. Perfect score is determined by measuring the course and calculating exact time at CAST. Sometimes the CAST feels too slow or too fast; it's an average. CASTs are set with safety in mind.

A question about NRI-36: The RRRs say that all parts of an NRI must be completed before moving on to the next NRI. How do you complete NRI-36?

Response: RRR 4.1 says, "An NRI is active (available to be initiated) when all parts of the preceding NRI have been completed. Initiate (begin) an NRI when you reach its first reference point."

NRI 36 says to CSD 2 at each sign reading LAKE prior to the next NRI. The location of the next NRI is known - it's at OM 12.06 at an intersection controlled by a traffic signal. There is at least one LAKE sign. So you complete NRI 36 by arriving at OM 12.06 at a signal, having CSD'ed at least once.



We received some nice comments after the rally:

"Thank you for a great rally this morning."

"Nice job on the rally. We really liked the rally and luckily only had some light rain on the early part. Thanks for your work on everything and the communication ahead of time was really great. Pre-event notes were great. Post-event communication timing was really great."

"My son and I really enjoyed the rally. We had a great time reading the directions and learning what the different terms meant. We have seen the error of our

ways and will be working on getting better. Looking forward for the next one."

"We had a great time and improved over last time. Two zeros!! Several single-digit scores. We maxed one leg. My navigator didn't realize that the "R" without mileage or street name just means take the next possible right (in this case after going 1.5 miles). And then I had to stop for him to barf so we maxed that one. Dramamine next time. Super happy with our results on the other legs. Can still improve a lot, too. Thanks again!"

"Excellent Rally. Not too hard. Had some "interesting" features/challenges. The app works like a charm. Really wanted to see it in action and WOW. Fantastic. Are all the Saturday rallies using the app? Cya again if yes. "

Geargrinders News continued...

Scores overall were very good. The 22 Novice teams got 5 perfect zero leg scores collectively and averaged 20 points per leg. The eight SOP teams got 6 zeros and averaged 12 points per leg. The Equipped cars added another 7 zeros and averaged 13 points per leg. Amazing scores!



Most notable is first overall and first SOP Car #10 Curt Thompson and Pat Biggar with their total score of 56, under a minute penalty over three hours and 17 legs of rally. Congratulations, Curt and Pat! Tell us how you did it - what's your strategy for such precise SOP driving?

Another excellent performance from second overall and first Unlimited Car #30 Bob Morseburg and Cheri Eddy with 72. They were in first place until the very last leg, which added 28 to their score. What happened, Bob?

Winner of the Novice class was Car #5 Brian and Jamie Anderson with 184. They got 10 single-digit leg scores including a zero. Congratulations!

Edmund Frank and Jo Su finished first in the GPS class with 252. Congratulations! We hope to see more folks running in this class over time.

Saturday Road Rally Series - June 13

Next up in the Saturday Road Rally Series is June 13. This rally starts at Milwaukie Lowe's and ends in Woodland, Washington. 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.

Online registration is available through June 10:

<http://msreg.com/CSCCJuneRally>



Mountains to the Sea - Sept. 19

The 55th anniversary of Cascade's classic Mountains to the Sea Rally is Sept. 19. The Rally to Clark's Tree ends in Long Beach, Washington, at the most northerly point reached by the Lewis and Clark Expedition in 1805. Captain William Clark marked the spot by carving the date and his name into a tree.

This full-day beginner-level tour-style time-speed-distance road rally offers an all-paved scenic route that is fun to drive, ending with a BBQ dinner and a famous beach party at the Breakers Hotel. We'll have s'mores around the beach fire after trophy ceremonies.

\$85 per car for CSCC members, \$100 per car for non-members. \$10 each for additional diners.

Online registration closes Sept. 16: <http://msreg.com/CSCCM2C>

Geargrinders News continued...

CSCC Saturday Series Rally Results

Taking Time to PAUSE

Saturday, May 16, 2020

Rallymasters: Monte and Victoria Saager



Car#	Team	Class	3	4	5	6	7	8	9	10	12	13	14	15	16	17	18	19	20	Total
10	Curt Thompson / Pat Biggar	SOP	8	9	3	2	2	3	3	1	4	3	2	4	0	4	0	2	6	56
30	Bob Morseburg / Cheri Eddy	UNL	5	9	7	12	4	1	0	1	0	1	2	1	1	0	0	0	28	72
20	Brandon Harer / Steve Smith	SOP	3	11	20	7	7	7	4	3	4	6	0	1	3	7	6	6	5	100
18	Marcus Gattman / Kerrie Steffenson	SOP	5	3	8	3	10	5	17	8	2	6	2	2	10	0	8	16	0	105
3	Bill Ferber / Kelly Ferber	SOP	11	14	7	10	2	4	3	2	4	12	4	7	4	22	6	27	5	144
5	Brian Anderson / Jamie Anderson	NOV	12	14	4	5	12	5	10	4	4	50	6	3	20	8	22	0	5	184
16	Kyle Overton / Ben Overton	NOV	14	1	2	7	0	3	13	6	12	58	1	19	13	16	17	42	1	225
23	Mike Glass / Leonel Rivera	SOP	15	3	10	7	25	6	4	21	18	10	6	22	0	1	54	14	10	226
6	Jay Ward / Tina Ward	NOV	8	19	36	0	2	3	22	16	7	20	32	9	8	3	4	23	24	236
11	Robert W Carlson / Wayne Carlson	NOV	1	21	12	17	16	0	1	19	20	22	3	9	23	10	17	44	2	237
14	John Lucas / Susan Lucas	SOP	10	2	13	16	8	9	47	12	24	44	12	10	11	3	10	8	1	240
2	Torm KelseyGreen / Kasey Klaus	SOP	8	35	19	1	17	10	24	15	34	10	10	3	17	19	10	4	15	251
17	Edmund Frank / Jo Su	GPS	8	9	17	22	16	18	23	11	6	18	30	13	9	24	20	8	0	252
7	Connor Ward / Eric Scheitlin	NOV	17	19	10	15	15	9	31	16	1	34	2	8	16	14	19	28	3	257
1	Jolynn Franke / Julie Miletta	NOV	21	35	41	5	31	15	24	11	15	9	5	20	9	11	30	11	3	296
8	Michelle Rand / Jon Rand	UNL	6	1	10	20	10	1	10	7	19	120	14	0	11	5	23	24	40	321
12	Robert Ries / Jason Ries	NOV	10	1	10	3	39	14	19	11	52	9	13	10	35	54	9	36	14	339
19	Doug Heredos / Michael Heredos	NOV	13	28	24	0	2	0	26	3	9	120	5	120	10	5	51	6	8	430
4	Kris Franca / Rich Franca	NOV	1	27	48	26	1	1	37	28	28	36	24	2	20	14	21	99	35	448
9	Lynda Newman / Don LePoidevin	NOV	9	73	71	0	15	20	37	8	17	120	4	23	11	31	33	30	2	504
13	Lonnie Dicus / Patrick Iaboni	SOP	60	60	60	17	48	49	70	8	21	10	6	28	17	7	31	1	11	504
21	Jaxon Halebian / Emma Halebian	NOV	60	60	60	60	60	60	60	60	21	65	9	8	25	5	7	18	37	675



CASCADE SPORTS CAR CLUB GEARGRINDERS
2020 TSD Road Rally Schedule*

UPDATE

as of 3/23/20

<http://www.cascadegeargrinders.org/News/coronavirus-message.pdf>

Saturday Road Rally Series

- March 21** Online registration required:
<http://msreg.com/CSCCJuneRally>
- April 18**
- May 16** First car out: 10 am
- June 13** \$20 per car for CSCC members
 (\$30 for non-members)
- July 18**



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.

<http://msreg.com/>

September 19 – CSCCM2C – 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.

<http://www.cascadegeargrinders.org/>

rally@cascadesportscarclub.org

#CSCC Road Rally

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)

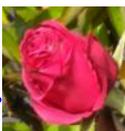
"As you'll see at <https://bit.ly/2UU4ufQ>, 55 enthusiasts have contributed \$10,020 (PRO3 alone \$7870)--so the film WILL happen. But, to shoot with all the bells and whistles, and include PIR, they need to raise another \$5480.

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.





**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



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

More items included

1976 Caldwell D-13 Formula Vee For Sale

Built by current owner over winter of 1975 and raced every season since. Fully SCCA legal and up-graded with four-wheel disc brakes. FIA six-point belts good until the end of 2022.

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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 - ◆ Hans Device – Never used - \$300.
 - ◆ Oakley Carbon X gloves -RJS gloves (New) both \$75.
 - ◆ Ultra Shield arm restraints —\$20.
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 - ◆ size 10 1/2 - \$25.
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 - ◆ 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. Gutted 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**

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Cascade Sports Car Club, Inc.

Photos by KJ Stimson

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5/2020

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