



MAY 2021

www.cascadesportscarclub.org

ISSUE 5

Dear Cascade Sports Car Club Members and Friends,

Race season is here! By the time you read this we will have had our first race of the season. The Rose City Opener XXIX – Gary Bockman Memorial Race held on May 1st and 2nd. The event went quite well. We had great weather for racing. Couldn't have been much better. We had dry skies and moderate temperatures all weekend. Perfect for race cars, race drivers, and workers. The car count was a bit light but reasonable. We also had a HPDE/T&T day Friday the 30th. Brett McKown did another stellar job running the Friday show. Friday turnout was great even with the handicap of not being able to have instructors in student cars. This primarily effects the novice group.

I would like to offer a huge thanks to all of the people that make these events happen. Many (most) people show up at these events and assume it all happens as if by magic. Well, that's just not true folks. It takes a team of dedicated workers with knowledge and expertise to pull this off. Our club members, local officials, and volunteer crews are some of the best in the business. We couldn't do this without the help of all involved. I would like to offer a HEARTY thank you to all.

Speaking of volunteers, we had a couple of new tech people come on board. Carl Feague and Richard (goes by Alex) Street were dumped into the deep end of the pool right off the get go. They were both new to the job and very busy with this being the first Conference race and everyone wanting to get annual tech's done. Talk about on the job training! They did a great job, though. Apparently they're coming back for more so we didn't manage to chase them away the first race. That's a good thing. A special big thank you to both. I personally didn't have a very successful race weekend. I had been "thrashing on my car" for about 10 days trying to get ready. I changed a bunch of stuff over the winter. Went from fuel injection back to old school carburetor which meant a lot of systems needed to be revised. I did the test and tune on Friday and discovered a few issues so I regretfully decided to bail on the race. I guess that's why we call it "test and tune". I'll get back to work and get things sorted out.

Brett McKown, our Chief Driving Instructor hosted a virtual (Zoom) instructor training meeting Saturday April 24th. He, along with fellow presenters Charles Freeborn and Chris Lounsbury did a stellar job. The meeting lasted a bit over 4 hours. There was a lot of great information brought forward especially in regard to "lead and follow" instructing. Due to the covid mess we can't (yet) have instructors in student cars. The lead/follow thing is new to many of us. Thanks, guys for your hard work. Well done.

The rally group continues to do a great job. They had another very successful Saturday run. Read all about it later in the newsletter. Thank you, Victoria and Monte Saager, for your continued support and expertise.

The Rose Cup Race is coming up July 10 and 11 at PIR. As in the past, Cascade will provide support people. There will be a nice write-up in the event program about Cascade. It talks a bit about our history at the track and the club's charity work. We provided some updated text and pictures. Be on the lookout. You loyal readers no doubt have noticed we've had a trivia question in the last several newsletters. If you can answer the question and are one of the first 5 to respond to me via email you will win a small prize. Either a \$10 Starbucks gift card or a car wash coupon. (Everyone likes coffee and a clean car). I must tell you I'm a bit disappointed. I didn't even get 5 responses last month so some of the gifts weren't given out. Can't win unless you play! I hope to see more of your responses this month. Be on lookout for the question somewhere in the newsletter.

That's about all I have for this month. Take care and be safe. Thank you,

Steve Powell, 2021 CSCC President



Rose City Opener XXIX/Gary Bockman Memorial Race Dinner and Friendship



THANK YOU, CasaBella Granite and Marble, for sponsoring a wonderful gathering! 2

CASCADE SPORTS CAR CLUB

<http://www.cascadesportscarclub.org>

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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: Until further notice, Cascade Sports Car Club General meetings are cancelled. When restrictions on restaurants and gatherings are lifted, we hope to be able to see each other again!

If you are interested in submitting articles to the Auspuff, the **deadline for the *Auspuff* is the 15th of the month.** Please get your articles in to the editor.

Our yearly holiday Banquet for 2020 was cancelled for the December date. Instead, there was a picnic, held in conjunction with our August meeting, on Saturday night of the Dash for Kids event in order to maintain social distancing, etc.

We hope 2021 will be more enjoyable!

BOARD MEETINGS: Until further notice, the Cascade Board meeting will be conducted via Zoom meeting on a Tuesday evening, as needed, by Zoom invitation. If you have something you want on the agenda please contact the [President](#) , Steve Powell, before the meeting day. If you would like to attend the meeting, please confirm with the President that you would like a Zoom invitation.

2021 CASCADE RACE SCHEDULE

June 18-20 Chicane Challenge /HPDE

August 13-15 *Dash* /HPDE

October 16, 2021 46th Annual Enduro

SPECIAL EVENTS at PIR

July 9-11, 2021 60th Rose Cups

July 24-25 SVRA/Trans Am Festival

Sept. 9-12 Grand Prix of Portland NTT Indy/
Car Series

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

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

June 18, 2021

August 13, 2021

GEARGRINDERS 2021 RALLY SCHEDULE

May 15

June 12 Or 26

July 17

August 21

SPECIAL EVENTS

Sept. 18 - Mountains to the Sea Rally

October 30 - Ghouls Gambol





Cascade Sports Car Club Board of Directors April 13, 2021 Virtual Meeting via Zoom 6:30pm start time

Board Members present: Steve Powell, Brian Anderson, Brett McKown, Kim McFarland, Emily Pixley and Linda Blackburn. Intermittent because of internet Bob Peters was sometimes there. Absent were Eric Blois and Skip Yocom,.

Guests: Chris Heinrich, Mike Smith, Vince Vavrosky, Victoria and Monty Saager, Gail Fetterman, Charles Freeborn, Carl Feague, Cathy Peters, Adam Jacobson, Julie Powell and Jamie Anderson.

Minutes from March 23, 2021 virtual board meeting approved.

Treasurer Report, Bob Peters: Insurance has been paid. We have money. There was some discussion on the entertainment tax consequences we have.

E-Board, Chris Heinrich: The Spokane race is officially canceled. Rule books and P&P are not on line yet but Rick is working on it.

Contest Board, Brian Anderson: No report.

Enduro, Chris Heinrich: Board approved the Enduro Budget for the 2-4-8 Hour race. Discussion on going retro on entry fees and how are we going to advertise this race. Sponsorship is out there, let us find it. Gold sponsorship is \$750, Silver is \$500, Bronze is \$250.

Race Chair, Mike Smith: There is no turn 8 entry Friday night. We must go through SF every hour or through turn 8 by going through Boneyard. Dinner, flags and trophies are being worked out. There will be inquiry into having an in-person drivers meeting or if COVID will prevent. Camping was discussed. Mike will clarify where that can happen.

Drivers Training, Brett McKown: There was discussion on the time trials we will hold on Sunday. Brett is still working that out. Very low entry at this time. Brett plans on the Noodle Lady for lunches on Friday. There was some discussion on transponder rental for Time Trial cars. Brett talked of the signage he has for cars. We will see how that works and maybe we can find other ways with decals.

Membership, Steve and Julie Powell: Steve introduced the following as new members: John Johnson, Phillip Flom, Marcus Gattman, Lonnie Kinzer and Stephen Poole
4/16/21 email vote approving these members to full membership.

ROD, Gail Fetterman: Worker Volunteer Coordinator: Gail will have Kim post on FaceBook the offerings we have for volunteers.

Webmaster, Charles Freeborn: Everything looks good now.

GearGrinders, Victoria and Monte Saager: The March rally was great. We will be asking the Board's approval for another measuring device. The history of the ODO box we now have has been long and fruitful but mechanical items do give out.

Auspuff, Cathy Peters: No report.

Marketing, Linda Blackburn: No report

Points keeper and Cascade Race Registrar, Jamie Anderson: No report.

Old Business:

We have a new track manager for PIR, Ron Huegli.

There was some discussion on the Historian position that Alan Neis says he has interest in. Also, we have another person that might want to step up.

Steve is also looking at how to implement the thank You notes for volunteers.

We worked some more on the SVRA contract. Sandy Bauer will be contacted concerning information on lunches and Steve will contact Cathy Fraiser and SVRA letting SVRA know Cascade is not interested in doing the Thursday test and tune. We will then rework the contract to our requirements.

Chris will email Austin and verify the August date for The Retro Reunion

Meeting adjourned 8:16 pm.

Respectfully submitted, Linda Blackburn, Secretary CCCC



Cascade Sports Car Club General Meeting

Until further notice, Cascade Sports Car Club General meetings are cancelled. When restrictions on restaurants and gatherings are lifted, we hope to be able to see each other again!

WELCOME to our New Cascade Sports Car Club Members

Brian Gottlieb	Portland, OR	Aeric Griffin	Dallas,OR
Terry & Liz Hagberg	Battle Ground, WA	James Coshow	Portland, OR
Rebecca Carter and Souvik Ghosh	OR	Jamie Steiskal	Hillsboro, OR
Max de Lavenne	McMinnville, OR	Jake Buckendorf	Salem, OR
L Robert George	Olympia WA	Keith Ball	Portland, OR

RACE RESULTS for the Rose City OpenerXXIX/Gary Bockman Memorial Race
Are at the end of this issue of the Auspuff, following the Classified Ads

MEMBERSHIP RENEWAL for 2021

Dear Cascade Members,

Memberships expire at the end of December each year. It's time to renew for 2021 (unless you paid for two years starting the 2020 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 (if you are unsure of your expiration date, send us a note and we can verify it). Renew early and benefit fully from your yearly membership. You can either renew through MotorsportReg 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 go out as they are renewed.

Thank you, Steve and Julie Powell
CSCC Membership
membership@cascadesportscarclub.org

May 15 Saturday Series Rally

Cascade's Saturday Road Rally Series offers six monthly beginner-friendly time-speed-distance road rallies, starting and ending in the Portland area, starting at 10 a.m. on a Saturday morning, lasting from three to four hours.

Entry requires a street-legal vehicle, a licensed and insured driver, a navigator, and a smart device (e.g., cell phone or tablet) running the Competitor Richta GPS Checkpoints app (the app is free).

The entry fee is \$20 per car for CSCC members, \$30 per car for non-members.

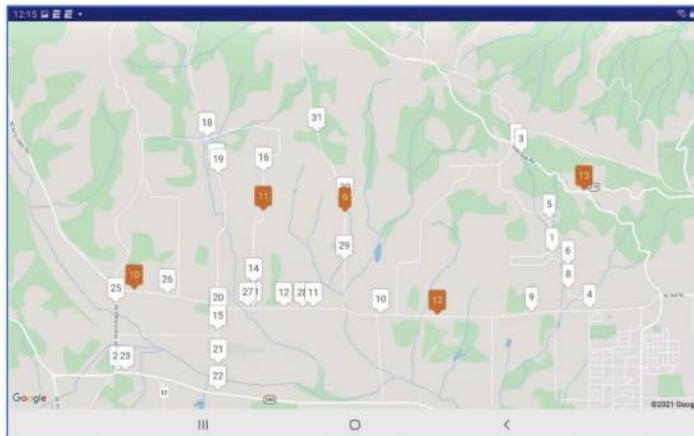
The May 15 rally is the third event in the Saturday Series. David and JoAnn Gattman are the rallymasters. The rally begins at Milwaukie Lowe's, travels along country farm roads around Estacada, Eagle Creek and Boring, and ends at Flying Pie Pizza in Gresham. Weather permitting, this route provides outstanding views of Mt. Hood.

Registration is open through May 12 <http://msreg.com/CSCCMay2021Rally>



April 17 Saturday Rally - Spring Comes But Once a Year

The April 17 Saturday Rally provided a beautiful scenic drive that started at Milwaukie Lowe's and ended at the Cruise In Diner in Hillsboro. The route was about 90 miles, took just a bit over three hours, and included a mid-rally break at Bald Peak State Park. The route's twisty windy roads challenged even the best rally teams to be on time at 17 checkpoints.



Thirty cars ran the rally. A few explored some alternate routes along the way. All arrived at the finish.

The route crossed over itself and even backtracked on short sections of road in a few places, so teams had an opportunity to see other rally cars going in the opposite directions. The rallymasters were amused, watching these encounters on the Rallymaster Map, imagining that ralliers were asking themselves, "Are we off course or are they off course?" Good reminder that everyone is running their own rally.

Challenges:

This was a lightly trapped, mostly tour-style rally, meaning it included no route following traps. All the route instructions included official mileage, so following the route was straight forward. But the rally did include a few easy challenges.

The rally included three notes which overlapped the numbered route instructions. While a note is active, you are looking for two things at the same time; you're looking for the reference in the note while you're also looking for the reference in the next numbered route instruction. Things can get kinda busy when a note is active.

The first note instructed you to PAUSE 15 seconds at "NUEGEBAUER". There was a sign for Neugebauer Road while the note was active, but since the sign and the note were not spelled the same, the note was not used there. In fact there were no correct opportunities to execute the note while it was active. (Always check the spelling of signs quoted in the route instructions.)

Geargrinders News continued...

The second note instructed you to PAUSE 15 seconds at FERN HILL CEMETERY. There really is a Fern Hill Cemetery (complete with a sign identifying it as such) along the route while the note is active. Teams that did not see it (or forgot they were looking for it) earned a 15-point penalty.

The third note instructed you to PAUSE 15 seconds AFTER OAK KNOLL WINERY. You drive by the winery (correct sign and everything) while the note is active.

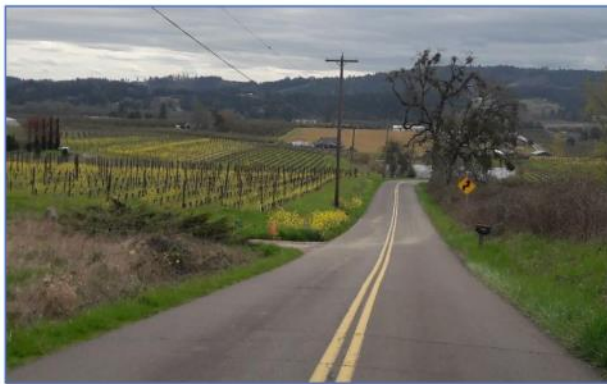
However, the Road Rally Rules define AFTER as the first intersection beyond the referenced sign or landmark at which the instruction could be executed.

So even though you saw the winery, you cannot pause until you get to the next intersection, which doesn't happen until after the last checkpoint.

If you pause before the checkpoint, you earned a 15-second penalty.



Questions:



Q: The Rallymaster Notes state: Also, there are no unintentional spelling errors in the route instructions. What do we do if we find a mis-spelling? Ignore it?

A: Maybe you haven't found the right sign yet. Keep looking.

Q: Please review how and why to take a time allowance.

A: Why take a time allowance? Use a time allowance to “make up” for being late to start a CZT or to “make up” time you lose during a leg for any reason (traffic,

off course excursion, nature stop, etc.). It's the “get out of jail free” card for road rally. If you can calculate how late you are or how much time you lost, you can use a time allowance to put yourself back “on time” as if you were never late.

How to take a time allowance is explained in the [Competitor Richta GPS](#)

What ralliers said:

It was fun!

Thanks to you and Monte for a fun beautiful rally.

Thank you for putting together the rally!

We are having so much fun doing the rally each month. We are learning so much and it is fun learning new roads to travel. As a kid we did a lot of family drives for entertainment. I have truly enjoyed each rally.

Thank you for planning and shepherding all of us on last Saturday's rally. We enjoyed it immensely.

Thanks for the notes and the Zoom meetings.

Great Rally!!!! Thank you as always for hosting!!!!!!
Be A Utiful weather we had!!!!!!!!!!!!

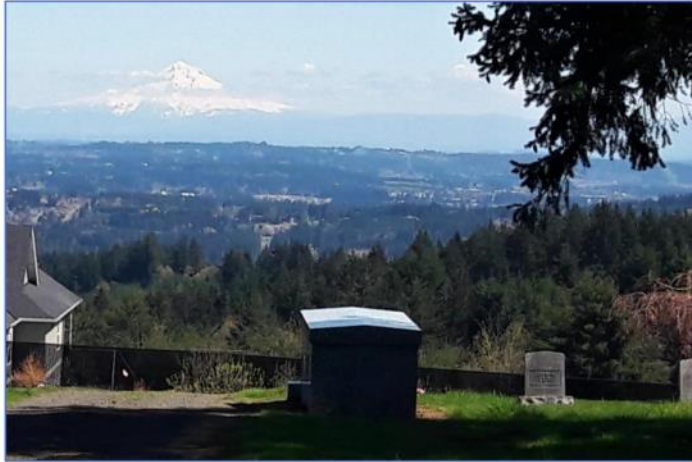


Car #5 Driver Madelyn Tabor and Driver Mark Tabor

Geargrinders News continued...

We had a great time! Challenging roads, well placed traps. Thanks for all you do!

It was great fun! Thank you Victoria and Monte for all the work you do so we can have fun.



PAUSE 3 minutes at GIBBS CEMETERY

Fantastic roads with great speeds on some twisty bits had a lot of fun today!

Nice event as usual Monte and Victoria, thank you for all the work you do to bring these together. Great day for a drive and it was fun.

Congratulate the winners:

Congratulations to all 30 teams. You all completed the rally and found the finish. You are all winners.

Finishing first overall and first in the GPS class is the team of Bob Morseburg and Cheri Eddy. They zeroed four legs, got a score of 1

on eight legs, and finished the rally with a total score of 45. That's an average of 2.6 seconds per leg over the 17-leg rally. This is rally driving precision we all aspire to. Congratulations, Bob and Cheri!

Second overall and first in the SOP class is the team of Marcus Gattman and Kerrie Steffenson. They had single-digit scores on 14 of the 17 legs, including one zero. Nicely done, Marcus and Kerrie.

Jason Krieg and Justin Wiezorek finished third overall and first Novice. With just 10 points more than the first place SOP team and 13 single-digit leg scores including two zeroes, this is the Novice team to watch this season. Two rallies into the six-rally Series, Jason and Justin are in first place Novice Driver and first place Novice Navigator for [Series points](#).

To complete the top three teams in each class, Robert Paxman and William Pollard finished second in the GPS class. They had eight single-digit leg scores, including one zero.

The only entry in the Unlimited class was the team of Michelle Rand and Doug Covey. Doug was a last-minute stand-in as Navigator for this team and this was his first road rally. (What's a road rally?) Nevertheless, they had six single-digit leg scores and only two maxes. Not too shabby.



View of Chehalem Valley from Bald Peak

Brian and Jamie Anderson finished second in the SOP class, with twelve single-digit leg scores, including one zero. Third in SOP was the team of David and JoAnn Gattman, with twelve single-digit leg scores, including one zero. They had just 11 points more than the Andersons. Close competition!

The second place team in the Novice class was Angelique and Kevin Ortega, with nine single-digit leg scores including two zeroes. Third Novice was Robin and Jon McDermott, with eight single-digit legs and one zero.

The top three winners in each class received car wash coupons. Clean rally cars!



CSCC Saturday Rally Series Results

Spring Comes But Once a Year

Saturday, April 17, 2021

Rallymasters: Monte and Victoria Saager

Car #	Team	Class	Vehicle	Score
Equipped: (GPS and Unlimited)				
30	Bob Morseburg / Cheri Eddy	GPS	2007 Honda Civic (Bronze)	45
17	Robert Paxman / William Pollard	GPS	2011 Nissan 370Z (Black)	333
23	Michelle Rand / Doug Covey	UNL	2016 Jeep	355
SOP: (stock)				
26	Marcus Gattman / Kerrie Steffenson	SOP	2018 Subaru WRX (Blue)	94
9	Brian Anderson / Jamie Anderson	SOP	2020 Mazda CX5 (Red)	124
24	David Gattman / JoAnn Gattman	SOP	1965 Ford Mustang (yellow/black)	135
27	Brian Gottlieb / Ben Bradley	SOP	2016 Tesla S (White)	155
5	Madelyn Tabor / Mark Tabor	SOP	2014 Subaru Crosstrek (Dark grey)	206
14	John Elkin / Robby Elkin	SOP	2003 Mitsubishi Lancer (Black)	287
6	Cody Garvin / Sabrina Garvin	SOP	2017 Volkswagen Golf R (Black)	301
16	Edmund frank / Eustacia Su	SOP	2019 Porsche Macan (Blue)	311
13	Torm Kelsey-Green / Kasey Klaus	SOP	2007 Dodge Caliber (Red)	322
29	Tyler B Roberts / Brad Bergstrom	SOP	2013 Scion Frs (Yellow)	391
7	Bill Ferber / Kelly Ferber	SOP	2013 Fiat 500 Pop (Mental Green)	DNS
Novice: (beginners)				
8	Jason Krieg / Justin Wiezorek	NOV	2017 Chevrolet SS (Black)	104
3	Angelique Ortega / Kevin Ortega	NOV	2013 Hyundai Sonata (Grey)	193
25	Robin McDermott / Jon McDermott	NOV	2016 Mazda 6 (Blue)	247
19	John Connelly / Gena Connelly	NOV	2014 Subaru WRX (Blue)	256
18	John Lucas / Susan Lucas	NOV	2014 BMW 335xi (White)	279
28	Ken Bollman / Jimi Couture	NOV	2008 Infiniti G37 (Silver)	290
31	Chase Spross / Ashley Sanders	NOV	2016 Mazda MX-5 Miata (Black)	302
21	Sheldon Flom / Holly Flom	NOV	2017 Mini Clubman	353
2	Andrew Brewer / Coralee Brewer	NOV	2018 Cadillac ATS 3.6 AWD (satin steel)	378
22	Lee Nielsen / Chuck Winkler	NOV	2000 Audi TT (Silver)	418
11	Madena Parsley / Stacy Rutledge	NOV	2012 Acura RDX (Grey)	470
12	Dustin and Kimberly Morehouse	NOV	2018 Nissan Maxima (Blue)	559
10	Rene Lamothe / Cathe Lamothe	NOV	2003 Mazda Miata (Red)	564
1	Hal Ballard / Kat Iverson	NOV	2009 Kia Rondo (Silver)	565
20	Julene and Andy Mitchell-Clarke	NOV	2017 Ford Mustang (Lighting blue)	571
15	Skylor Skipworth / Devan Rumler	NOV	2013 Volkswagen Beetle TDI (Brown)	654
4	Betsy Blackie / Laura Maclean	NOV	2020 Subaru Legacy XT (dark grey)	674

[Full April Rally results with leg scores](#)

[CSCC 2021 Saturday Rally Series Standings](#)



CASCADE SPORTS CAR CLUB GEARGRINDERS

2021 Road Rally Schedule*
as of 4/18/21

Saturday Road Rally Series

March 20

Saturday Series rallies are beginner-friendly time-speed-distance road rallies, starting and ending in the Portland area. Rallies take three to four hours to complete.

April 17

May 15

First car starts: 10:01 am

June 12

Entry fee:

CSCC members **\$20 per car**

Non-members \$30 per car

July 17

August 21

Save with a Series Pass. \$100 for 6-event Series Pass. Run the same car number each rally. Available to members only. CSCC membership is [available online](#). -- No longer available.



Special Events

February 27 – [Novice or Nervous Rally School](#) – Start the new season with a virtual review of time-speed-distance road rally rules and procedures. Then run a practice road rally to test your team's navigational knowledge and driving skills. \$20 per car for CSCC members, \$30 per car for non-members.

September 18 – [Mountains to the Sea](#) - 56th 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, starting in Portland and ending at the Pacific Ocean.

October 30 – [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 2021 Cascade Geargrinders road rallies:

- Entry requires a street-legal vehicle, a licensed and insured driver, a navigator, and a smart device (e.g., cell phone or tablet) running the [Competitor Richta GPS Checkpoints app](#) (app is free).
- For the duration of the coronavirus pandemic, events will be conducted in compliance with the [Cascade GearGrinders Coronavirus Message](#)
- Online registration is required: [MotorsportsReg.com](#)



Enjoy a fun drive in the country. Come play the game that takes you places.

www.cascadegeargrinders.org

rally@cascadesportscareclub.org

[f](#) #CSCC Road Rally



Brett McKown
HPDE Chairperson

High Performance Driver's Education (HPDE)



The first CSCC HPDE track days of 2021 are done and in the books! My sincerest thanks to everyone that came out to drive on track with us and for all the volunteers that helped to make this another successful event for CSCC. Overall, the first HPDE/TnT track day on Friday, April 30, was well attended and ran relatively smoothly. We had 90 cars on track that day! And from this pool of drivers, we had 3 that earned the certificate to apply for a race license. Hopefully, we can see them racing with us soon!

I wish I could say the same for the special Sunday HPDE and Track Time Trials (TT) group. Sadly, that wasn't as well attended for both the HPDE and TT drivers. While we started with 6 drivers, we were down to just 2 at the last session of the day for various mechanical reasons.

We only had 1 driver in TT, but his feedback was positive about how we have it structured to reward consistent driving versus getting that 1 fast lap in. This is something that I hope everyone can help raise awareness about. Most other TT events are geared towards specific car classes and are only concerned with getting the fastest overall lap. We chose to structure our event to be more open and welcoming of anyone from the HPDE community. We have up to 3 classes that are determined based on lap times from the first session of the day. Then, the remaining sessions are used to score points.

Sure, there are points to be earned for getting the fastest lap in your TT class, but you have a greater opportunity to earn more points for driving laps that are closer to your average lap time from that session. The more laps that you get that are within 0.5 seconds of your average lap time, the more points you earn. Fastest overall lap is worth just 5 points, where each lap within 0.5 seconds of your average will earn an additional 3 points each.

I'm hoping that this approach provides a decent gateway for those that have been doing HPDE

events for some time but have been reluctant to get into racing. This gives them a chance to be competitive, not only with themselves, but also with others on track. And to do so without the additional risk of wheel-to-wheel racing since TT is under the safety rules of HPDE.

So, please help me in raising awareness of our new Track Time Trials (TT) opportunity we have this year. Our next HPDE/TT event will be on Sunday, June 20, at PIR. I hope to see a full grid for this event and hope that it keeps me busy in timing and scoring.

Outside of the actual track events, our recently formed HPDE committee has been busy making incremental improvements in several areas. First, Charles Freeborn was kind enough to dedicate some time editing a new introduction video for how our track days operate on track --

<https://www.youtube.com/watch?v=p4cHYZKxmc>.

Several attendees from the April 30 track day commented on how this helped them be better prepared for the event.

We have more videos like this in planning and they should be published soon. We're trying to use available means to better communicate with our HPDE drivers so that everyone is on the same page with regards to how the event should be run on and off the track. Additionally, the committee members have been working hard to secure better relationships with the local businesses that support aspects of our HPDE events. At this recent event, we had an area business bring their support trailer and an employee to help HPDE drivers with any mechanical issues that may come up. We're hoping that actions like this help to get more people out to our events and to support the track in general.

At the end of all this, we just hope that by having a positive HPDE experience will eventually lead to someone trying out club racing with us or just to help support our club and the track we love so much.

CASCADE SPORTS CAR CLUB'S TRACK TIME TRIALS/HPDE

SUNDAY, JUNE 20, 2021 @ PIR

Limited to 20 cars. Enter early to receive the early entry discount

THREE EQUAL CLASSES BASED ON SPEED FROM THE MORNING PRACTICE/QUALIFYING SESSION. EASY TO UNDERSTAND CLASSING RULES!!

IN EACH SUBSEQUENT SESSION DRIVERS EARN POINTS. THE MAJORITY OF POINTS ARE EARNED BY BEING CONSISTENT, MANAGING TRAFFIC, AND NOT MAKING MISTAKES. POINTS ALSO AWARDED FOR FASTEST LAP.

FOR EACH CLASS, THE WINNER IS THE DRIVER WHO ACCUMULATES THE MOST POINTS IN THE SESSIONS FOLLOWING QUALIFYING.

DOWNLOAD ANY TRACK DAY APP TO YOUR PHONE OR MOBILE DEVICE THAT IS CAPABLE OF KEEPING LAP TIMES—TRACK ATTACK, HARRY'S LAP TIMER, TRACK ADDICT, APEX PRO, AND MORE.

AT THE CONCLUSION OF EACH SESSION BRING YOUR RECORDED LAP TIMES TO TIME TRIALS CENTRAL AND CASCADE WILL DO THE REST!!

OPEN TO HPDE ADVANCED OR SOLO APPROVED PARTICIPANTS ONLY

COMPLETE RULES AND POINTS EXPLANATION ALONG WITH OTHER INFO IS AVAILABLE AT: CASCADESPORTSCARCLUB.ORG

SIGN UP ONLINE: cascade.motorsportreg.com



~~Information for Club Members~~



The 2021 Cascade Sports Car Club (CSCC) HPDE/TnT track day event schedule is now set and open for registration at:

<https://cascade.motorsportreg.com/>.

All of our HPDE track days will take place at Portland International Raceway (PIR).

Event Dates and Registration Links

Friday, June 18

<https://cascade.motorsportreg.com/events/cascade-cscc-hpde-track-day-june-18-2021-portland-intl-raceway-sports-car-181374>

Friday, August 13

<https://cascade.motorsportreg.com/events/cascade-cscc-hpde-track-day-august-13-2021-portland-intl-raceway-sports-315034>

Brett McKown
CSCC Chief Driving Instructor
trackdayhpde@cascadesportscarclub.org
cascadesportscarclub.org
Facebook @CascadeSportsCarClub
IG @cscc.racing



*In lieu of the Raffle drawing at our
General Meetings,*

We will have a monthly Trivia Question.

*The first 5 people to submit the correct answer to the Membership
Chairperson will receive a*

\$10 Starbucks Gift Card OR a Car Wash Coupon.

*You may e-mail Membership Chair, Steve
steve@smytheco.com*

Or phone him at 503-970-3190

The May 2021 trivia question is:

“What is the date for the 2021 Rose Cup Race at PIR?”

The answer is in this Auspuff



HELLO RACE VOLUNTEERS

Last year Cascade Sports Car Club tried a new formula for volunteer benefits. I believe that most volunteers were happy with the new formula.

This year there will be a couple of changes from 2020. Last year those Volunteers that were able to attend both days of a race event received \$20 as a thank you. This year CSCC will be giving \$15 for volunteers that are able to work both days.

The other benefits are:

- ♦ Water will be provided for all Turns. Ice when needed on hot days.
- ♦ 3 Beverage Tickets, total, for the Weekend. All 3 will be given out Saturday.
- ♦ \$10 lunch gift card each day with your choice of Fred Meyer/Safeway -or- a voucher for lunch from the Concession stand, each day. There is a new operator for the Concession stand.

In addition,

Travel reimbursement will stay the same as last year, but again will require online Registration on MotorsportsReg.

- ♦ All Volunteers that travel 50 to 99 miles will be given \$50.
 - ♦ All volunteers that travel 100 to 199 miles will be given \$100.
 - ♦ All volunteers that travel 200 plus miles will be given \$150.
- **Travel is for a two-day weekend.

All of these monies will be handed out Sunday morning at registration.

Again, to make the travel arrangement work, we need you to **sign up in MotorsportReg**. This will allow us to plan on how much money will be required for the weekend and what mileage funds are needed.

As mentioned earlier there is a new operator of the concession stand. We will not know about what food may be served by this concession until the day of our first event.

Thank you, in advance, for your enthusiasm! Please contact Gail at gailfetterman@comcast.net with any questions.



2021 NORTHWEST MINI ENDURO CHAMPIONSHIP SERIES

What is it: Seven race series:		<u>DATE</u>	<u>TRACK</u>
	Round 1	5/01/21	Portland Int'l Raceway
	Round 2	5/15/21	Pacific Raceways
	Round 3	6/19/21	Portland Int'l Raceway
<u>REVISED 4/15/21</u>	Round 4	7/17/21	Pacific Raceways
	Round 5	8/14/21	Portland Int'l Raceway
	Round 6	8/28/21	The Ridge
	Round 7	10/16/21	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 5 races count towards the points championship. Must enter a minimum of four races in order to qualify for the championship. With one 2 hour race, there is a total of 8 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/ ARR/ 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:

2021 NORTHWEST MINI ENDURO CHAMPIONSHIP SERIES

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

Except as noted, the 2021 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. In all other cases a driver must drive in the race to score points unless the car DNF's. Drivers may drive in up to two cars per race. Where a driver is found racing without registering, the team will at a minimum be disqualified.

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 five 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 on 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.

2021 NORTHWEST MINI ENDURO CHAMPIONSHIP SERIES

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 1, 2021: Pressure qualifying. Either driver may qualify. Qualifying shall consist of one Green flag lap (one out lap and one green flag lap). Qualifying order shall be set by class with MSR first, then ME0, ME1, ME2, and ME3 last. The starting grid shall be set fastest to slowest.

ROUND 2 – MAY 15, 2021: 15 minute qualifying session. The starting grid shall be set fastest to slowest

ROUND 3 – JUNE 19, 2021: 15 minute qualifying session. The starting grid shall be set fastest to slowest

ROUND 4 – JULY 17, 2021: 15 minute qualifying session. The starting grid shall be set fastest to slowest

ROUND 5 – AUGUST 14, 2021: 15 minute qualifying session. Starting grid shall be set fastest to slowest

ROUND 6 – AUGUST 28, 2021: 15 minute qualifying session. Starting grid shall be set fastest to slowest

ROUND 7 – OCTOBER 16, 2021: *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!

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~~Information for Club Members~~

2021 NORTHWEST MINI ENDURO CHAMPIONSHIP SERIES

Changes for Cascade's 46th Annual Festival of Endurance:

- ⇒ It'll still be a 2/4/8 hour race, starting in the daylight and ending in the dark. This will also be a non-chicane event.
- ⇒ The changes: The E4 class sees little to no participation, so we're replacing that class with a Street Tire class. The Street Tire class is for cars that race on tires with a tread wear rating of 180 or higher.
 - This class will follow the same fueling rules as E0-E2 which says these cars must start the race with a maximum of 15 gallons of gasoline and are limited to adding 15 gallons of fuel per pit stop.
 - Cars racing on tires with a tread wear rating of 180 or higher are also eligible for the other classes like they were in 2020.
- ⇒ The other change is limiting the number of crew/drivers over the wall during a pit stop. The limit is now 5 people which includes driver and crew. Last year this was unlimited but judging from what most teams were doing, this change will not affect many teams.
- ⇒ Look for registration to open around the middle of May with some special discounts for at least the first 10 teams who sign up for the 2/4/8 hour combo!

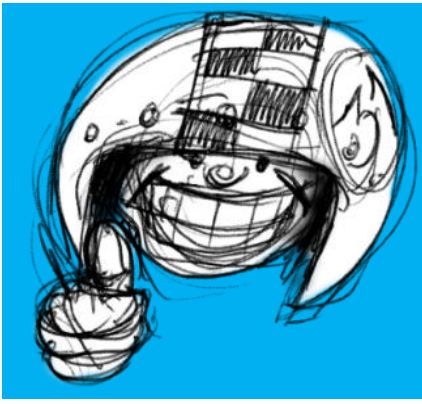


*All members of Cascade Sports Car Club
are also members of the
International Conference of Sports Car Clubs.
Please enjoy the current issue of the Memo.*

*The April edition, Memo # 3, of the ICSCC is online
at the following address.*

https://www.icsc.com/2021/memo/memo_3_2021.pdf

- Bill Ecker is Conference's new License Director. *Thank You, Bill.*
- The new SCCA SMT class is incorporated into Conference's SM class. The SCCA SMT class is SM but requiring Toyo tires. Our SM class allows Hoosier or Toyo tires. SCCA can't do that because SM is a national class with a tire sponsor.
- The light that was originally going to be at turn 6 got moved and now will be at turn 8. It's like the one that's at T12. The light at turn 8 (it is understood at this time) will be driver's right instead of driver's left.



Dash for Kids!!!

From the Editor:

Dear Readership, Fred Meyer has a long history of supporting community organizations through their *Community Rewards* program. IT IS INCREDIBLY SIMPLE! Each time you use your Fred Meyer Rewards card, you will help earn matching funds for Cascade Sports Car Club Charity Fund, the part of our Club that supports [Dash for Kids'](#) beneficiaries.

But very few of us are taking advantage of this very generous program. In fact, [less than 1%](#) of us are signed up! But those few households earned \$38 for our Charity Fund in a calendar quarter. Think what we could contribute if we ALL were signed up.

Please consider registering your Fred Meyer Rewards Card using the link below. It takes less than 5 minutes.

Thank you from me, the Editor, for helping CSCC Charity Fund help
[Community Transitional School](#).

Help earn matching funds for CSCC Charity Fund from Fred Meyer by registering your rewards card. This will not affect the rewards you will receive. It is simple, use your rewards card each time you shop at Fred Meyer and we receive a donation.



YOU CAN HELP **CSCC Charity Fund** EARN DONATIONS JUST BY SHOPPING WITH YOUR FRED MEYER REWARDS CARD! Fred Meyer donates over \$2 million per year to non-profits in Alaska, Idaho, Oregon and Washington, based on where their customers tell them to give. Here's how the program works:

- Sign up for the Community Rewards program by linking your Fred Meyer Rewards Card to **CSCC Charity Fund** at www.fredmeyer.com/communityrewards . You can search for us by our name or by our non-profit number **SD228**
- Then, every time you shop and use your Rewards Card, you are helping earn **CSCC Charity Fund** a donation!
- You still earn your Rewards Points, Fuel Points, and Rebates, just as you do today.
- If you do not have a Rewards Card, they are available at the Customer Service desk of any Fred Meyer store.
- For more information, please visit www.fredmeyer.com/communityrewards .

ROSE CUP HISTORY

References to Rose Cup Race in club minutes, extracted by Victoria Saager, from two notebooks provided by Linda Blackburn containing minutes from 1955 through 1961 (many dates missing). One additional notebook of Auspuffs and rally results from 1959 through 1961, compiled by Anne Kilborne, and a notebook of minutes from 1960 through 1962 were also provided by Linda.

11/18/1960 -- Executive Board Meeting -- Dan McMahon asked the Board's feeling as to Cascade's sponsoring a race at PRI next year. Norm Creitz moved we start negotiations with PRI for an October 8th race. The motion was seconded and passed.

1/5/1961 -- Executive Board Meeting -- Dan [McMahon] reviewed the situation with PRI -- what they furnish, and what would be our responsibilities. However, negotiations with the JC's here in town has been continuing, and the possibility of a race course at Vanport is very strong. In view of this, our policy in regard to PRI will be that we will wait to be sure just which way Vanport is going to go before we commit ourselves one way or the other. Our Race date at Vanport would be June 11th.

Norm Creitz moved we tentatively pick October 8th for a race date and also a date for June 10th and 11th, to be put on as Conference Race dates, and to aggressively continue negotiations in Portland and continue negotiations at PRI. The motion was seconded and passed. (Roll call - unanimous)

2/21/1961 -- Board of Directors Meeting -- The Race Chairman will go on record in writing to the Junior Chamber of Commerce outlining the necessary steps that must be taken by no later than April 15th including insurance and a signed contract, in order that our Club can, under Conference rules and regulations, sponsor the proposed June 11th racing event.)

It will be the policy of the Board to not give details of the race until we have definite information to give.

3/10/1961 -- Board of Directors Meeting -- A copy of a letter written by our Race Chairman to the Junior Chamber of Commerce concerning the Vanport course was read by the secretary.

3/31/1961 -- Board of Directors Meeting -- Bud Holzmann read correspondence with the Junior Chamber of Commerce concerning race to be held at Vanport Rose Festival week. He brought the Board up to date on what had been done, and stated that Larry Lubin, Verne Wheelwright and he had prepared a draft of an agreement with the J.C.'s. Bud will locate an aerial photograph or map of the area where the proposed racing circuit will be, and on which the course, spectator areas, pits, exit roads, etc. can clearly be indicated. It was discussed and decided that, if at all possible, we will hold a race at this same location on October 1st instead of at Pacific Raceways at Kent, Washington, as had been earlier discussed.

4/14/1961 -- Board of Directors Meeting -- It has been publicized that we are sponsoring a "Concourse d'Elegance" in connection with our June 11th race date at Vanport, however, such an event has not been authorized or even discussed as a possibility.

5/2/1961 -- Auspuff -- A hot race flash - For you sports....the Ground Breaking ceremonies for our RACE COURSE at West Delta Park in Portland takes place Friday, May 5th....Come one, come al....Call Verne Wheelwright at CA 2 -2444 for exact time and all that. A Special Bulletin on this new Race Course with complete course layout will be in the mail within the week! Watch for it!

5/11/1961 -- Board of Directors Meeting -- It is understood that a Grand Prix motorcycle race will be held in conjunction with our races on June 11th. As we have not approved this plan, the matter will be looked into.

The Porsche Club will hold a Concours D'Elegance the Saturday night prior to our race. It will be held at Lloyd Center, and there will be classes for competition machines. Also, on this evening, Team Continental will hold a no host cocktail party and invitations will be mailed with the race notice from the Conference.

Bud Holzmann, Race Chairman, brought the Board up-to-date on all phases of our race. Items of interest include: A Powder Puff race will be held Sunday if there is enough interest. Two teams of skin divers have been arranged for. Dr. Postles has arranged to have four physicians and a registered nurse on duty. There will be present two trained first aid men and two Rocket Towing rigs, along with all emergency vehicles. The Oregon Push Car Association will have a truck on each corner. Each truck will have a fire extinguisher and other emergency equipment and a trained first aid man. We will make a donation to their organization of \$15.00 for each day that we use them.

Bud is attempting to obtain communication wire and is in contact with Pacific Telephone, West Cast Telephone and the Army Reserves. The Oregon Grapevine will assist with communications. A P.A. system is being provided by the J.C.'s. Timing gear has been made available and speed traps will be set up. Time markers to be used at the Start-Finish line will be made up as all races are timed events.

ROSE CUP HISTORY

Shut-Off markers are being made under the direction of Dewey Harless. The J.C.'s have communication system for pit area, but as they have only one horn, Bud is investigating other sources.

The Touring Club of Oregon will handle Technical Inspection, supervised by Dan McMahon. Six Point Auto Electric will handle Pre-Course Tech. The pit area was described and it was explained that one car per entry will be allowed in the pits, with trailers and other pit crew cars behind the pits.

Refreshment stands and field toilets will be placed both in pit and spectator areas. The J.C.'s, with our help on pertinent information, will provide a printed program. Advertising space is being sold by the Concessionaire (Mr. Ale). An attempt is being made to set up a direct radio broadcast with a local station for on-the-spot coverage. Verne Wheelwright is handling housing for drivers and pit crews. Effective identifying patches will be made for working personnel.

Mr. Ale, concessionaire, advanced money needed to set up the course. If this race is a complete failure, there would be more races and, in all probability, we would throw in our receipts to help reimburse Mr. Ale. A letter agreement is now being prepared with the J.C.'s outlining financial as well as other obligations of all parties concerned.

An XKE Jaguar furnished by the British Motor Cars, Ltd. Will be official pace car. The pace car will be used only to bring the cars from the Pre-Grid area around the course to the Grid, where they will start in the usual manner.

We will need a large supply of stop watches for timing the Modifieds in the qualifying laps, and expect cooperation in this regard from our rallyists. Work parties are needed every weekend. The Marine Corps will furnish bull dozer, and Ruby Hutshison's father has offered a tractor and his services if we can arrange to get the tractor to the course. The Board agreed that it is very important that complete financial records be kept.

This is the first episode of the story of Cascade setting up for the first Rose Cup Race. We will follow this with the rest of the story through the end of the year. Watch for Cathy's placement in the Auspuff. Our club has a very strong history of putting Vanport, now Portland International Raceway on the map. We should be very proud of what the club has achieved. Part of this history is what Gary Bockman lived to protect and expand. There are many that do not have a clue what part since 1970's Gary contributed to making this racetrack what it is today and the races we have in place. It was his belief to bring back the Rose Cup Race and it is now going forward, after COVID, to being a very successful part of PIR under the stewardship of FoPIR. If you have thoughts you would like to add to this, please email me and let me know your thoughts at dragondreams21@gmail.com. Thanks for listening and please enjoy this history story.



JULY 9-11, 2021





Cascade Sports Car Club

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3/31/1961	Board of Directors Meeting	<p>Bud Holzmann read correspondence with the Junior Chamber of Commerce concerning race to be held at Vanport Rose Festival week. He brought the Board up to date on what had been done, and stated that Larry Lubin, Verne Wheelwright and he had prepared a draft of an agreement with the J.C's. Bud will locate an aerial photograph or map of the area where the proposed racing circuit will be, and on which the course, spectator areas, pits, exit roads, etc. can clearly be indicated. It was discussed and decided that, if at all possible, we will hold a race at this same location on</p>



		October 1st instead of at Pacific Raceways at Kent, Washington, as had been earlier discussed.
4/14/1961	Board of Directors Meeting	It has been publicized that we are sponsoring a "Concourse d'Elegance" in connection with our June 11th race date at Vanport, however, such an event has not been authorized or even discussed as a possibility.
5/2/1961	Auspuff	A hot race flash - For you sports....the Ground Breaking ceremonies for our RACE COURSE at West Delta Park in Portland takes place Friday, May 5th....Come one, come al....Call Verne Wheelwright at CA 2 -2444 for exact time and all that. A Special Bulletin on this new Race Course with complete course layout will be in the mail within the week! Watch for it!
5/11/1961	Board of Directors Meeting	<p>It is understood that a Grand Prix motorcycle race will be held in conjunction with our races on June 11th. As we have not approved this plan, the matter will be looked into.</p> <p>The Porsche Club will hold a Concours D'Elegance the Saturday night prior to our race. It will be held at Lloyd Center, and there will be classes for competition machines. Also, on this evening, Team Continental will hold a no host cocktail party and invitations will be mailed with the race notice from the Conference.</p> <p>Bud Holzmann, Race Chairman, brought the Board up-to-date on all phases of our race. Items of interest include: A Powder Puff race will be held Sunday if there is enough interest. Two teams of skin divers have been arranged for. Dr. Postles has arranged to have four physicians and a registered nurse on duty. There will be present two trained first aid men and two Rocket Towing rigs, along with all emergency vehicles. The Oregon Push Car Association will have a truck on each corner. Each truck will have a fire extinguisher and other embergnecy equipment and a trained first aid man. We will make a donation to their organization of \$15.00 for each day that we use them.</p> <p>Bud is attempting to obtain communication wire and is in contact with Pacific Telephone, West Cast Telephone and the Army Reserves. The Oregon Grapevine will assist with communications. A P.A. system is being provided by the J.C.'s. Timing gear has been made available and speed traps will be set up. Time markers to be used at the Start-Finish line will be made up as all races are timed events. Shut-Off markers are being made under the direction of Dewey Harless. The J.C.'s have communication system for pit area, but as they have only one horn, Bud is investigating other sources.</p> <p>The Touring Club of Oregon will handle Technical Inspection, supervised by Dan McMahon. Six Point Auto Electric will handle Pre-Course Tech. The pit area was described and it was explained that one car per entry will be allowed in the pits, with trailers and other pit crew cars behind the pits.</p>



		<p>Refreshment stands and field toilets will be placed both in pit and spectator areas. The J.C.'s, with our help on pertinent information, will provide a printed program. Advertising space is being sold by the Concessionaire (Mr. Ale). An attempt is being made to set up a direct radio broadcast with a local station for on-the-spot coverage. Verne Wheelwright is handling housing for drivers and pit crews. Effective identifying patches will be made for working personnel.</p> <p>Mr. Ale, concessionaire, advanced money needed to set up the course. If this race is a complete failure, there would be more races and, in all probability, we would throw in our receipts to help reimburse Mr. Ale. A letter agreement is now being prepared with the J.C.'s outlining financial as well as other obligations of all parties concerned.</p> <p>An XKE Jaguar furnished by the British Motor Cars, Ltd. Will be official pace car. The pace car will be used only to bring the cars from the Pre-Grid area around the course to the Grid, where they will start in the usual manner.</p> <p>We will need a large supply of stop watches for timing the Modifieds in the qualifying laps, and expect cooperation in this regard from our rallyists. Work parties are needed every weekend. The Marine Corps will furnish bull dozer, and Ruby Hutshison's father has offered a tractor and his services if we can arrange to get the tractor to the course. The Board agreed that it is very important that complete financial records be kept.</p>
6/13/1961	Board of Directors Meeting	<p>Verne Wheelwright gave complete rundown on our first Rose Cup Race held June 11th at W. Delta Park and was requested by the Board to give a report to the membership as well as written report in the Auspuff, and to esp. point out the big part the J.C.'s played in this event. Vern will attempt to set another major race date for us at the next ICNSCC meeting. Letters of gratitude will be written to all clubs, individuals, etc. who helped stage our race. The secretary was requested to send flowers to Dick Bech and Starr Calvert who are in Emanuel Hospital as the result of injuries suffered in the race, and also special "humorous type" trophies are being made up for them.</p>
6/13/1961	Auspuff	<p>The last meeting held on Saturday, June 3rd, ended in a tour to West Delta Park for a look at the now famous Race Course.</p> <p>What a weekend it was. The 1st Annual Rose Cup Invitational Concours D'Elegance at the Lloyd Center on Saturday night, and then the 1st Annual Rose Cup Sports Car Races at West Delta Park on Sunday. Almost too much! The Porsche Club of America, Oregon Region, and the Portland Jaycees put on a fine show Saturday night, with a quick change of location due to the rain that started just as the show was about to get under way. A well planned move took all the group down a level to the under-cover parking area for continuation of the show. Spotless motor cars and</p>



	<p>an appreciative audience made for a great show. Our Cascade sharpies picked up two trophies for 1st in Class, Mary Lou White for her great MG TF-1500, and Dewey (no applause, please) Harless for his magnificent Mercedes 190 SL. Mary Lou also picked up a 2nd for overall.</p> <p>The race on Sunday came off with a bang and a few prangs, and the crowd was terrific. The paid attendance plus all the others that just walked in puts the figure at around 18,000 people ogling the first sports car race in the Portland area, with lots of thrills and spills, with only minor injuries The Suba Divers came in handy when a Seattle Sprite it the drink with the water almost covering the roll bar. The car was pushed back to the pits with water pouring out of the jacking holes in the side of the car, dried off, everything getting drained and refilled, then back racing later.</p> <p>A report from Turn #2 from John Rueter - This 1st Annual Rose Cup Race was a dandy, and as seen behind a yellow vest and from under a few sprinkles fended off with a waving yellow flag, I can say again, "It was a dandy." Next year's race will be even better.</p> <p>For those who did not see what happened there, I can only say that they have longer fingernails this morning than I. It is quite amazing to see a charging Corvette round the turn going wider and wider and wider and then disappear in a shower of concrete blocks, dirt, head light and etc., or whatever they make the cars out of these days. The car caught fire immediately and no amount of fire extinguishers would douse the blaze. A shovel would have been very handy at that time to scoop up a few shovels of dirt which would stay on the flame. Whoever pulled the driver out was no less brave than the poor crowd control who tried to keep people out of the stream of oncoming cars. The Corvette struck a pile of concrete and dirt rubble that some yayhoo shoved up to the side of the road. Next year I would venture to say that the mess will be removed and that all of the ditches will be eased out into the crash area toward the spectators so that the drivers will not be forced to ride the ditch out.</p> <p>The D-Jaguar struck the dirt the same way just 20 to 30 yards towards Turn #2 past the Corvette. It came clean up in the air 15 to 20 feet, slewed around and approached the Turn Marshal and his gang backwards and rested about 20 feet from the Radio Car. I tossed the flat (knowing I was derelict in my duty) to Don and pulled the driver out. I turned to see if the car would catch fire and the driver collapsed, with his apparently sprained back, behind me.</p> <p>The AC Bristol just simply spun easily out during the west after the rain. It turned slowly into the infield, spun once, heading out on the infield gravel, then tilted up on its side.</p> <p>There were many workers that made our 1st Annual Rose Cup Races a success, all too many to list here, but you all know how much work and time our own Club members put in for that big</p>
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		<p>weekend. Then to the newspapers who plugged the event and sports cars prior to race date, especially Bob Boxberger of the Journal who wrote those fine articles on the varied aspects of the sport. Then, the write-ups after the race by all the papers. All in all, the coverage was good for a first in the Portland area. This should show the disbelievers that this is one of the biggest sports in the world. Also many Bricks from Dan Daspot to the fine organization of Oregon Grapevine, Inc., who handled so smoothly the radio communications. We could go on for a long spell, but you know the story. The Jaycees did a fine job for the first time out. They just didn't expect the group that showed up there on Sunday. Next time all the bugs will be ironed out real smooth.</p>
7/10/1961	Board of Directors Meeting	<p>A financial report still cannot be given on our race as all bills have not been presented and paid.</p>
8/13/1961	Board of Directors Meeting	<p>The primary purpose of this meeting was to finalize our June racing event. Larry Lubin reported that he had met with executives of the J.C.'s and discovered that the committee we had worked with on the race was a sub-committee of one of their many major committees, and that these executives were not aware of most of the negotiations for the race.</p> <p>Larry presented a list of the committees of the J.C.'s and also a letter agreement between our two organizations, with which the Board did not concur. The Board feels such an agreement should tie our organizations together for more than just one race. The City gets 15% off top of spectator gate and the balance, if any, after expenses.</p> <p>Mr. Ale put up approximately \$150.00 of his concessions monies to the J.C.'s. The Board felt some concern over the fact that the City Ordinance states that the City should get all fees collected from the race. The J.C.'s, however, say that we will get entry fees and pit passes.</p> <p>The J.C.'s have asked us to complete their financial statement for the Rose Cup Races, copy of which was given to Larry. To complete this we must make check to the W. Delta Park account in the amount collected for pit passes. Our receipt would serve as promissory note so that we would get amount back if project gets to making money.</p> <p>The balance of construction costs alone is \$11,393.26. The J.C.'s have paid \$1,137.15 including 25% received from concessions from Mr. Ale. Peggy gave our club's financial report. We received a total of \$1,730.68 from pit passes and entry fees (\$762.50 from entry fees, \$601.00 net; and \$1316.00 from pit passes, \$1104.68 net). The amount the J.C.'s request for pit passes would be \$1,104.68.</p> <p>Dewey Harless made a motion to invite those executive officers of the Junior Chamber of Commerce with the power to discuss and sign agreements to sit with this Executive Board and make some</p>



		<p>attempt to come to an agreement concerning past and future races. This motion passed unanimously and Larry will arrange. Also he will ask to see an itemization of their accounting.</p> <p>Larry also reported that the J.C.'s are now anticipating another race in October, and are now holding crowd control meetings, and discussing the possibility of putting spectators inside and the pits outside with foot bridges over the course. They are also looking into the availability of snow fencing.</p> <p>It was suggested that the J.C.'s hire us to run the races and, therefore, could list us as an expense on their financial statement.</p>
8/29/1961	Board of Directors Meeting	<p>Dewey Harless reported on a meeting held Monday night, August 28th, with the J.C.'s. Present at the meeting were Paul Nordstrom, president of the J.C.'s, Ray Hare, Director of Delta Auto Sports Park, and Raleigh Billyou, his right-hand man, representing the J.C.'s, and Dewey Harless, Bob Fletcher, Jim Caire and Hank Pittock. Paul Nordstrom expressed regret that there had been confusion in our negotiations and promised their complete support and cooperation. He said he would sit in on every meeting if necessary. However, Raleigh Billyou will handle most negotiations after the contract is signed. Mr. Ale paid \$100.00 for a bond and \$2500 cash advance to be used mainly for insurance. The percentage of concessions which Mr. Ale was to give to the J.C.'s amounted to \$1187.16. The total insurance was \$2000. The total construction cost was \$17,500, and approximately \$23,000 was the total outlay. The J.C.'s took in roughly \$13,300, and still owe the contractor \$8,000. They explained that the pit gate receipts they have requested could be made by demand note, and, in that way, neither Board would obligate itself past its tenure of office. This money will immediately go to the contractor and we can tell him what we want done to the course. The balance owing the contractor will be paid from the receipts of the October 29th race. The J.C.'s can only sign a contract for each race. Don will provide Hank with a copy of the pre-agreement. Hank will prepare draft of contract to present to J.C.'s as soon as possible. The track repairs will be made by them at our direction. The duties of each of our organizations will be outlined in the contract and we will have an option for future races. Our race dates for next year must be decided by November 28th, date of the next Conference meeting. The J.C.'s have stated that they will not deal with Larry Lubin any further. Larry was also called down on several other points including his recent motion at club meeting made without approval of Board. A clause that we will give pit gate receipts to J.C.'s will not be in next contract. Cascade will get entry fees and pit passes unless there is a deficit, in which case it could be handled as demand note again.</p> <p>Dan McMahon moved and Jo Miller seconded to give loan of \$1151.33 representing the net pit gate receipts of the June 11th</p>



		<p>Rose Cup racing event to the Portland J.C.'s Auto Sport Park in the form of a demand note and that this vote will be a roll call vote. The motion passed.</p> <p>Some race duties of each organization as outlined by Dewey:</p> <p>J.C.'s: Crowd control, track physical repair, insurance, fencing, publicity, ticket sales, ambulance, trophies, disaster trucks, fire trucks, skin divers, pit and crowd PA systems.</p> <p>CSCC: Push cars, first aid, crowd first aid, gas truck, water truck, trophies, fire equipment, race operation, course communications, hay bales.</p>
10/2/1961	Board of Directors Meeting	<p>Hank Pittcock read a lengthy statement of the relationship between the Jaycees and ourselves concerning racing and Delta Park. The statement covers this coming race only. The Jaycees will attempt to remedy errors made at the last race, such as crowd control. Snow fencing is still indefinite.</p> <p>As word had not started on the course as of this meeting night, Don McMahan stated that as conference chairman he was forced to write a letter immediately to the Conference advising them of the situation and stating that if work on the course did not begin immediately he would recommend that the race be canceled for reasons of safety. He intends to send copies to Paul Nordstrom, Raliegh Billou and Ray Hare.</p> <p>A letter from the Jaycees about their deficit was read. While it was felt that a demand note would be preferable, the letter was accepted at face value.</p> <p>CSCC sold the race date of October 8, 1961, at PRI to PSSCC for \$1.00.</p>
10/16/1961	Board of Directors Meeting	<p>It was reported that Dan McMahan, as Conference Chairman, had written letter discussed at last Board meeting. This was to the Conference with copies to key J.C. people regarding our race course.</p> <p>The proposed contract with the J.C.'s of which copy had been given to all Board members was discussed. Sherry Jones suggested that we set up our dealings with the J.C.'s on the basis that they "hire" us to run the race for them. They could list us as an expense and donate to our club some set amount which would be decided on before race. They would have all responsibility of running race, including the handling of all monies. Several objections to this idea were discussed, such as "How would this arrangement be handled with the Conference" and that we would be leaving ourselves wide open for another club or organization to step in. The Board agreed that they would like to see an option put in contract whereas Cascade would have first chance to put on all future races and that the contract be in force for a longer period, but it was also pointed out that this would be a thought for the future as it is possible that</p>



		<p>we will not want to tie ourselves up until we see how the whole "partnership" will work Also, Sherry's idea will be given more thought at a later date.</p> <p>The contract as proposed was approved by the Board, and will be signed by Vice President Dewey Harless in the absence of our President.</p> <p>Dewey Harless pointed out that our situation here is probably the toughest that any club has ever had to face in running a race because of the peculiar set-up of having the course in a City Park plus working through the Junior Chamber of Commerce.</p> <p>It was reported that work had begun on the race course. Obstacles on the sides have been removed and they are hauling dirt, etc.</p> <p>The Board is extremely concerned about the "drag" races and other activities that have been going on at the race course. We have heard that they plan to gate off the course, but also was told that this is a public park - which means it is open to the public.</p>
12/18/1961	Board of Directors Meeting	Peggy Pittock reported that she and Verne had got together on final accounting of \$100.00 given to Verne as Chairman of the Rose Cup Race.
1/5/1962	Board of Directors Meeting	Dan McMahon reported that a few trophies were never given out for the June Rose Cup Race. Also other unfinished details of that race were discussed including the fact that one insurance claim has not been paid. This was to a first aid man.

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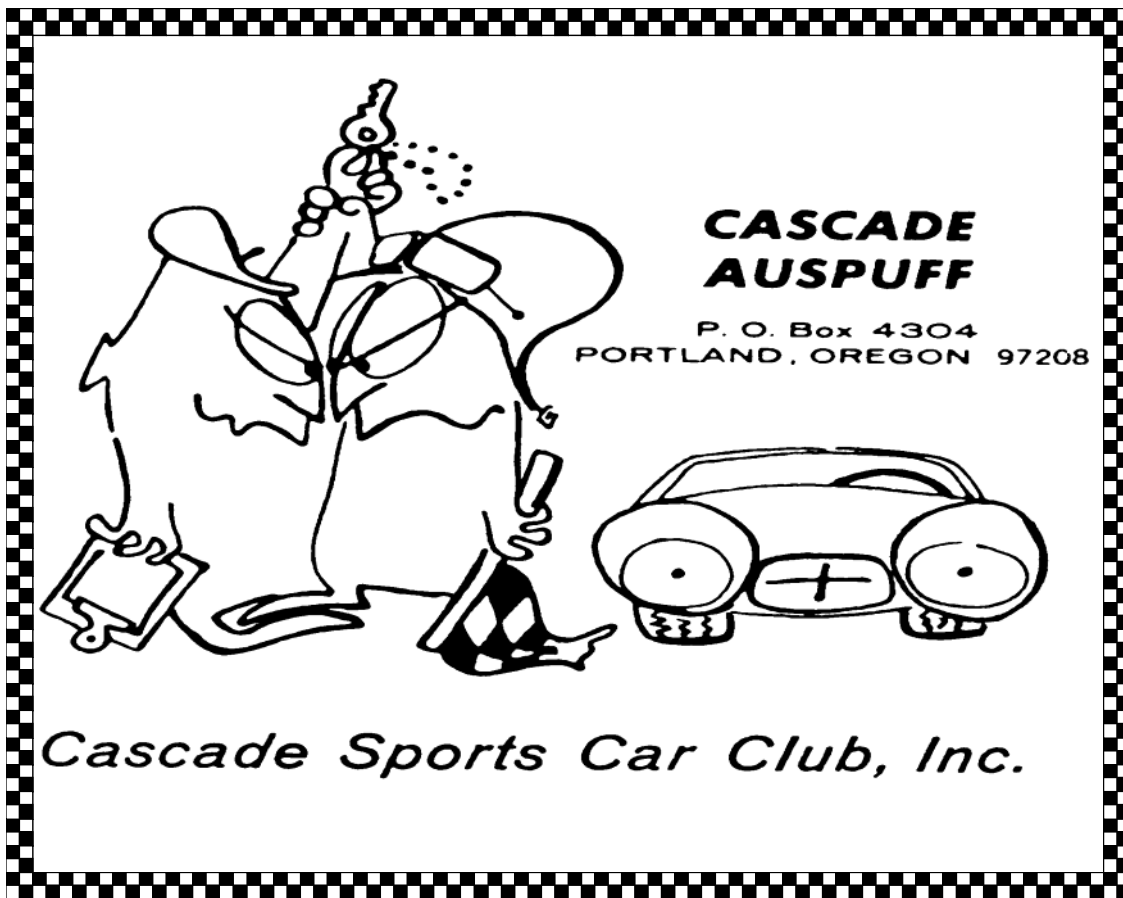
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GROUP 1	Portland International Raceway 1.915 miles
Race Saturday	5/1/2021 13:10
Race (30:00 Time) started at 13:13:04	

Pos	No.	aps	Class	Name	Hometown	Make	Color	Club	Lic #	Sponsor	Best Tm
AP											
1	77	17	AP	Rocky Crocker	Wenatchee WA	Ford	Blue	IRDC	SCCA		1:16.415
2	33	16	AP	Frank McKinnon	Portland OR	Ford	Red	CSCC	1233	go-pro camera	1:22.850
PRO3											
1	151	17	PRO3	Matt Lowell	Brier WA	BMW	Black	CSCC	1089	KD Motorsports / I	1:20.609
2	244	17	PRO3	Corey Peters	Newcastle WA	BMW	Green	IRDC	1347	KD Motorsports	1:20.498
3	95	17	PRO3	Charles Hurley	Monroe WA	BMW	Gray	IRDC	1095	Grip Racing	1:20.764
4	24	17	PRO3	Jeff McAffer	Kirkland WA	BMW	Green/Blk	IRDC	1024	KD Motorsports / I	1:21.369
5	121	17	PRO3	Scott Eckert	Port Orchard WA	BMW	Red	IRDC	1640		1:21.468
6	96	17	PRO3	Brian Bercovitz	Bothell WA	BMW	White/Red	IRDC	1227		1:21.693
7	211	17	PRO3	Josh Voigt	Kenmore WA	BMW	Black	BMWCCA	1499	KD Motorsports	1:22.350
8	91	17	PRO3	Daniele Hovington	Bothell WA	BMW	White/Red/Blk	IRDC	1221	Lovitt Motors/Low	1:22.645
9	226	17	PRO3	Dirk Groeneveld	Seattle WA	BMW	Orange	IRDC	1492		1:22.576
10	86	17	PRO3	Scott Thompson	Kirkland WA	BMW	Black	IRDC	1643		1:22.363
11	6	16	PRO3	David Weller	Kirkland WA	BMW	Red/White/Blue	IRDC	1395	425 Motorsports/M	1:23.225
12	78	16	PRO3	Will Kellogg	Gig Harbor WA	BMW	Blue	IRDC	1278	racer on rails	1:23.503
13	119	16	PRO3	Jim Cissell	Seattle WA	BMW	White/Black	IRDC	1119	VoiceGuy.com - Ra	1:23.597
14	84	16	PRO3	Lee Storgaard	Seattle WA	BMW	Silver/Black/Orange	IRDC	1184	Last Minute Motors	1:24.139
15	494	16	PRO3	Bruce Mattare	Coeur d'Alene ID	BMW	White/Black/Green	NWMS	1494	Advanced Auto Fal	1:23.347
16	1	16	PRO3	Scott Studerus	Belfair WA	BMW	Blue	IRDC	1700	studerus dental	1:25.845
17	94	16	PRO3	Jim Butterworth	Woodinville WA	BMW	Blue	IRDC	1613	na	1:26.364
18	08	9	PRO3	Andrew Michel	Sammamish WA	BMW	Green	IRDC	1524	Redmond Ridge E	1:24.129
Not classified											
F	194		PRO3	Nicholas Carbaugh	Seattle WA	BMW	White/Blue/Black	IRDC	1605	DBS Construction	
S	117		PRO3	Robert Coneybeer	Seattle WA	BMW	White	SCCA	SCCA	KD Motorsports	
SPM											
1	68	17	SPM	Pete Bristow	Federal Way WA	BMW	Silver	IRDC	1261	Bristow's Auto Ref	1:19.274
2	10	17	SPM	Patrick Bliss	Milwaukie OR	BMW	Black/Blue	CSCC		Amy Bliss StateFair	1:20.451
3	81	17	SPM	Simon Asselin	Sammamish WA	BMW	White/Red/Yellow	IRDC	1628		1:20.769
4	52	16	SPM	Colton Edwards	Seattle WA	BMW	Steel Blue	BMWCCA	1710		1:22.679
5	53	16	SPM	Manfred Duske	Covington WA	BMW	Blue	IRDC	1352		1:23.037
Not classified											
S	23		SPO	Steve Adams	Woodinville WA	Ford	Silver	IRDC	1091	Road Hazard Racin	
SPU											
1	32	17	SPU	Brad Greco	Lynnwood WA	VW	Orange	IRDC	1232	Traks Racing - JRM	1:17.936
2	199	17	SPU	Jay St Claire	Lake Forest Park WA	Volkswagen	Blue	CSCC	1728	St Speed Inc.	1:19.373
Not classified											
F	113	4	SPU	Tucker Sheppy	Beaverton OR	Toyota	Yellow	CSCC	1113	M & W Automotive,	1:23.273

Margin of Victory	Avg. Speed	Best Lap Tm	Best Speed	Best Lap by
10.096	87.057	1:16.415	90.218	77 - Rocky Crocker

Chief of Timing & Scoring: Cascade Team

Orbits

Race Steward - Rick Delamara

Race Chairman - Mike Smith



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ROSE CITY OPENER XXIX
Gary Bockman Memorial Race
May 1-2, 2021



Rose City Opener XXIX - Gary Bockman Mem

Sorted on Laps

GROUP 1	Portland International Raceway 1.915 miles
Race Sunday	5/2/2021 13:20
Race started at 13:23:17	

Pos	No.	Class	Laps	Name	Hometown	Make	Color	Club	Lic #	Sponsor	Best Tm
AP											
1	77	AP	21	Rocky Crocker	Wenatchee WA	Ford	Blue	IRDC	SCCA		1:17.405
2	33	AP	20	Frank McKinnon	Portland OR	Ford	Red	CSCC	1233	go-pro camer	1:22.959
NCW											
1	59	NCW	21	Ivan Prokopets	Auburn WA	BMW	Red	IRDC	1805		1:19.536
2	168	NCW	19	Matthew King	Mercer Island WA	BMW	Grey	IRDC	1715		1:26.923
PRO3											
1	151	PRO3	21	Matt Lowell	Brier WA	BMW	Black	CSCC	1089	LD Motorspo	1:20.925
2	244	PRO3	21	Corey Peters	Newcastle WA	BMW	Green	IRDC	1347	KD Motorspo	1:20.733
3	95	PRO3	21	Charles Hurley	Monroe WA	BMW	Gray	IRDC	1095	Grip Racing	1:21.195
4	121	PRO3	20	Scott Eckert	Port Orchard WA	BMW	Red	IRDC	1640		1:21.788
5	96	PRO3	20	Brian Bercovitz	Bothell WA	BMW	White/Red	IRDC	1227		1:22.059
6	91	PRO3	20	Daniele Hovington	Bothell WA	BMW	Wh/Red/Blue	IRDC	1221	Lovitt Motors	1:22.447
7	24	PRO3	20	Jeff McAffer	Kirkland WA	BMW	Green/Black	IRDC	1024	KD Motorspo	1:21.676
8	6	PRO3	20	David Weller	Kirkland WA	BMW	Red/Wh/Blu	IRDC	1395	415 Motorspo	1:22.721
9	211	PRO3	20	Josh Voigt	Kenmore WA	BMW	Black	BMWCCA	1499		1:22.831
10	08	PRO3	20	Andrew Michel	Sammamish WA	BMW	Green	IRDC	1524	Redmond Rtd	1:22.952
11	226	PRO3	20	Dirk Groeneveld	Seattle WA	BMW	Orange	IRDC	1492		1:22.890
12	86	PRO3	20	Scott Thompson	Kirkland WA	BMW	Black	IRDC	1643		1:22.787
13	78	PRO3	20	Will Kellogg	Gig Harbor WA	BMW	Blue	IRDC	1278	racer on rails	1:23.485
14	119	PRO3	20	Jim Cissell	Seattle WA	BMW	White/Blk	IRDC	1119	VoiceGuy.com	1:23.240
15	67	PRO3	20	Bruce Mattare	Coeur d'Alene ID	BMW	Wht/Blk/Grn	NWMS	1494	Advanced Au	1:23.441
16	84	PRO3	20	Lee Storgaard	Seattle WA	BMW	Slvr/Blk/Org	IRDC	1184	last Minute M	1:24.056
17	213	PRO3	19	Fil Alleva	Carnation WA	BMW	White/Red	IRDC	1716	Two Vintners	1:26.113
18	76	PRO3	19	Scott Studerus	Belfair WA	BMW	Blue	IRDC	1700	studerus den	1:26.365
19	94	PRO3	19	Jim Butterworth	Woodinville WA	BMW	Blue	IRDC	1613	na	1:25.926
SPM											
1	68	SPM	21	Pete Bristow	Federal Way WA	BMW	Silver	IRDC	1261	Bristow's Aut	1:19.132
2	10	SPM	21	Patrick Bliss	Milwaukie OR	BMW	Blk/Blue	CSCC	1812	Amy Bliss Sta	1:20.318
3	53	SPM	20	William Morris	Snoqualmie WA	BMW	Blue	IRDC	1714		1:21.852
4	52	SPM	20	Colton Edwards	Seattle WA	BMW	Steel Blue	BMWCCA	1710		1:22.388
Not classified											
DNS	81	SPM		Simon Asselin	Sammamish WA	BMW	Wht/Red/Yello	IRDC	1628		
SPU											
1	32	SPU	21	Brad Greco	Lynnwood WA	VW	Orange	IRDC	1232	Traks Racing	1:17.765
2	199	SPU	21	Jay St Claire	Lake Forest Park W	Volkswagen	Blue	CSCC	1728	St Speed Inc.	1:18.949

Margin of Victory	Avg. Speed	Best Lap Tm	Best Speed	Best Lap by
37.908	87.484	1:17.405	89.064	77 - Rocky Crocker

Chief of Timing & Scoring: Cascade Timing Team Orbits

Race Steward - Rick Delamara

Race Chairman - Mike Smith



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ROSE CITY OPENER XXIX
Gary Bockman Memorial Trophy
May 1-2, 2021



Rose City Opener - Gary Bockman Mem

Sorted on Laps

GROUP 2	Portland International Raceway 1.915 miles
Race Saturday	5/1/2021 13:40
Race (30:00 Time) started at 13:44:29	

Pos	No.	Laps	Class	Name	Hometown	Make	Color	Club	Lic #	Sponsor	Best Tm
CR											
1	139	16	CR	Daniel Shrader	Vancouver WA	VW	Wht/Blu	CSCC	1139	St. John's Auto Ce	1:31.605
PRO44											
1	218	16	PRO44	J R Gregory	Portland OR	Porsche	Red	CSCC	1319	Flyin' Lion Racing	1:28.116
SM											
1	94	17	SM	Ken Sutherland	Sherwood OR	Mazda	Red	SCCA	SCCA	Walt Fire Protecti	1:23.367
2	23	17	SM	Eric Jones	Eugene OR	Mazda	Yellow/Blk	SCCA	SCCA	Eric Jones Motorsp	1:22.938
3	87	17	SM	Will Schrader	Happy Valley OR	Mazda	Green!	SCCA	SCCA	Miatage / Midas	1:23.195
4	92	17	SM	Thomas Micich	Newberg OR	Mazda	Red/Grey!	SCCA	SCCA	Dan's Auto Center	1:23.103
5	09	17	SM	Kyle Keenan	Vancouver WA	Mazda	Purple!	SCCA	SCCA	Team KBR Zamp	1:23.754
6	74	17	SM	Kyle Freiheit	Redmond WA	Mazda	Black/Gre	SCCA	SCCA	TFR, Hoosier, GLO	1:23.905
7	24	17	SM	Jason Starr	Palm Springs CA	Mazda	Blue	SCCA	SCCA	Eric Jones Motorsp	1:24.437
8	20	17	SM	Jason Rawlins	Gaston OR	Mazda	Rd/blk	SCCA	SCCA	Miatage.com, G-	1:23.945
9	43	17	SM	Dave Dunning	Portland OR	Mazda	Blu/Green	CSCC	1143	Advantage Collisio	1:24.445
10	32	17	SM	Chris Heinrich	Portland OR	Mazda	Red	CSCC	1032	Advantage Collisio	1:23.574
11	46	17	SM	John Connelly	Portland OR	Mazda	Dark Blue	SCCA	SCCA	Lasher Motorsport	1:25.230
12	68	17	SM	Adam Smalley	Battle Ground WA	Mazda	Camo/Yel	SCCA	SCCA	Snik Plastics, Flei	1:24.913
13	19	17	SM	Brian Anderson	Battle Ground WA	Mazda	Silver/Blk	CSCC	1443	Maximum Effort R	1:24.945
14	30	17	SM	Mark Higinbotham	Federal Way WA	Mazda	Red	IRDC	1330	Medical Dynamics	1:25.119
15	62	17	SM	Dave Sutherland	Sherwood OR	Mazda	Red/Black	SCCA	SCCA	Wyatt Fire Protect	1:25.506
16	135	17	SM	Mike Tripp	Freeland WA	Mazda	White	CSCC	1135		1:25.710
17	36	17	SM	Joe Blair	Camas WA	Mazda	Wh/Blu	CSCC	1168	Blairco Heating/Mi	1:27.481
18	95	17	SM	Scott Vondrachek	West Linn OR	Mazda	Red	SCCA	SCCA		1:26.621
19	99	16	SM	James Coshow	Portland OR	Mazda	Black	SCCA	SCCA	Adult Daycare	1:27.852
20	07	16	SM	Sean Hester	Redmond WA	Mazda	Blue	IRDC	1269		1:28.544
21	7	13	SM	Dan Twomey	Port Orchard WA	Mazda	Black	SCCA	SCCA	Jensen Realtor Gri	1:31.185
22	08	2	SM	Majid 'MJ' Hajari	Portland OR	Mazda	Red/Gray	CSCC	SCCA	Casa Bella Granite	1:34.177
Not classified											
Q	73	17	SM	James Wetter	Bainbridge Island WA	Mazda	Green	SCCA	SCCA	G-Loc - Kingston M	1:24.018
Q	71	17	SM	Andrew Gilchrist	Eugene OR	Mazda	Blue	SCCA	SCCA		1:26.196

Announcements

Cars 71 and 73 DQed underweight per race steward

Margin of Victory	Avg. Speed	Best Lap Tm	Best Speed	Best Lap by
0.357	77.245	1:22.938	83.122	23 - Eric Jones

Chief of Timing & Scoring: Cascade Team

Orbits

Race Steward - Rick Delamara

Race Chairman - Mike Smith



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ROSE CITY OPENER XXIX
Gary Bockman Memorial Race
May 1-2, 2021



Rose City Opener XXIX - Gary Bockman Mem

Sorted on Laps

GROUP 2	Portland International Raceway 1.915 miles										
Race Sunday	5/2/2021 14:00										
Race started at 14:02:59											

Pos	No.	Class	Laps	Name	Hometown	Make	Color	Club	Lic #	Sponsor	Best Tm
CR											
1	139	CR	17	Daniel Shrader	Vancouver WA	VW	Wht/Blu	CSCC	1139	St. Johns	1:32.707
NCW											
1	17	NCW	17	Keith Ball	Portland OR	Mazda	Red/Blue	SCCA	SCCA		1:32.169
PRO44											
1	218	PRO44	19	J R Gregory	Portland OR	Porsche	Red	CSCC	1318	Flyin' Lion Ra	1:26.806
SM											
1	92	SM	19	Thomas Micich	Newberg OR	Mazda	Red/Grey/Blk	SCCA	SCCA	Dan's Auto C	1:23.363
2	32	SM	19	Chris Heinrich	Portland OR	Mazda	Red	CSCC	1032	Frontage I	1:23.360
3	73	SM	19	James Wetter	Bainbridge Island	Mazda	Green	SCCA	SCCA	G-Lox Kings	1:23.879
4	20	SM	19	Ken Sutherland	Sherwood OR	Mazda	Red/Blk	SCCA	SCCA		1:23.757
5	24	SM	19	Jason Starr	Palm Springs CA	Mazda	Blue	SCCA	SCCA	Eric Jones M	1:23.834
6	09	SM	19	Kyle Keenan	Vancouver WA	Mazda	Purple!	SCCA	SCCA	Team K&K I	1:24.194
7	43	SM	19	Dave Dunning	Portland OR	Mazda	Blu/Green	CSCC	1143	Frontage I	1:24.536
8	19	SM	19	Brian Anderson	Battle Ground WA	Mazda	Silver/Black	CSCC	1443	Maximum Eff	1:24.972
9	30	SM	19	Mark Higinbotham	Federal Way WA	Mazda	Red	IRDC	1330	Medical Dyna	1:25.815
10	135	SM	19	Mike Tripp	Freeland WA	Mazda	White	CSCC	1135		1:25.724
11	62	SM	19	Dave Sutherland	Sherwood OR	Mazda	Red/Black	SCCA	SCCA	Wyatt Fire Pr	1:25.424
12	07	SM	19	Sean Hester	Redmond WA	Mazda	Blue	IRDC	1269		1:26.155
13	95	SM	19	Scott Vondrachek	West Linn OR	Mazda	Red	SCCA	SCCA		1:26.832
14	87	SM	18	Will Schrader	Happy Valley OR	Mazda	Green!	SCCA	SCCA	Miatage / J	1:23.518
15	94	SM	18	Jason Rawlins	Gaston OR	Mazda	Red	SCCA	SCCA		1:23.522
16	23	SM	18	Eric Jones	Eugene OR	Mazda	Yellow/Black	SCCA	SCCA	Eric Jones M	1:23.187
17	7	SM	18	Dan Twomey	Port Orchard WA	Mazda	Black	SCCA	SCCA	"Jensen Real	1:27.752
18	99	SM	18	James Coshov	Portland OR	Mazda	Black	SCCA	SCCA	Adult Daycar	1:27.605
19	36	SM	18	Joe Blair	Camas WA	Mazda	Wh/Blu	CSCC	1236	Blairco Healt	1:26.383
20	74	SM	17	Kyle Freiheit	Redmond WA	Hoosier	Black/Green	SCCA	SCCA	"TFR	1:24.504
21	71	SM	16	Andrew Gilchrist	Eugene OR	Mazda	Blue	SCCA	SCCA		1:26.327
22	68	SM	14	Adam Smalley	Battle Ground WA	Flextank	Camo/Yellow	SCCA	SCCA	"Smak Plastic	1:25.224

Announcements

Cars 87, 94, 23 Loss of 1 lap for pass under yellow per race steward

Margin of Victory	Avg. Speed	Best Lap Tm	Best Speed	Best Lap by
1.316	81.643	1:23.187	82.874	23 - Eric Jones
Chief of Timing & Scoring: Cascade Timing Team				Orbits

Race Steward - Rick Delamara

Race Chairman - Mike Smith



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ROSE CITY OPENER XXIX
Gary Bockman Memorial Race
May 1-2, 2021



Rose City Opener XXIX - Gary Bockman Mem

Sorted on Laps

GROUP 6/3

Portland International Raceway 1.915 miles

Race Saturday

5/1/2021 12:35

Race (30:00 Time) started at 12:38:00

Pos	No.	Class	Laps	Name	Hometown	Make	Color	Club	Lic #	Sponsor	Best Tm
BSR											
1	6	BSR	17	Donn Snyder	Boring OR	Caterham	Red	CSCC	1508	Snyder Auton	1:20.625
2	11	BSR	17	Dale Pestes	Gresham OR	Caterham	Yellow	CSCC	1182		1:19.768
3	42	BSR	17	Tom Forsyth	Kirkland WA	Caterham	White	IRDC	1501	Beachman Re	1:20.504
Not classified											
DNF	29	BSR	8	Vincent Vavrosky	Milwaukie OR	Porsche	Copper	CSCC	1409		1:18.743
Not classified											
DNS	32	CF		R Lawrence Bangert	Issaquah WA	Crossle	Turqo/Wht	IRDC	1332	R and A Mfg	
CSR											
1	28	CSR	17	JD Barnum	Gladstone OR	"	Black/White	SCCA	SCCA	Full Circle	1:18.130
DSR											
1	47	DSR	18	Knut Grimsrud	Forest Grove OR	Radical	Wht/Red	CSCC	1463	Norsk Racing	1:16.073
FC											
1	5	FC	11	Scott Morton	Lake Stevens WA	Van Diemen	Yellow	IRDC	1335	Bowman-Mor	1:15.953
FF											
1	15	FF	15	Steve Timpson	Honolulu HI	Crossle	Blue	SCCA	SCCA	JTA Associate	1:29.680
2	45	FF	14	David McKay	Bellingham WA	Lola	Black/Yellow	SCCBC	1245	KV Enterprise	1:23.768
FM											
1	4	FM	18	Melvin David Kemper, Jr	Toledo WA	Russell	Blk/Maroon	IRDC	1204		1:13.110
2	41	FM	18	George Doran	Spokane WA	Mazda	Blk/Burgandy	NWMS	1041	Windermere	1:14.625

Margin of Victory	Avg. Speed	Best Lap Tm	Best Speed	Best Lap by
29.931	92.435	1:13.110	94.296	4 - Melvin David Kemper, Jr

Chief of Timing & Scoring: Cascade Timing Team

Orbits

Race Steward - Rick Delamara

Race Chairman - Mike Smith



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ROSE CITY OPENER XXIX
Gary Bockman Memorial Race
May 1-2, 2021



Rose City Opener XXIX - Gary Bockman Mem

Sorted on Laps

GROUP 6/3	Portland International Raceway 1.915 miles
Race Sunday	5/2/2021 16:00
Race started at 16:03:01	

Pos	No.	Class	Laps	Name	Hometown	Make	Color	Club	Lic #	Sponsor	Best Tm
BSR											
1	42	BSR	20	Tom Forsyth	Kirkland WA	Caterham	White	IRDC	1501	Beachman R	1:20.132
2	11	BSR	20	Dale Pestes	Gresham OR	Caterham	Yellow	CSCC	1182		1:20.310
3	6	BSR	20	Donn Snyder	Boring OR	Caterham	Red	CSCC	1508	Snyder Auton	1:20.608
Not classified											
DNF	29	BSR		Vincent Vavrosky	Milwaukie OR	Porsche	Copper	CSCC	1409		
Not classified											
DNS	32	CF		R Lawrence Bangert	Issaquah WA	Crossle	Turqo/Wht	IRDC	1332	R and A Mfg	
DSR											
1	47	DSR	21	Knut Grimsrud	Forest Grove OR	Radical	Wht/Red	CSCC	1463	Norsk Racing	1:13.637
FF											
1	45	FF	20	David McKay	Bellingham WA	Lola	Black/Yellow	SCCBC	1245	K V Enterprise	1:20.998
2	15	FF	19	Steve Timpson	Honolulu HI	Crossle	Blue	SCCA	SCCA	JTA Associate	1:24.417
FM											
1	4	FM	21	Melvin David Kemper, Jr	Toledo WA	Russell	Blk/Maroon	IRDC	1204		1:12.802
2	41	FM	21	George Doran	Spokane WA	Mazda	Blk/Burgandy	NWMS	1041	W i n d e r m e r e	1:13.404

Margin of Victory	Avg. Speed	Best Lap Tm	Best Speed	Best Lap by
11.196	88.965	1:12.802	94.695	4 - Melvin David Kemper, Jr

Chief of Timing & Scoring: Cascade Timing Team

Orbits

Race Steward - Rick Delamara

Race Chairman - Mike Smith



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ROSE CITY OPENER XXIX
Gary Bockman Memorial Race
May 1-2, 2021



Rose City Opener XXIX - Gary Bockman Mem

Sorted on Laps

GROUP 4

Portland International Raceway 1.915 miles

Race Saturday

5/1/2021 14:15

Race started at 14:21:08

Pos	No.	Class	Laps	Name	Hometown	Make	Color	Club	Lic #	Sponsor	Best Tm
GT1											
1	171	GT1	18	Igor Levine	Woodinville WA	Dodge	Yellow	IRDC	1516	PartsRack	1:11.926
2	42	GT1	17	Rick Bostrom	Tacoma WA	Chevrolet	White	IRDC	1155		1:16.398
GT2											
1	02	GT2	18	Ted Rees	West Linn OR	Ford	Orange	CSCC	1002	T.P.I. Industr	1:11.683
2	76	GT2	10	William Jones	Deer Island OR	Chevrolet	Blue	NASA	NASA	William Jones	1:17.924
Not classified											
DQ	8	GT2	18	Mick Millsap	Salem OR	503 Speed Indu	Black/Neon	NASA	NASA	"Noble Work:	1:14.563
DQ	21	GT2	18	Jake Buckendorf	Salem OR	Chevrolet	Blue			none	1:15.518
ITE											
1	199	ITE	16	Scott Williams	Lake Forest Park W	Volkswagen	Blue	CSCC	1736	St Speed Inc	1:21.351
SE46											
1	68	SE46	17	Pete Bristow	Federal Way WA	BMW	Silver	IRDC	1261	Bristow's Aut	1:20.463
2	81	SE46	17	Simon Asselin	Sammamish WA	BMW	Wht/Red/Yello	IRDC	1628		1:20.424
SST											
1	39	SST	18	Eric Krause	Woodinville WA	Porsche	Red/Wht	IRDC	1039	EKR / JK Con	1:11.912
2	179	SST	9	John Volpe	Snohomish WA	BMW	Titanium/Navv	IRDC	1479	"Volpe Motor	1:18.790
Not classified											
DQ	44	SST	18	Curt Wikstrom	Fox Island WA	Chevrolet	Torch Red	IRDC	1244		1:12.492
ST											
1	23	ST	16	Steve Adams	Woodinville WA	Ford	Silver	IRDC	1091	Road Hazard	1:20.942

Announcements

Cars 8,21 and 44 DQ'd Underweight per Steward

Margin of Victory	Avg. Speed	Best Lap Tm	Best Speed	Best Lap by
3.423	94.074	1:11.683	96.173	02 - Ted Rees
Chief of Timing & Scoring: Cascade Timing Team				Orbits

Race Steward - Rick Delamara

Race Chairman - Mike Smith



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ROSE CITY OPENER XXIX
Gary Bockman Memorial Race
May 1-2, 2021



Rose City Opener XXIX - Gary Bockman Mem

Sorted on Laps

GROUP 4	Portland International Raceway 1.915 miles
Race Sunday	5/2/2021 14:40
Race started at 14:42:37	

Pos	No.	Class	Laps	Name	Hometown	Make	Color	Club	Lic #	Sponsor	Best Tm
AS											
1	114	AS	20	Jeff Menor	Portland OR	Inc."	Blue	TC	1808	"Basic Fire Pr	1:23.091
GT1											
1	42	GT1	22	Rick Bostrom	Tacoma WA	Chevrolet	White	IRDC	1155		1:15.010
Not classified											
DNF	171	GT1	4	Igor Levine	Woodinville WA	Dodge	Yellow	IRDC	1516	PartsRack	1:12.787
Not classified											
DNS	76	GT2		William Jones	Deer Island OR	Chevrolet	Blue	NASA	NASA	William Jones	
ITE											
1	199	ITE	21	Scott Williams	Lake Forest Park W	Volkswagen	Blue	CSCC	Enduro	St Speed Inc.	1:19.870
SE46											
1	68	SE46	21	Pete Bristow	Federal Way WA	BMW	Silver	IRDC	1261	Bristow's Aut	1:20.157
SST											
1	44	SST	22	Curt Wikstrom	Fox Island WA	Chevrolet	Torch Red	IRDC	1244	Triple Triple	1:13.048
2	39	SST	22	Eric Krause	Woodinville WA	Porsche	Red/Wht	IRDC	1039	EKR / JK Con	1:13.146
ST											
1	23	ST	20	Steve Adams	Woodinville WA	Ford	Silver	IRDC	1091	Road Hazard	1:20.911
2	119	ST	20	Shannon Wolk	Snohomish WA	Kirkland Transm	White/Green	IRDC	1802	*425 Motorsp	1:24.147

Margin of Victory	Avg. Speed	Best Lap Tm	Best Speed	Best Lap by
1.004	92.863	1:12.787	94.715	171 - Igor Levine

Chief of Timing & Scoring: Cascade Timing Team

Orbits

Race Steward - Rick Delamara

Race Chairman - Mike Smith



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ROSE CITY OPENER XXIX
Gary Bockman Memorial Race
May 1-2, 2021



Rose City Opener XXIX - Gary Bockman Mem

Sorted on Laps

GROUP 5	Portland International Raceway 1.915 miles
Race Saturday	5/1/2021 14:50
Race started at 14:53:03	

Pos	No.	Class	Laps	Name	Hometown	Make	Color	Club	Lic #	Sponsor	Best Tm
CT4											
1	24	CT4	16	Jeff McAffer	Kirkland WA	BMW	Green/Black	IRDC	1024	KD Motorspo	1:22.103
2	211	CT4	16	Josh Voigt	Kenmore WA	BMW	Black	BMWCCA	1499	KD Motorspo	1:22.551
3	86	CT4	16	Scott Thompson	Kirkland WA	BMW	Black	IRDC	1643		1:23.417
4	67	CT4	16	Bruce Mattare	Coeur d'Alene ID	BMW	Wht/Blk/Grn	NWMS	1494	Advanced Au	1:23.392
5	94	CT4	15	Jim Butterworth	Woodinville WA	BMW	Blue	IRDC	1613	na	1:26.639
Not classified											
DNF	08	CT4	2	Andrew Michel	Sammamish WA	BMW	Green	IRDC	1524	Iron Hill	6:20.221
DNS	194	CT4		Nicholas Carbaugh	Seattle WA	BMW	Wht/Blue/Red	IRDC	1605	DBS Construc	
DNS	211	CT4		Josh Voigt	Kenmore WA	BMW	Black	BMWCCA	1499	KD Motorspo	
EIP											
1	78	EIP	16	Will Kellogg	Gig Harbor WA	BMW	Blue	IRDC	1278	racer on rails	1:23.304
2	76	EIP	15	Scott Studerus	Belfair WA	BMW	Blue	IRDC	1700	studerus den	1:26.093
3	173	EIP	15	Charles Matschek	Portland OR	BMW	White/Red	CSCC	1188	N/A	1:31.220
FIP											
1	18	FIP	16	Garry Small	Damascas OR	Volvo	Blue/Yellow	SCCA	SCCA		1:25.387
ITA											
1	19	ITA	16	Brian Anderson	Battle Ground WA	Mazda	Silver/Black	CSCC	1443	Maximum Eff	1:25.209
2	07	ITA	16	Sean Hester	Redmond WA	Mazda	Blue	IRDC	1269		1:26.746
Not classified											
DNF	02	ITA	3	Garrett Clark	Corvallis OR	Toyota	Red	CSCC	1022	vendettacycl	1:29.208
ITS											
1	55	ITS	16	Douglas Hedges	Hood River OR	Volkswagen	Silver/Blue	SCCA	SCCA		1:22.206
2	72	ITS	16	Jon Wilson	Portland OR	Datsun	Wh/Org/Rd	TC	1072	TopTech/Bits	1:23.178

Margin of Victory	Avg. Speed	Best Lap Tm	Best Speed	Best Lap by
6.946	83.342	1:22.103	83.968	24 - Jeff McAffer

Chief of Timing & Scoring: Cascade Timing Team				Orbits
Race Steward - Rick Delamara				
Race Chairman - Mike Smith				



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ROSE CITY OPENER XXIX
Gary Bockman Memorial Race
May 1-2, 2021



Rose City Opener XXIX - Gary Bockman Mem

Sorted on Laps

GROUP 5	Portland International Raceway 1.915 miles
Race Sunday	5/2/2021 15:20
Race started at 15:22:52	

Pos	No.	Class	Laps	Name	Hometown	Make	Color	Club	Lic #	Sponsor	Best Tm
CT4											
1	211	CT4	20	Josh Voigt	Kenmore WA	BMW	Black	BMWCCA	1499	KD Motorspo	1:23.363
2	24	CT4	20	Jeff McAffer	Kirkland WA	BMW	Green/Black	IRDC	1024	KD Motorspo	1:22.572
3	67	CT4	20	Bruce Mattare	Coeur d'Alene ID	BMW	Wht/Blk/Grn	NWMS	1494	Advanced Au	1:24.479
4	08	CT4	20	Andrew Michel	Sammamish WA	BMW	Green	IRDC	1524	Illicit Ill	1:23.875
5	213	CT4	19	Fil Alleva	Carnation WA	BMW	White/Red	IRDC	1716	Two Vintners	1:26.115
6	94	CT4	17	Jim Butterworth	Woodinville WA	BMW	Blue	IRDC	1613	na	1:25.925
Not classified											
DQ	86	CT4	20	Scott Thompson	Kirkland WA	BMW	Black	IRDC	1643		1:23.354
EIP											
1	78	EIP	20	Will Kellogg	Gig Harbor WA	BMW	Blue	IRDC	1278	racer on rails	1:23.429
2	76	EIP	17	Scott Studerus	Belfair WA	BMW	Blue	IRDC	1700	studerus den	1:26.370
3	173	EIP	16	Charles Matschek	Portland OR	BMW	White/Red	CSCC	1188	N/A	1:27.884
ITA											
1	19	ITA	20	Brian Anderson	Battle Ground WA	Mazda	Silver/Black	CSCC	1443	Maximum Eff	1:25.643
2	07	ITA	20	Sean Hester	Redmond WA	Mazda	Blue	IRDC	1269		1:25.781
3	02	ITA	19	Garrett Clark	Corvallis OR	Toyota	Red	CSCC	1022	vendettacycl	1:27.408
ITS											
1	55	ITS	20	Douglas Hedges	Hood River OR	Volkswagen	Silver/Blue	SCCA	SCCA		1:22.080
2	72	ITS	20	Jon Wilson	Portland OR	Datsun	Wh/Org/Rd	TC	1072	TopTech/Blits	1:23.458
NCW											
1	168	NCW	19	Matthew King	Mercer Island WA	BMW	Grey	IRDC	1715		1:27.173

Announcements
Car 86 DQed underweight per race steward

Margin of Victory	Avg. Speed	Best Lap Tm	Best Speed	Best Lap by
27.534	83.356	1:22.080	83.991	55 - Douglas Hedges

Chief of Timing & Scoring: Cascade Timing Team
Race Steward - Rick Delamara
Race Chairman - Mike Smith



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ROSE CITY OPENER XXIX
 Gary Bockman Memorial Race
 May 1-2, 2021



Rose City Opener XXIX - Gary Bockman Mem

Sorted on Laps

Group 7	Portland International Raceway 1.915 miles
Race	5/1/2021 15:25
Race (30:00 Time) started at 15:26:34	

Pos	No.	Class	Laps	Name	Hometown	Make	Color	Club	Lic #	Sponsor	Best Tm
NCW											
1	114	NCW	17	Jeff Menor	Portland OR		Blue	TC	1808	'Basic Fire Pr	1:23.683
2	171	NCW	16	L Robert George	Olympia WA	Nissan	Black/Pink	CSCC	1813		1:23.061
3	119	NCW	16	Shannon Wolk	Snohomish WA	Ford	White/Green	IRDC	1802	'415 Motorsp	1:24.620
4	52	NCW	16	Jack Curtis	Issaquah WA	BMW	Blue	IRDC	1727		1:26.182
5	213	NCW	15	Fil Alleva	Carnation WA	BMW	White/Red	IRDC	1716	Two Vintners	1:28.100
6	7	NCW	14	Keith Ball	Portland OR	Mazda	Red/Blue	SCCA	SCCA		1:32.454
7	59	NCW	11	Ivan Prokopets	Auburn WA	BMW	Red	IRDC	1805		1:21.445

Margin of Victory	Avg. Speed	Best Lap Tm	Best Speed	Best Lap by
1 Lap	75.194	1:21.445	84.646	59 - Ivan Prokopets

Chief of Timing & Scoring: Cascade Timing Team

Orbits

Race Steward - Rick Delamara

Race Chairman - Mike Smith



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ROSE CITY OPENER XXIX
Gary Bockman Memorial Race
May 1-2, 2021



Rose City Opener XXIX - Gary Bockman Mem

Sorted on Laps

GROUP 8 Portland International Raceway 1.915 miles

Race

5/1/2021 16:00

Race started at 16:03:16

Pos	No.	Class	Laps	Name	Hometown	Make	Color	Club	Lic #	Sponsor	Best Tm
ME0											
1	21	ME0	37	Jake Buckendorf	Salem OR	Chevrolet	Blue	CSCC	1820	none	1:13.698
2	39	ME0	36	Eric Krause	Woodinville WA	Porsche	Group 8	IRDC	1039	EKR / JK Con	1:14.344
3	77	ME0	36	Rocky Crocker	Wenatchee WA	Ford	Blue	IRDC	SCCA		1:19.134
4	02	ME0	34	Ted Rees	West Linn OR	Ford	Orange	CSCC	1002	T.P.L. Industr	1:11.305
5	53	ME0	34	Manfred Duske	Covington WA	BMW	Blue	IRDC	1352		1:22.407
6	76	ME0	33	William Jones	Deer Island OR	Chevrolet	Blue	NASA	NASA	William Jones	1:19.042
Not classified											
DNS	8	ME0		Mick Millsap	Salem OR	Chevrolet	Black/Neon	NASA	NASA	Noble Works	
ME1											
1	81	ME1	35	Simon Asselin	Sammamish WA	BMW	Wht/Red/Yello	IRDC	1628		1:20.495
2	199	ME1	35	Jay St Claire	Lake Forest Park W	Volkswagen	Group 8	CSCC	1728	St Speed Inc.	1:19.446
3	10	ME1	35	Patrick Bliss	Milwaukie OR	BMW	Blk/Blue	CSCC	1812	Amy Bliss Sta	1:19.953
4	171	ME1	33	Ben Shinmori	Maple Valley WA	Nissan	Black	IRDC	1726		1:21.610
5	28	ME1	32	"James ""Gator"" Huds	Bend OR	Sabaru	White	TC	1109	Subaru of Be	1:22.490
Not classified											
DNF	113	ME1	5	Brett McKown	Hillsboro OR	BMW	Silver	CSCC	1169	Bloising Sadd	1:23.579
ME2											
1	24	ME2	35	Jeff McAffer	Kirkland WA	BMW	Green/Black	IRDC	1024	KD Motorspo	1:21.206
2	55	ME2	34	Douglas Hedges	Hood River OR	Volkswagen	Silver/Blue	SCCA	SCCA		1:21.995
3	16	ME2	34	David Weller	Kirkland WA	BMW	Red/Wht/Blu	IRDC	1395	425 Motorspo	1:22.537
4	9	ME2	34	Ryan Haines	St Helens OR	BMW	Group 8	CSCC	1197	Dynasport	1:22.071
5	91	ME2	34	Daniele Hovington	Bothell WA	BMW	Group 8	IRDC	1221	Lavitt Motors	1:21.787
6	136	ME2	34	Dirk Groeneveld	Seattle WA	BMW	Orange	IRDC	1492		1:22.762
7	176	ME2	33	Scott Studerus	Belfair WA	BMW	Blue	IRDC	1700	studerus den	1:26.231
8	211	ME2	32	Josh Voigt	Kenmore WA	BMW	Group 8	BMWCCA	1499	KD Motorspo	1:23.627
9	168	ME2	30	Matthew King	Mercer Island WA	BMW	Grey	IRDC	1715		1:26.791
ME3											
1	19	ME3	33	Brian Anderson	Battle Ground WA	Mazda	Silver/Black	CSCC	1443	Maximum Eff	1:25.146
2	94	ME3	32	Bob Peters	Salem OR	Acura	Wht/Blu	CSCC	1094		1:26.111

Not classified

Margin of Victory	Avg. Speed	Best Lap Tm	Best Speed	Best Lap by
11.210	83.382	1:11.305	96.683	02 - Ted Rees

Chief of Timing & Scoring: Cascade Timing Team

Orbits

Race Steward - Rick Delamara

Race Chairman - Mike Smith



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ROSE CITY OPENER XXIX
 Gary Bockman Memorial Race
 May 1-2, 2021



Rose City Opener XXIX - Gary Bockman Mem

Sorted on Laps

GROUP 8

Portland International Raceway 1.915 miles

Race

5/1/2021 16:00

Race started at 16:03:16

Pos	No.	Class	Laps	Name	Hometown	Make	Color	Club	Lic #	Sponsor	Best Tm
DNF	7	ME3	8	Dan Twomey	Port Orchard WA	Mazda	Black	SCCA	SCCA	Ted Rees	1:31.389
DNF	46	ME3	6	John Connelly	Portland OR	Mazda	Dark Blue	SCCA	SCCA	Lester Miller	1:25.984
MSR											
1	47	MSR	37	Knut Grimsrud	Forest Grove OR	Radical	Wht/Red	CSCC	1463	Norsk Racing	1:12.828
2	11	MSR	35	Dale Pestes	Gresham OR	Caterham	Yellow	CSCC	1182		1:20.515
3	6	MSR	34	Donn Snyder	Boring OR	Caterham	Red	CSCC	1508	Snyder Auton	1:21.519
4	42	MSR	34	Tom Forsyth	Kirkland WA	Caterham	White	IRDC	1501	Beachman Re	1:19.748

Margin of Victory	Avg. Speed	Best Lap Tm	Best Speed	Best Lap by
11.210	83.382	1:11.305	96.683	02 - Ted Rees

Chief of Timing & Scoring: Cascade Timing Team

Orbits

Race Steward - Rick Delamara

Race Chairman - Mike Smith



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