



SEPTEMBER 2021

www.cascadesportscarclub.org

ISSUE 9

Welcome Cascade Members and Friends,

The racing and rally season continues with more to come. We just completed our third race weekend at PIR. The Dash for Kids was held August 14 and 15 with the HPDE/T&T day on Friday the 13th. The weekend went well although the weather was a bit "toasty". Brett McKown did another stellar job on his Friday program. Pretty much sold out the day. The race car count was a bit low. Some may have bailed due to the hot weather and I'm sure some racers have equipment issues (broken cars) being this late in the season. Our Race Director, Michael "Mustang" Smith and his band of hearty helpers organized a "Burgers and Brats" cookout. This was for racers, crew, family, and all of our dedicated volunteer workers. It was very well attended. Good food, good drink, and good friends. As always, I want to thank all who put in the time and effort to make these events happen. We have a great team of volunteers. I also would like to acknowledge **Cathy McCause Fuss of Lucky Dog Racing League**. She donated \$300 to go toward the cost of the dinner. This is her way of rewarding all the workers/volunteers that allow us to do what we do.

The "Dash for Kids" has traditionally been a race weekend where the club raises funds for local charitable groups. This year was a bit different. Due to the Covid-19 issues and the uncertainties that go with it, the Cascade Board of Directors made a difficult decision in January, 2021 to curtail the usual weekend activities. We frankly couldn't predict what our world would look like come August. The inability to visit companies and secure sponsorships greatly diminished our fund raising abilities. We didn't know what the protocol would be for offering noontime race car rides and the traditional silent auction. We did offer the ability for drivers, friends, and businesses to make donations to the charity. Thankfully many stepped up and made donations.

As with the past several years, the money we raise will go to the **Community Transitional School**. The school provides at-risk children a stable educational environment that promotes their academic and personal growth. Students range in age from 4-14 years and come from all over the Portland area. Many are homeless, living in shelters, cheap hotels, cars, or other temporary living conditions. CTS buses pick up students from their current housing situations and deliver them to a familiar, constant, structured environment where they can learn not only academically, but also develop valuable social skills. The school also supplies work packets, supplies, and food where required. Hopefully the Covid 19 crisis will be behind us next year and we can get back to business as usual.

The club held our "first in a long time" in person BOD meeting and General meeting on Saturday August 7th. We met at Stark Street Pizza. **The General Meetings start at 7:30 PM**. We hope to continue being able to meet in person and we want to see you all there. It is a great way to meet other members and keep abreast of what's going on with the club. As a reminder, it's the first Saturday of each month (unless it's not). (Sometimes if the meeting is a race weekend we will meet at the track). Please check the web site to be sure. Also, we have exciting door prizes and M&M's to give out at every meeting.

Elections for your 2022 Board of Directors are approaching quickly. Per our bylaws, we are to present a slate of nominees to the General membership at the September meeting with additional nominations coming from the floor. Elections then take place in November. We've selected a committee to gather prospective nominees. We urge you to get involved with the operation and management of your club. We can't continue to rely on the same group of people year after year. Please contact me for more information about requirements and expectations. We need your help, energy, and talent to keep this great club alive and well.

The **INDY car race is coming to town! September 10-12.** FOPIR, Cascade, and Oregon Region SCCA are all helping with support. We are especially looking for "firemen" to work in the pits with the INDY teams. If you are a racer (or maybe retired racer) with a driving suit, balaclava, helmet, gloves, etc. and would like to help, let us know. You will be assigned to a team and be in the middle of the action during pit stops. Can't get any closer to the action than that! You will also receive free admission to the race as reward for your assistance.

Speaking of racing, Cascade isn't quite finished yet. We have our **46th Annual Enduro Race** coming up in October. Sign up to race or be part of a team or track worker. I'll be there and hope you will be also. More info can be found later in the Auspuff.

Until next month,

Steve Powell, 2021 CSCC President





Hello members, guests, and friends. Steve Powell here. For those who don't know me, I'm President of Cascade Sports Car Club. We need your help!

Friends of PIR, Cascade Sports Car Club, and SCCA Oregon Region will have an information booth at the up-coming Grand Prix of Portland (INDY Car) race. The race is September 10, 11, and 12th. The mission is to provide information about the track and the various user groups who utilize the facility.

As you're no doubt aware, PIR is a City Park. Users not only include car related groups but also runners, bikers, dog walkers and many others.

The booth will have Cascade, SCCA, and FOPIR literature available. We need your help manning the booth. We are looking for people willing to do two hours shifts. The booth is expected to be open from 9:00 AM till 4:00 PM Friday & Saturday and 9:00 AM till 1:00 PM on Sunday (Race Day). All who contribute a two hour stint will receive a FREE three day general admission pass to the race.

Please let us know the days and times you'll be available for booth duty. Send your name and contact information to:

David Pollock
FOPIR Representative
ypollock@me.com

Thank you. We look forward to hearing from you.

Steve Powell
CSCC President
503-970-3190

CASCADE SPORTS CAR CLUB

<http://www.cascadesportscarclub.org>

President Steve Powell

thebuckstopshere@cascadesportscarclub.org

503-970-3190

Vice President Brian Anderson vicepresident@cascadesportscarclub.org	Secretary Linda Blackburn secretary@cascadesportscarclub.org	Treasurer Bob Peters 503-365-8680 treasurer@cascadesportscarclub.org	Director 1 Skip Yocom director1@cascadesportscarclub.org
Director 2 Kim Kuzma McFarland director2@cascadesportscarclub.org	Director 3 Emily Pixly director3@cascadesportscarclub.org	Director 4 Brett McKown director4@cascadesportscarclub.org	Director (Alt) Eric Blois altdirector@cascadesportscarclub.org

CASCADE CONFERENCE REPRESENTATIVES

E-Board Rep. Chris Heinrich 503-690-0939 chrisheinrich@aol.com	E-Board Alt. Re; Dave Dunning Kayak.daved@gmail.com	Competition Committee Vince Vavrosky 503-789-6547 its329@yahoo.com	Contest Board Rep. Brian Anderson Brian.a.anderson27@gmail.com	Contest Board, Alt. OPEN	Race Officials Div. Rep. Gail Fetterman gailfetterman@comcast.net
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CONFERENCE RACE OFFICIALS

Race Chairman Mike Smith mikes@patriotfire.com	Asst. Race Chairman OPEN	Starter Ralph Hunter Kim Kuzma McFarland kdkuzma@gmail.com	Communications Bonnie Aarseth bonnieaarseth@gmail.com Teresa Hanken tlynn571@msn.com	Timing and Scoring Linda Blackburn 360-513-9769 Dragondreams21@gmail.com
Tech Carl Feague cfeague@msn.com Asst. Richard (Alex) Street rsturbochargerservice@gmail.com	Driver Services Kasey Klaus 503-929-0054 kaseygram@gmail.com	Registration Jamie Anderson registrar@cascadesportscarclub.org	Pre-Grid Julie Riehl 360-513-6728 Julie.riehl1@gmail.com	Hot Pits Mark Ling mark@checkmarkaccounting.com
Safety Adam Jacobsen 360-751-5152 mightymouseracing@yahoo.com	Flag Chiefs Cathy Frasier cathygaryfrasier@gmail.com	Equipment Manager Scott Goodrich 360-606-9447 slgoodrich001@gmail.com	Pace Car Tim Stanley 503-693-8139 tpfdsterling@gmail.com	Volunteer Coordinator Worker Registration Gail Fetterman gailfetterman@comcast.net
Announcer OPEN	Paddock Marshall OPEN	Course Marshall OPEN	Weigh Master Robert Paxman rpaxman111@yahoo.com Asst. Robert Klaus 503-781-9235	

CASCADE COMMITTEE CHAIRPEOPLE

Dash for Kids OPEN Dashforkids@gmail.com	Auspuff Cathy Peters 503-602-1968 CascadeAuspuff@gmail.com	Marketing Linda Blackburn 360-513-9769 Dragondreams21@gmail.com	Webmaster Charles Freeborn webmaster@cascadesportscarclub.org	Gear Grinders Monte and Victoria Saager rally@cascadesportscarclub.org
Banquet Chair Kim Kuzma McFarland kdkuzma@gmail.com	Parliamentarian Scott Faris safarismotor@gmail.com	Membership Steve & Julie Powell 503-632-3446 membership@cascadesportscarclub.org	Points Keepers Jamie Anderson pointskeeper@cascadesportscarclub.org	Enduro Committee Chris Heinrich chrisheinrich@aol.com
		Drivers Training Chair Brett McKown trackdayhpde@cascadesportscarclub.org	Historian OPEN	Calendar & Activities OPEN

CASCADE SPORTS CAR CLUB, INC AUSPUFF PUBLICATION

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

cascadeauspuff@gmail.com



**CASCADE SPORTS CAR CLUB
 SEPTEMBER GENERAL MEETING
 will be held at
 STARK STREET PIZZA
 7:30 pm
 Friends, Raffle, M&M's, and
 planning for the future of our
 AWESOME CLUB!**

**WELCOME to our New Cascade Sports Car Club
 Members**

Mike Bieniewicz Vancouver, WA
 Thomas Bieniewicz Vancouver, WA
 Connor Friezsch Mountain View, CA
 Bobbie & Dave McDonald
 Neskowin, OR
 Howard Hamilton Portland, OR
 Kurt McLaughlin Portland, OR

Angus Proud Estacada, OR
 Wesley Smith Elmira, OR
 Cray Jennings Milwaukie, OR
 Jonathan & Danielle Storey
 Eugene, OR
 Kurt McLaughlin
 Portland, OR



CASCADE SPORTS CAR CLUB CALENDAR

www.cascadesportscarclub.org

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

www.cascadegeargrinders.org

rally@cascadesportscarclub.org



GENERAL MEETING: Cascade will hold all general membership club meetings on the **FIRST SATURDAY** of the month. The place is **STARK STREET PIZZA** beginning at **7:30 P.M.** If the date falls on a Portland race weekend, the meeting will be at the track and the time may change from 7:30 P.M. So **PLEASE** check the website and FaceBook for confirmation of the time. Everyone is welcome!

Our last meeting of 2021 will be our Banquet in **December at an exciting NEW location!**

Deadline for the *Auspuff* is the 15th of the month. Please get your articles to Editor, Cathy Peters

BOARD MEETINGS: Cascade Board will hold the Board meeting at **STARK STREET PIZZA** at **6 P.M.** There is always the chance this meeting may change. **PLEASE** check the website and Facebook for any changes in the time or location. Anyone is welcome to come. If you have something you want on the agenda please contact the President, [Steve Powell](#), before the meeting day.

2021 CASCADE RACE SCHEDULE

October 16, 2021 46th Annual Enduro

SPECIAL EVENTS at PIR

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:**

Track Days will be back in 2022.

Start planning your adventure NOW!

**CSCC General Meeting/
Banquet December 4,
2021 @ Tye Yacht Club**
2929 NE Marine Dr, Portland, OR 97211

GEARGRINDERS 2021 RALLY SCHEDULE

SPECIAL EVENTS

Sept. 18 - Mountains to the Sea Rally

October 30 - Ghouls Gambol



ANNOUNCEMENTS

CSCC Board Member Candidates Needed

Once again it's time for Cascade Sports Car Club to nominate Board Members for the upcoming year. It has become increasingly difficult to find people willing to put a bit of time and energy into managing and maintaining the club. Many of the people who regularly run or volunteer for Board Membership and other key positions are getting older. Many have expressed a desire to at least slow down if not retire completely.

This all comes at a time when we have experienced increases in management requirements. Government, IRS, ICSCC, PIR and Insurance requirements, health regulations, and contracts continue to expand.

Involvement in a number of non-Cascade amateur and professional race events as well as our normal Cascade Races, Driver Training events, Rally events, Charitable programs, worker training efforts, promotional efforts, and social events all require attention, management, and effort. Although the club is financially strong and able to weather financial instability, we are very short on new Board Member candidates who are ready and able to assist with managing all aspects of the club.

There will come a time in the future when we will lose the few people we have left with the tribal knowledge to manage the club effectively. We can't wait till that happens. We need new people willing to step into their shoes, learn the ropes, and take over for them while they are still available to help. Becoming a Board Member is a great way to learn how this organization operates, apply personal abilities, learn valuable new skills, and give back to the community.

If you are a member of CSCC, love to race cars, attend HPDE or Rally events, or volunteer to work events, please consider becoming a Board Member candidate. The Board meets once a month so there isn't a ton of time required. The Board consists of 8 members plus an alternate. 4 new members are elected each year and 4 return for their second year. Elections are held at the November General meeting. Per our bylaws, we are to present a slate of (at least) 8 nominees at the September meeting. Additional nominees can be accepted up until the ballots are completed in mid-October.

If you have questions about the positions or process, please contact any one of the Board members for answers. We would very much love to hear from you.

Contact:

Steve Powell, CSCC President and Membership Chair at: steve@smytheco.com
or call 503-970-3190

Thank you,

Steve



Cascade Sports Car Club Board of Directors Meeting August 7, 2021 Page 1 of 2

Meeting called to order 6:00 p.m.

Board Members: Steve Powell, Brett McKown, Brian Anderson, Skip Yocom, Emily Pixley, Kim McFarland, Eric Blois, Linda Blackburn. Bob Peters absent.

Guests: Jamie Anderson, Chris Heinrich, Mike Smith, Julie Powell.

Treasurer: Bob Peters: Bob Peters could not attend the meeting. Sent several P & L sheets for review. 2021 Chicane Challenge race and Driver Training and 2021 SVRA. We received \$300 from Jon Brobst from the SVRA event to put into the worker funds. We now have the Rose Cup and SVRA money.

Activities/Banquet: Kim McFarland: we have the banquet set for the first Saturday in December at the Tyee Yacht club, thanks to Jess Heitman.

Charity: Open: Just discussion that we will give any monies we get to the Transitional School again.

E-Board: Chris Heinrich: No rule books, nothing else at this time.

Contest Board: Brian Anderson: Nothing yet but rules to come this month.

Enduro Chairman: Chris Heinrich: Need more entries and sponsors.

Race Chairman: Michael Mustang Smith: B-B-Q dinner on Saturday night. Cathy from Lucky Dog gave us \$300 for the dinner. She would normally have made a large donation or gift to the charity but since that is not happening, she wanted to do something for the dedicated workers. The Rotary Reunion is canceled so the schedule for Sunday afternoon will be reset by Chris. He needs to get approval from ICSCC Executive Board.

There will be a time on Saturday and Sunday at noon for workers to be given rides.

Driver Training: Brett McKown: Great job of organization. Some discussion on lunches and the fact we will not do overnight on Thursday because PIR would require a Board member to be present overnight.

Membership: Steve and Julie Powell: Mike Bieniewicz, Thomas Bieniewicz, Conner Frieztzsche, Bobbie and Dave McDonald, Howard Hamilton, Angus Proud, Wesley Smith, Jonathan and friend Storey and Cray Jennings.

Auspuff: Cathy Peters: No report. Cathy gone. Great job and thank you.

Marketing: Linda Blackburn: Nothing to report. Booth with FoPIR at Indy with Susan Thomlison representing Cascade.

ROD and worker registration: Gail Fetterman: Not present, no report.

Website: Charles Freeborn: No report.

Gear Grinders: Victoria Saager: Report to Auspuff. Great job.

Points Keeper: Jamie Anderson: Get your points in.

Old Business:

Thank you notes to attendees. Workers, racers, vendor, etc. Steve will continue to do this. Be sure we invite drivers, crew, and family to our Saturday evening (after the race) dinner/get-together. They need to feel welcome.



Cascade Sports Car Club Board of Directors Meeting August 7, 2021 Page 2 Of 2

New business/ongoing business:

SVRA notes. CSCC did well. SVRA and Trans Am seemed to be pleased with the job we did. Good people and very nice to work with. We got a nice thank you note from Matt Rose, SVRA Race Chair. Thanks all who helped and were involved. Big, Big thanks to Gail Fetterman for guiding me and for her assistance. I wrote a thank you note to all the workers and included Matt's note. Also, we got paid by a check at the track. Car count was not stellar. Spectators were also a bit thin I thought. Not sure how well SVRA does financially at Portland but they tell me they will be back next year.

We did worker lunches through NW Roots. They were on time, the price was right, and the food seemed to be well accepted. We also did a chicken dinner Saturday night for the workers and whoever. Unfortunately it was not well attended. Possibly due to the location? We will learn from that.

We received insurance paperwork from SVRA showing CSCC and additional insured for our files.

CSCC Rose cup participation also went well. Was a joint effort. FOPIR, OR Region SCCA, and Cascade. We have been paid by FOPIR. Well done all.

We are now working on the INDY Car contract and arrangements. Had meeting with FOPIR and SCCA to discuss details. Kim McFarland to present details for discussion.

We are also providing minor support to SOVREN for their Columbia Classic Race at PIR. September 4-5. We will be providing course marshal and related equipment, Cascade Van and trailer. They are "renting" from us. Adam Jacobsen will be handling most of the duties. We will receive a \$300.00 fee.

Safety trucks looking bad again. Not very professional looking. The wrap on Safety #1 has failed badly due to exposure to the weather. Only three years old. Needs attention. I would like to restart the conversation with the track on getting some protective covers for the impound/parking area.

Jeff Zurschmeide Benefit for the High Desert Museum. Donate a Race Car or Exotic Car ride (hot lap) or an HPDE day for their annual fundraiser auction. To be done at next years' Dash or whenever. Their fundraiser is the end of August so this would be for next year. Unanimous voter to donate a certificate for Jeff.

Take note.....We have another enduro competitor. Revolution Racing League. Having a 12 hour race at The Ridge Sept, 25th. Just what we need.....another option for a limited market!

Pacific Raceways Invitational . Sherri Masterson is part of the planning committee for the race to be held at Pacific Raceways on October 8-10, 2021. She wants to put an ad in Auspuff. After several long minutes of deliberation and discussions, it was decided we do not want to place the advertisement in our newsletter (Auspuff). Cascade's policy is, we don't publish/promote events deemed to be competitive to our own. You may have noticed there is seldom any mention of non-Cascade related events shown, promoted, or talked about in Auspuff.

Other old stuff.....

Long term storage of club documents and memorabilia.

Discuss (again) possibility of free membership to workers.

Catalog of "job descriptions" for various jobs and positions.

7:00 pm meeting closed

Respectfully submitted, Linda Blackburn Secretary



Cascade Sports Car Club General Meeting August 7, 2021

General Meeting 7:30 pm

Meeting called to order 7:30 pm. Board members present: Steve Powell, Brett McKown, Brian Anderson, Linda Blackburn, Kim McFarland, Emily Pixley, Skip Yocom and Eric Blois. Bob Peters absent.

Kim announced we will be having our banquet the first Saturday in December at the Tyee Yacht Club thanks to Jess Heitman.

Chris Heinrich announced Conference will be looking for new stewards for 2022.

Brian Anderson will be sending an email blast for the rule changes.

Come one, Come all to the October 16 endurance races.

Mike Smith announced there will be a dinner for Saturday night of the race.

Brett announced there were 84 entries so far for the HPDE, Drivers training and TnT day.

For the new members there will be an email vote.

Some discuss continued about FoPIR, SVRA and Indy race.

The following group will look for new board members: Mike Smith, Emily Pixley, Steve Powell and Linda Blackburn.

Steve made some great comments in the last Auspuff.

Meeting adjourned, 8:30 pm.

Respectfully Submitted, Linda Blackburn, Secretary Cascade SCC.

August 11, 2021: Unanimous approval of the members announced in the Board meeting, August 7, 2021.



In case you missed it in your "INBOX", here's a thank you note from our CSCC President, Steve Powell....

On behalf of Cascade Sports Car Club, I would like to thank you all for participating in our recent race weekend. Hopefully you had an enjoyable time and all went well. Unfortunately, the weather was a bit toasty. Thanks for sticking with us anyway.

As many of you know, our August race has traditionally been known as the "Dash for Kids". The race has been used to raise money with the funds going toward various local charitable organizations. This was our 37th year. For the last two years (2020 and 2021), the Covid 19 issues caused us to change the way we traditionally ran the event. We have not been able to give noontime rides, no silent auction, no raffles, fewer people allowed, etc. We do want to thank all of you who donated money directly.

Over the years, our beneficiaries have varied. Selection of the beneficiaries is a Cascade Board of Directors decision with input from the CSCC general membership. For the last several years we have been donating most of the funds we raise to the [Community Transitional School](#). The school provides at-risk children a stable educational environment that promotes their academic and personal growth. Students range in age from 4-14 years and come from all over the Portland area. Many are homeless, living in shelters, cheap hotels, cars, or other temporary living conditions. CTS buses pick up students from their current housing situations and deliver them to a familiar, constant, structured environment where they can learn not only academically, but also develop valuable social skills. The school also supplies work packets, supplies, and food where required.

Hopefully the Covid 19 crisis will be behind us next year and we can re-instate our more traditional "Dash for Kids" activities. Again, thank you to all who donated. It is greatly appreciated.

Steve Powell
Cascade Sports Car Club President



2021 Year-to-Date CSCC Point Totals

Please note that points shown are for club members' volunteer hours reported for 2021 as of 8/28/2021.
If you earned points that are not noted below, please send an email to pointskeeper@cascadesportscarclub.org.

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

<u>Last Name</u>	<u>First Name</u>	<u>Points</u>	<u>Last Name</u>	<u>First Name</u>	<u>Points</u>
Blackburn	Linda	162	Clark	Garrett	34
Saager	Victoria	162	Matschek	Charles	34
Saager	Monte	157	Plance	Jeremy	34
Freeborn	Charles	129	Woolsey	Mike	33
Anderson	Jamie	122	Jacobsen	Rob	32
Kelsey-Green	Torm	98	Anderson	Brian	30
Peters	Cathy	97	Pengraph	Becky	29
Smith	Mike	97	Kirk	Matthew	28
Tomlinson	Susan	89	Ling	Mark	28
Fetterman	Gail	88	Skinner	Grace	27
Kuzma McFarland	Kim	81	Wilharm	Solomon	27
McKown	Brett	80	Powell	Steven	26
Klaus	Robert	61	Dunning	Dave	24
Riehl	David	60	Haines	Ryan	24
Riehl	Julie	60	Plavcan	Matt	24
Paxman	Robert	57	Donkel	Heather	19
Yocom	Skip	55	Peters	Bob	19
Goodrich	Scott	53	Doyle	Chris	18
Powell	Julie	52	Blois	Eric	17
Treitsch	James	52	LeBlanc	Darrell	16
Feague	Carl	46	Sheppy	Tucker	14
Tomlinson	Jeff	45	Snyder	Donn	14
Lounsbury	Chris	42	Heinrich	Chris	12
Gattman	Marcus	40	Czmowski	Jim	10
Harer	Brandon	40	Tobey	Fred	10
Klaus	Kasey	40	Pixley	Emily	9
Steffenson	Kerrie	40	Elkin	John	5
Eikenberry	Ann	38	Vavrosky	Vincent	3
Faris	Scott	38	Lounsbury	Wendy	2

I want to thank all the **worker/volunteers** that came out to Cascade Sports Car Club events. Both are Driving Schools/HPDE and our Races. We couldn't have done it without all your help!

We had to keep adjusting because of Covid-19 and we really appreciate that you all went with the flow.

We have one more event coming up this year and that is our 8 hour Enduro. Registration is now open on [Motorsport Reg.](#)

Cascade is helping to put on the Indy Car race and I know they can use more [volunteers for Flags and Communication and Safety.](#)

THANK YOU FOR ALL YOUR SUPPORT FOR THIS YEAR 2021.

Gail Fetterman
Volunteer Registrar

DRIVERS RULE CHANGE MEETING

Via ZOOM THURSDAY, SEPT 2nd, 2021

Good evening drivers!

For those who don't know me, my name is Brian Anderson and I am your Contest Board representative for Cascade Sports Car Club. Each year, ICSCC licensed drivers have the opportunity to submit rule change proposals and attend an annual meeting to vote on those submissions. Those that receive sufficient "yes" votes are then submitted to ICSCC officials. ICSCC officials review the submissions from each member club and provide a list of all proposed rule changes for drivers to then vote on. Below is the tentative timeline for this year's rule change meetings. Thank you in advance for everyone's flexibility as we continue to navigate through this pandemic. I hope to see many of you via Zoom next Thursday evening.

Brian

- August 26th-Sept. 1st - submit rule change proposals to yours truly via email or in person if you will be at The Ridge this weekend
 - Sept. 2nd - Cascade's Rule Change Meeting for our drivers to review the proposed rules and vote on them
- 7pm via Zoom (invitation link below)
-
- by Sept. 10th - Cascade's proposals delivered to ICSCC officials
- by October 1st - all clubs receive full list of proposed rule changes
- TBD - 2nd meeting for registered CSCC drivers to vote on proposed rule changes

Brian Anderson is inviting you to a scheduled Zoom meeting.

Topic: CSCC Rule Change Proposal Meeting
Time: Sep 2, 2021 07:00 PM Pacific Time (US and Canada)

Join Zoom Meeting

<https://us06web.zoom.us/j/89627424574?pwd=QUtMd3FhU0JsaWdpcnRpZXpkck80UT09>

Meeting ID: 896 2742 4574

Passcode: 100381

One tap mobile

+16699006833,,89627424574#,,,,*100381# US (San Jose)

+12532158782,,89627424574#,,,,*100381# US (Tacoma)

Dial by your location

+1 669 900 6833 US (San Jose)

+1 253 215 8782 US (Tacoma)

+1 346 248 7799 US (Houston)

+1 929 436 2866 US (New York)

+1 301 715 8592 US (Washington DC)

+1 312 626 6799 US (Chicago)

Meeting ID: 896 2742 4574

Passcode: 100381

Find your local number: <https://us06web.zoom.us/j/kXQkCSxdH>

September 18 Mountains to the Sea Rally

The pinnacle of Cascade Sports Car Club's road rally season is the Mountains to the Sea Rally. Saturday morning, Sept. 18, teams will follow a scenic route using roads less traveled from northwest Portland to Rockaway Beach.

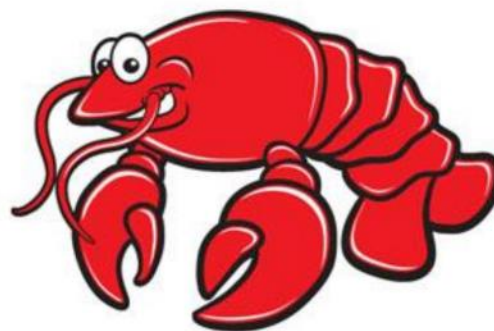
This all-paved tour-style rally includes time-speed-distance GPS-timed checkpoints, time of day restarts, and a Monte Carlo section. Route instructions are accompanied by official mileage. Checkpoint passage controls are identified in the route instructions. The route is easy to follow.

Weather and COVID permitting, we may have a beach fire. Bring your beach blanket and a piece of firewood if you are inclined. Optional dinner boxes can be ordered ahead.

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 \$50 per car for CSCC members, \$75 per car for non-members.

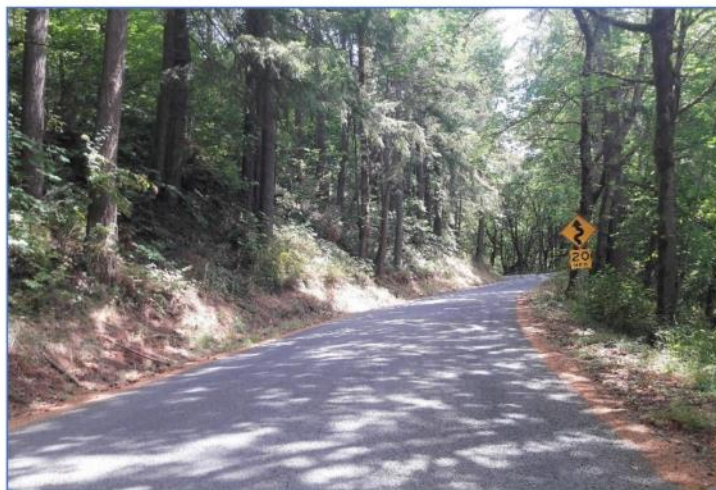
Registration is open through Sept. 15: <http://msreg.com/CSCCM2C2021>



Rockaway Lobster

August 21 Saturday Rally - flirtin' with disaster again

Rallymasters Marcus Gattman and Kerrie Steffenson put together a great rally route exploring the roads less traveled in north Clark County, Washington. The 100-mile route included two breaks, first at Day Break Park and second at Lucia Falls Park. After exploring the Heisson, Fargher Lake, and Cedar Creek areas, the rally ended in Woodland.



On Saturday morning, the rally started out just fine. 18 teams completed check-in. We watched on the Rallymaster Map as cars started in an orderly fashion - from northwest Portland, over the Fremont Bridge, north on Interstate 5. Then we saw cars bunching up at Jantzen Beach. What was it? A big sale at Macy's? No - a bridge lift! We started getting emails, texts and calls from ralliers making sure we knew.

Turns out it was a short delay. Teams continued north to the Clark County Event Center exit. The first few teams didn't have much time to consider an odometer calibration. They just barely made their

restart time. But as it turned out, the bridge lift caused more anxiety than actual harm. Scores on the first leg were very good on average despite the unanticipated delay.

The rallymasters included some planned challenges along the way, and some ralliers created their own. The first planned challenge was set up even before the timed portion of the rally began. An instruction in the odometer calibration section of the rally at the very beginning placed the contestants TOWARD FELIDA. Shortly after the start of the first leg, a sign with an arrow and the word FELIDA pointed the way. Missing that you were TOWARD earned penalty points.

There were a couple more main road traps, notably T intersections where the main road goes left. None of the planned challenges resulted in off course excursions, just timing penalties.

Geargrinders News continued...

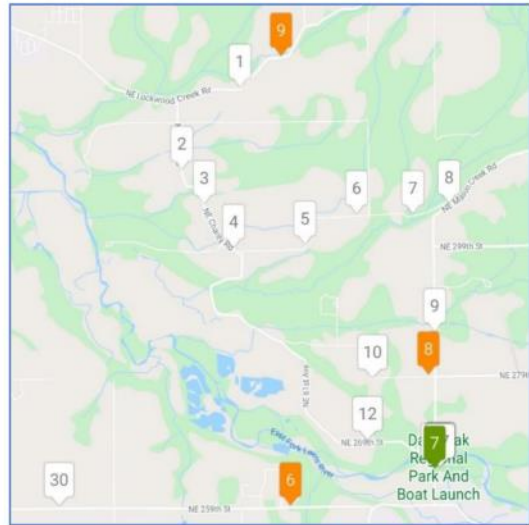
Not to say that some ralliers didn't get creative - and sometimes lost. As we watched these excursions on the Rallymaster Map from the comfort of our kitchen table, we talked about how this may be the last or only road rally some of these contestants will ever run. For others, they'll run another rally and they'll do a bit better and have a bit more fun than they did this time. Then they'll run another and another, until they don't fall off the course as often or at all and they'll get better at staying on time and they'll have a lot more fun. Which are you?

What the rallymaster said:

Let me start out with a huge thank you to our Geargrinders Chair, who have been amazing with our program the last couple of years! Also to my future wife who's been a rock for me this season. She's done great!

We started with an idea of pulling a little from each rally we ran this year and I think we did that. We wanted views and things to showcase the beauty of our region. Sadly we had some smoke and it was a touch overcast, but great for a drive in north Clark County.

Teams looked to have great scores. We hoped they enjoyed the roads and pace of the rally. We tried to keep you on your toes with smiles on your faces! Thank you all for running this month! We write them for you guys and try to guess to what folks like. We hope you enjoyed it and look forward to next year's season!



Lucia Falls - photo by Car #16 Navigator Jo Su

What ralliers said:

Thanks for a fun drive!

Great roads.

Thank you. I had a great time. Looking forward to more runs in the future.

Thanks for a great event!

Congratulations to the winners:

With 21 timed legs and one OR, three ITIS and nine TURN instructions, this was a challenging rally. Even so, folks mostly stayed on the rally route. Congratulations to all!

Finishing first overall and first SOP was the team of Brian Gottlieb and Ben Bradley with a score of 141, averaging under 7 seconds error per leg. Second overall and second SOP was the team of Cody and Sabrina Garvin with a score of 163 including a zero on one leg. Finishing third SOP was the team of David and JoAnn Gattman (the rallymaster's parental units) with a score of 178 including three zeroes.

Third overall and first Novice was the team of Jason Krieg and Justin Wiezorek with a score of 169. Second Novice was the team of Angelique and Kevin Ortega with 210 including three zeroes. Third Novice was Andrew and Coralee Brewer.

The only equipped team was Bob Morseburg and Cheri Eddy running GPS. They apparently struggled with a calibration factor throughout the event.

CSCC Saturday Rally Series Results

flirtin' with disaster again

Saturday, August 21, 2021

Rallymasters: Marcus Gattman and Kerrie Steffenson



Car #	Team	Class	Vehicle	Score
Equipped: (GPS and Unlimited)				
30	Bob Morseburg / Cheri Eddy	GPS	2007 Honda Civic (Bronze)	239
SOP: (stock)				
4	Brian Gottlieb / Ben Bradley	SOP	2016 Tesla S (White)	141
6	Cody Garvin / Sabrina Garvin	SOP	2017 Volkswagen Golf R (Black)	163
1	David Gattman / JoAnn Gattman	SOP	1965 Ford Mustang (yellow/black)	178
10	Steven Smith / Brandon Harer	SOP	2007 Honda Civic Si (Silver)	193
9	Brian Anderson / Jamie Anderson	SOP	2020 Mazda CX5 (Red)	238
7	Larry Lefebvre / Simon Levear	SOP	2004 Mini S (Blue and White)	243
16	Edmund frank / Eustacia Su	SOP	2019 Porsche Macan (Blue)	293
5	Madelyn Tabor / Mark Tabor	SOP	2014 Subaru Crosstrek (Dark grey)	396
7	Bill Ferber / Kelly Ferber	SOP	2013 Fiat 500 Pop (Mental Green)	DNS
13	Torm Kelsey-Green / Kasey Klaus	SOP	2007 Dodge Caliber (Red)	DNS
Novice: (stock)				
8	Jason Krieg / Justin Wiezorek	NOV	2017 Chevrolet SS (Black)	169
3	Angelique Ortega / Kevin Ortega	NOV	2013 Hyundai Sonata (Grey)	210
2	Andrew Brewer / Coralee Brewer	NOV	2018 Cadillac ATS 3.6 AWD (satin steel)	415
20	Anthony Lively / Lonnie Mcguire	NOV	2011 BMW 328 xdrive (Blue)	436
12	Phil Kuz / Susan Kuz	NOV	2011 BMW 328ix (Black)	512
18	Lisa Buckner / Karla Steffenson	NOV	2005 Audi (Black)	556
17	Steven Murphy / David Anaya	NOV	2000 Pontiac Trans Am WS6 (Black)	563
19	Bobbie McDonald / David McDonald	NOV	2006 Pontiac Solstice (Silver)	716
15	Skylor Skipworth / Devan Rumler	NOV	2013 Volkswagen Beetle TDI (Brown)	1018
4	Betsy Blackie / Laura Maclean	NOV	2020 Subaru Legacy XT (dark grey)	DNS
10	Hal Ballard / Kat Iverson	NOV	2009 Kia Rondo (Silver)	DNS
11	Madena Parsley / Stacy Leigh Rutledge	NOV	2012 Acura RDX (Grey)	DNS

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

[CSCC 2021 Saturday Rally Series Standings](#)

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

www.cascadegeargrinders.org

rally@cascaadesportscarclub.org

 [CSCC Road Rally](#)



CASCADE SPORTS CAR CLUB GEARGRINDERS

2021 Road Rally Schedule*
as of 8/22/21

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

Register: MotorsportReg.com

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. Register: <http://msreg.com/CSCCM2C2021>

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: MotorsportReg.com



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

www.cascadegeargrinders.org

rally@cascadesportscarclub.org

 [CSCC Road Rally](#)



CASCADE SPORTS CAR CLUB GEARGRINDERS
56th Mountains to the Sea Rally
Rock(away) LOBSTER

Saturday, September 18, 2021

Cascade Sports Car Club's 56th Mountains to the Sea road rally offers an easy to follow scenic drive on all-paved less traveled roads starting in northwest Portland and ending at Rockaway Beach.

This all-day tour-style rally includes time-speed-distance GPS-timed checkpoints, time of day restarts, and a Monte Carlo section. Route instructions are accompanied by official mileage. Checkpoint passage controls are identified in the route instructions.

Weather and COVID permitting, we may have a beach fire. Bring your beach blanket and a piece of firewood if you are inclined. Optional dinner boxes can be ordered ahead.

Contact the [Silver Sands Motel](#) for lodging.



Online registration is required. Registration closes Sept. 15.

[Http://msreg.com/CSCCM2C2021](http://msreg.com/CSCCM2C2021)

Entry fee:

\$50 per car for CSCC members
\$75 per car for non-members

Start location:

Dealers Supply parking lot
[2345 NW Nicolai St. Portland, OR 97210](#)

Draft Schedule:

First car out: 10:01 am
First car finish: 5 pm approx.
Results posted: 7 pm approx.

End location:

[103 S 1st St. Rockaway Beach, OR 97136](#)

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).



All events in the 2021 rally season are conducted in compliance with the Cascade Geargrinders Coronavirus Message.

Online registration is required: MotorsportReg.com

rally@cascadesportscarclub.org
www.cascadegeargrinders.org

[@MountainsToTheSeaRally](#)

[#CSCC Road Rally](#)

46TH ANNUAL

CASCADE FESTIVAL OF ENDURANCE

Saturday, October 16th 2021 @ Portland Int'l Raceway

Le Mans Start

Real Pit Stops

**The Team Sport of
Endurance Racing !!**

The Race Lengths

2 Hours - \$299/Team

4 Hours - \$499/Team

8 Hours - \$849/Team



NEW FOR 2021

**A class for cars racing
on tires with a 200
treadwear rating**

Endurance Racing - where the team and machine work together to see who is the best! Yes, pit stops matter. Drivers maximizing in and out times & crews getting their drivers back on track the fastest without making mistakes can make a significant difference in the outcome of the race! And the Le Mans start & night time finish sort of reminds you of endurance racing from way back!

Drivers with verifiable prior racing experience can be eligible to race!

Contact the ICSCC License Director to see if you qualify! license_director@icssc.com

The Enduro License application is available at: icssc.com/forms.php

Sign up and event info for the enduro is available at: icssc.com/season.php



CASCADE SPORTS CAR CLUB'S



2021 FESTIVAL OF ENDURANCE

INCLUDES:

46TH ANNUAL 8 HOURS OF THE CASCADES

4 HOUR ENDURO

NORTHWEST MINI ENDURO SERIES FINALE – 2 HOURS

Saturday, October 16th 2021

This race is sanctioned by ICSCC, under the 2021 regulations as a non-championship race, organized by the Cascade Sports Car Club and held at Portland International Raceway. This is a non-chicane race. Race Chair Chris Heinrich 503-690-0939 may be reached until 10:00 pm.

ENTRIES OPEN: May 17, 2021 **ENTRIES CLOSE:** Postmark: October 14, 2021

EARLY ENTRY DISCOUNT DEADLINE: August 16, 2021

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

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

Co-Drivers may sign up on motorsportreg after the primary driver has registered

	<u>Before 8/16/2021</u>	<u>After 8/16/2021</u>
ENTRY FEES: 2 HOUR	\$249.00/team	\$299.00/team
4 HOUR	\$399.00/team	\$499.00/team
8 HOUR	\$699.00/team	\$849.00/team
2 HOUR / 4 HOUR	\$449.00/team	\$549.00/team
2 HOUR / 4 HOUR / 8 HOUR	\$799.00/team	\$949.00/team
Spectators & Crew Members	FREE	FREE

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

In order to be eligible to run this event all drivers must hold one of the following current licenses: ICSCC IRR/AREA/ENDURO, SCCA, FIA, ASN, CACC, NASA. All other licenses must be reviewed and approved by the ICSCC License Director Bill Ecker before entry closure. Bill's contact information: license_director@icscc.com or 253-709-7999. Novices are not eligible.

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

Registrar contact: Jamie Anderson Email: registrar@cascadesportscarclub.org

IMPORTANT NOTICE: The race will be run from the North Paddock. Track entry will be communicated to teams when information is available





CASCADE SPORTS CAR CLUB'S

2021 FESTIVAL OF ENDURANCE



8 Hours of the Cascades

4 Hour Enduro

Northwest Mini Enduro Series Finale (2 Hours)

Saturday, October 16th, 2021

Enduro Classes

<u>4HR/8HR</u>	<u>2HR</u>	
E0	ME0	AP, SPO, SPM, GT1, GT2, GT3, ITE, SST, ST, P0
E1	ME1	BP, EIP, FIP, GTL, RS, AS, SE46, SPU, P1
E2	ME2	CP, DP, PRO3, ITS, PRO44, HIP, CT4, P2
E3	ME3	EP, FP, GP, SM, CSM, HT, ITA, ITB, ITC, PRO7, CR, P3
ES		STREET TIRE CLASS: Any car using a 180 t/w or higher tire
EU		ANY OF THE ABOVE CLASSES W/O LIMITED FUELING
ESR	MSR	Sports Racer class: open only to cars eligible to compete in ICSCC Sports Racing Classifications

Schedule

FRIDAY

6:00pm – 8:00pm Registration – Pro Tower (North Paddock)

6:00pm – 8:00pm Tech Inspection

SATURDAY

7:15am – 10:00am Registration & Tech Inspection

7:45am Mandatory Crew Chiefs Meeting – Pit Stall #1

8:00am Mandatory Drivers Meeting – MotoX Grandstands

9:00am - 10:00am Practice Session 1

10:15am - 11:15am Practice Session 2

11:40am National Anthems

11:55am Cars due on LeMans Grid

12:00pm – 8:00pm Cascade Festival of Endurance – 2 hour / 4 hour / 8 hour

5:30pm - 5:35pm Track Crossing

8:20pm Awards

10:30pm Gates Closed

THANK YOU GOLD SPONSORS: Skyline Scaffold, ACI Cartage Inc., & Retro Racing

2021 CASCADE ENDURO SUPPLEMENTAL REGULATIONS

Except as noted below, the Cascade Enduro is regulated by the Competition Regulations for the current year published by the International Conference of Sports Car Clubs.

1. ENTRIES

The total maximum number of entries is 50 teams (combined 2 hour / 4 hour / 8 hour races) (One car entered in all 3 races counts as 1 team, not 3)

Each team will assign a team captain, who will be responsible for completing all entry materials, paying all applicable fees and/or fines, and for the conduct of all members of that team, including drivers, crew, and anyone else associated with the team. Minimum number of drivers: two (2) drivers for the 8 hour one (1) driver for the 2 hour and 4 hour

2. ELIGIBILITY

All drivers must hold a current unrestricted competition license. ICSCC IRR/ARR or ENDURO, SCCA, CACC, SOVREN, FIA, ASN, or NASA license holders are automatically eligible. Drivers with other licenses must be approved by the ICSCC License Director. Novice or Rookie license holders are not eligible. All drivers must be a minimum of 18 years old.

All closed wheel race cars and sports racers that meet ICSCC current year regulations.

All members of a team must wear the wrist band provided at registration at all times on their wrist which indicates that they have signed in at registration. Penalties may be issued for non-compliance.

A Minor Release form is required to be completed for all minors, available at registration, before entering the facility, no exceptions. Minors must be under direct supervision of a responsible adult at all times. No minors (under 18 years old) are allowed in any hot area under any circumstances. Additionally, persons under 12 are not allowed to use any kind of wheeled transportation including bicycles, scooters, skateboards, skates, etc. Oregon helmet law is in effect at P.I.R.

3. CAR CLASSIFICATION

Cars are classed based on a combination of a car's potential and lap times. Below is a list of ICSCC classes and a set of Production classes (P0-P3) along with a lap time range that cars would typically be able to turn and their corresponding enduro class. Sometimes the class and lap time range do not match the same enduro class. In those instances, the race chairman together with the race steward will determine the class. For questions about which class to enter or to request class clarification, email enduro@cascaadesportscarclub.org. The goal is to classify cars in a way so that they are most evenly matched. Cars that are misrepresented may be re-classified and/or may be penalized. Lap times listed are with no chicane and with chicane @ P.I.R. E0, E1, E2, E3, and ES classes have LIMITED Fueling rules. EU & ESR classes have less LIMITED Fueling rules.

4 & 8 HOUR	2 HOUR	ICSCC CLASS	No Chicane	Chicane
E0	ME0	= AP, SPO, SPM, GT1, GT2, GT3, ITE, SST, ST, P0	under 1:18.0	under 1:26.0
E1	ME1	= BP, EIP, FIP, GTL, RS, AS, SE46, SPU, P1	1:18.0 – 1:21.0	1:26.0 – 1:29.0
E2	ME2	= CP, DP, PRO3, ITS, PRO44, HIP, CT4, P2	1:21.0 – 1:24.0	1:29.0 – 1:32.0
E3	ME3	= EP, FP, GP, SM, CSM, HT, ITA, ITB, ITC, PRO7, CR, P3	over 1:24.0	over 1:32.0
ES		= ANY OF THE ABOVE CLASSES RUNNING ON A STREET TIRE (180 or higher treadwear rating)		
EU		= ANY OF THE ABOVE CLASSES W/OUT LIMITED FUELING RULES		
ESR	MSR	= ICSCC SPORTS RACING CLASSES		

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 HP 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 racecar weight at the end of the race plus 180 pounds. Cars in Production classes P0 – P2 using tires with a treadwear rating of 180 or higher may move down one class. ICSCC classes listed follow class rules.

****NOTE**** - Cars running on tires with a treadwear rating of 180 or higher have a couple of different options. 1) They may enter ES or 2) they may enter EU or E0-E3 classes. Car must be legal for class entered.

E0, E1, E2, and ES class cars are limited to adding 15 gallons of gasoline per pit stop and must start the race with a maximum of 15 gallons of gasoline. E3 class cars are limited to adding 10 gallons of gasoline per pit stop and must start the race with a maximum of 10 gallons of gasoline. Gasoline must be dispensed from standard 5 gallon jugs, using a standard cap with an integrated fill hose with a maximum inside diameter of 1 inch, or through a funnel that has a maximum inside diameter of 1 inch. These classes may not use any type of quick fill equipment, dump cans, or fuel towers, and no dry break type utilities are allowed. Only one jug may be added to the car at any one time. Also, see Section 11 (Gasoline).

****NOTE**** - 2 Hour only entries may use any of the approved re-fueling methods.

EU and ESR class cars – See Sections 6 (Tech Inspection), 10 (Fuel Towers) and 11 (Gasoline) for fueling rules.

4. CAR NUMBERS AND PIT ASSIGNMENT

Car number requests submitted on the entry form will be granted on a first come, first served basis. In the case of duplicate car number requests, the earlier entry will be given priority. If your car number choice is already taken, an alternative car number must be chosen in consultation with the Race Registrar. Numbers may be reflective. Teams will add contrasting enduro specific class designators to their number; the minimum size is 4 inches tall x ¾ inch stroke for class designators.

Pit and corresponding paddock spaces will be assigned by the Race Registrar by order in which entry is received. Teams may request to be pitted next to others, requests will be granted as much as practically possible, in order, on the basis of date of entry.

5. GRIDS AND STARTING

LeMans start: The LeMans start will commence from your assigned pit space in pit lane.

All cars must be on the LeMans grid, engine off, at 5 minutes before the scheduled starting time. Any car arriving late to the LeMans grid or any car that will not start, will be started at the back of the grid (or held in their grid position at the discretion of the grid marshal) until after every car has left the LeMans grid.

Pit lane must be clear at the one minute warning, except that one team member may stay to assist the driver.

6. TECHNICAL INSPECTION

All race cars, and every driver's safety equipment and apparel, must pass a technical inspection conforming to the ICSCC Competition Regulations. Cars and logbooks must be presented for inspection in full competition trim.

Production based cars with stock fuel tanks and auxiliary fuel tanks must provide proof of the fuel capacity of both tanks at technical inspection. No vehicle may have more than two fuel tanks and/or fuel cells. Auxiliary fuel vessels are permitted providing they are constructed and mounted in a safe manner. A metal firewall providing complete separation for the driver from any fuel tank, cell, vessel, vent, or filling device, is mandatory. No vehicle may carry more than 44 gallons of fuel.

An operating AMB transponder is required. The transponder shall be in operation for all event sessions. Rental transponders are available at registration.

7. LIGHTS

Headlights and taillights are required on all 8 Hour cars and on all cars after the "LIGHTS" board is displayed. At least one brake light must be functional at all times. Headlights may be white or amber only; any type or combination of headlight, driving light, or fog light may be used, but no light may be aimed higher than maximum for highway low beam.

All cars requiring lights must have a minimum of two headlight assemblies. Additional headlight assemblies are permitted. Cars with excessive lighting may be Black Flagged and will be asked to remove or disable lights that are blinding or hazardous. Generally, no more than six assemblies or units are permitted.

After the "LIGHTS" board is displayed at Start/Finish, a minimum of one headlight, one taillight and one brake light must be operational at all times. Any complaints against improper lights may result in a "MEATBALL (Mechanical Black Flag)" being issued to have necessary repairs, replacement or adjustments made. Taillights must be readily visible from 100 feet behind the car.

8. PADDOCK RULES

The paddock speed limit is 5 MPH for all vehicles.

Only one support vehicle is allowed in the pro paddock area. Parking for additional vehicles is available at the north end of the pro paddock area or in the area south of the main straightaway.

120V power is available at the pit wall in the North Paddock. Plan on setting up your own lights.

Canopy covers must be back from the pit wall a minimum of 15 feet. Canopies should be secured against wind gusts.

No heat sources or possible ignition sources may be within 15 feet of the pit wall or any fuel container.

Gasoline in the paddock must be stored away from spectator traffic.

Animals on a leash are permitted in the main paddock area only. No animals are permitted in the hot pit areas.

No alcoholic beverages are allowed in the pit or paddock area. Alcoholic beverages may only be consumed in the "Beer Garden" area after the track is closed for the day. Illegal drugs are not allowed at any time. A driver/team may be disqualified if he/she or any of their crew members bring alcohol into P.I.R.

9. PIT STOPS

All teams shall appoint a Pit Captain. The Pit Captain will be the principle point of contact between the teams and the Pit Stewards.

There is a 35 MPH pit lane speed limit for all cars. This will be strictly enforced. For purposes of enforcing the pit lane speed, the pit lane starts at the spectator bridge and ends at the white line at the end of pit lane (also marked with double cones). All four tires must be to the right of the red (pit commitment line) exiting T12 and to the right of the red (blend line) re-entering the track. While on pit road, use the far left lane except to enter and exit into and out of your pit space.

The pit lane shall remain clear at all times, except for pit stops. One crew member only, is allowed over the pit wall to guide their driver into their pit space. It is strongly recommended that this crew member stand off to the driver's side of the car as it approaches, rather than directly in front of it, while remaining alert for traffic. No additional crew members or equipment of any kind, including fueling equipment, is allowed over the pit wall until the car comes to a complete stop. No standing on the pit wall at any time.

Up to 5 team members (which includes driver and crew) are allowed over the wall during a pit stop. Each person over the wall must be there to perform a specific function. **Teams are reminded to work VERY carefully during pit stops.**

All crew members going into pit lane shall be appropriately attired. Arms, legs, and feet shall be fully covered. All clothing, including jackets, hats, shoes, gloves, etc. will preferably be made of natural fibers, i.e. cotton, wool, or leather, to maximize fire resistance. Leather or nomex gloves are highly recommended. Crew helmets are allowed and encouraged.

The car's ignition must be turned off while refueling and/or a driver change is taking place.

No contact with the car is allowed while refueling is going on except for a driver change and cleaning the front windshield and/or headlights.

Refueling during the race is allowed only in the pit lane unless permission is granted by an official and the same refueling procedures as in pit lane are followed. Any team refueling in any location other than the pit lane without permission once the race has started will be assessed a 30 minute penalty. See Sections 10 and 11 for re-fueling rules.

All crew members that have the potential to come into direct contact with gasoline or gasoline vapors during pit stops, while handling any fuel dispensing device, catch can, or drip pan, are required to wear the following safety equipment: A fire suit, fire resistant gloves, head sock, and helmet.

During refueling, at least one crew member must be ready with a 10 BC rated fire extinguisher in hand, their sole function being to extinguish any possible fire while the other crew members refuel the car. This crew member shall perform no other tasks whatsoever. It is recommended that this crew member holding the fire extinguisher position themselves at least 8 feet away from the refueling process, but not in pit lane traffic, for a wider perspective, and so as to not be engulfed in any flash fires that may occur. It is further recommended that the crew member holding the fire extinguisher wear the same safety equipment as the person refueling, but this is not a requirement.

Refueling devices must not be steel to steel so as to prevent sparking. Plastic or aluminum is preferable.

Fueling on jack stands is not allowed during a pit stop or in the paddock.

All teams are required to keep at least two gallons of water in an open bucket for fire suppression, at least one 10 lb BC rated fire extinguisher, and at least five pounds of oil absorbent in their pit space. No sharing of equipment is permitted between pits, unless the teams are willing to limit themselves to having only one car pit at a time.

No person under the age of eighteen (18) years old are allowed to participate in pit stops.

Pit signals may be given from the main straight wall. No more than two members from a team are allowed at the pit wall at any one time.

MANDATORY PIT STOP:

There will be one mandatory two minute pit stop to be made between the 30 minute and 90 minute mark of the race. The purpose of this mandatory pit stop is to be inclusive of the 2 hour NWMECS participants and encourage multiple race entries. The mandatory pit stop is required for all entries independent of the race(s) entered.

10. FUEL TOWERS – EU & ESR CLASSES ONLY

Fueling in hot pit lane during the race may be done with a gravity-fed fueling rig inspected and approved by Authorized Tech Officials prior to the race and meeting the following specifications:

- a) The rig must be a vented overhead fuel rig with a maximum overall height of 7 feet (excluding the vent), as measured from the pit-lane surface, and a maximum capacity of 65 gallons.
- b) The fuel rig must have adjustable legs in order to compensate for various track/pit lane pavement levels, such that the refueling rig is stable, and reasonably level.
- c) The fuel rig may have a single fuel hose, or a vent and single fuel hose for double dry-break configurations.
- d) The fuel hose must be at least 8 feet in length and of an ID no greater than 2.25", and be specifically designed for the transport of fuel.
- e) An automatic shut-off valve must be attached to the fuel tank outlet at the base of the tank, and must be manned during fueling. The shut-off valve must immediately stop the flow of fuel into the hose when it is manually released. The valve may not be fitted with any device that allows it to remain in the open position.
- f) Grounding of the fuel tower as well as the car is required during refueling.
- g) The fueling rig may not be refilled during a pit stop. The fueling rig must be grounded when transferring fuel using an electric transfer pump. Air or manual pumps are also allowed. Open transfer is not permitted. Teams are permitted to store up to 55 gallons of fuel over what is in their overhead fueling rigs.
- h) The addition of weight or any other force is not permitted on, or in the fueling tank for the purposes of increased fuel flow, beyond that of normal gravity.
- i) All dry-break fueling couplings fitted in the vehicle, as well as on the filler hose and vent hose (if applicable), must comply with the dead-man principle. The couplings must not incorporate any retaining device when in the open position.
- j) Dual probe fuel tank filler and vent systems must be equipped with a leak proof probe dry break coupling on both the filler and vent, complying with the dead man principle. The couplings must not incorporate any retaining device when in an open position. A vent hose not greater than 1.5 inch diameter, specifically designed for the transport of fuel, must connect from the dry break vent probe into the car and to the overhead fueling tank.
- k) Non-dry break fueling systems: The filler nozzle must be manned at all times during fueling, and must also comply with the dead-man principle – the filler nozzle must immediately stop the flow of fuel when it is manually released.
- l) Any vehicle utilizing a refueling tower/rig system must install gravity-activated roll-over valves on any breather pipe/hose connecting the fuel cell/tank to the atmosphere, to control fuel loss under any condition.
- m) Fueling on jack stands is not allowed.
- n) Authorized Tech Officials, at their discretion, may reject any fuel coupling/nozzle, vent, hose, shut-off valve, or fueling tower system, if it appears to be damaged, defective, or does not function properly.

11. GASOLINE

Absolutely NO SMOKING in the pits. Failure to comply is grounds for disqualification.

Gasoline must be dispensed from approved containers. No pressurized fuel cans/vessels are permitted.

Except as stated in section 10 Fuel Towers, a maximum of two (2) containers (11 gallons each) will be allowed over the wall for a pit stop at any one time for EU and ESR class cars.
A maximum of three (3) standard 5 gallon jugs for E0, E1, E2, & ES class cars or two (2) standard 5 gallon jugs for E3 class cars are allowed over the wall for a pit stop at any one time. E0, E1, E2, E3, and ES class cars must dispense gasoline from standard 5 gallon jugs, using a standard cap with an integrated fill hose with a maximum inside diameter of 1 inch, or through a funnel that has a maximum inside diameter of 1 inch. Venting of standard five gallon jugs is open. Hunsaker five gallon cans are allowed. These classes may not use any type of quick fill equipment, dump cans, or fuel towers, and no dry break type utilities are allowed. Only one jug may be added to the car at any one time for E0, E1, E2, E3, and ES class cars. See Section 3 for other re-fueling limitations. Standard 5 gallon fuel containers shall remain capped when not in use.

12. ON TRACK ASSISTANCE

Turn or Safety personnel may assist stalled or stuck cars by pushing.

Only the driver may repair the car outside of the pit area. Other drivers and crewmembers may carry out parts and give advice; however, under no circumstances may they leave the spectator areas towards the track.

The driver or team may request that their disabled car be towed back to the paddock area.

The decision on when the requested tow occurs will be made by the Race Chairman and/or Race Steward and communicated via Race Communications.

Towed cars will be delivered to the specified impound area in the paddock, or their paddock space, at the tow vehicles discretion. Cars in the impound area may only be worked on to enable pushing the car back to its paddock area.

All towed cars with significant body damage must be approved by the Chief of Tech before re-entering the track.

13. RULES OF THE ROAD

The Race Steward or Chairman may order any car judged to be a hazard to be removed from the race, either from the condition of the vehicle, or the quality of the driving.

Due to the significant potential disparity of speed between cars, slower cars are urged to point-by overtaking cars. Do not change your driving line to let faster cars pass. It is the responsibility of both drivers to execute a safe pass.

Fluid leaks that cause slick track conditions will not be tolerated. A car may be excluded from the remainder of the event if the leak persists.

The Race Steward or Chairman reserves the right to require any radio communications interfering with track communications to be shut down. The team Pit Captain shall inform the Race Steward, Chairman, or the Course Marshal if they are planning to use FM radios.

This event is subject to noise regulation. The maximum measured sound threshold is 102.9 dB measured at 50 ft. Any car exceeding 102.9 dB at 50 ft at any time will be shown the mechanical black flag. Report to the tech station for instructions. If, in the judgment of an official, a legitimate correction attempt is made, the car will be allowed to re-enter the track. A second noise violation also requires a legitimate correction attempt is made before the car is once again allowed to re-enter the track. A third noise violation will result in immediate disqualification.

14. FLAGS

ICSCC Rules of the Road are in effect for this event amended as follows:

RACE STOPPAGE (Red Flag or Black Flag All):

In the event of a race stoppage, the clock will continue to run.

During the period between race stoppage and the restart of the race, no work of any sort may be performed on any vehicle still in competition (INCLUDING CARS IN THE PIT OR PADDOCK), except that which would otherwise pose an immediate safety hazard. The Pit Captain is responsible for knowing when the race is stopped. Drivers should remain in their vehicles unless otherwise instructed by an official.

5:30pm TRACK CROSSING – A black flag will be displayed to the leader at T12 at approximately 5:30pm. Cars will proceed down pit lane where they will be held for approximately five minutes. Cars will be released onto the track (green flag) using approximate intervals as the lap prior to the black flag. The purpose of the track crossing is to allow 2 hour and 4 hour participants to exit the track. No work of any kind may be performed on any car still in the race until the race leader has crossed the start/finish line after leaving pit lane as this race stoppage is not intended to make an impact on the result of the event nor benefit a team by the timing of this race stoppage.

FULL COURSE YELLOW:

Pit lane will be closed during a Full Course Yellow for the first two hours, then will be open for the remaining six hours. Cars already in pit lane before the double yellow has been displayed will be permitted to finish their pit stop and re-join the field. The reason to close pit lane for the first two hours is to follow the NWMECS rules. The reason to open pit lane for the remaining six hours is to allow for potential pit strategy. Use **extreme caution when arriving and proceeding through the incident that caused the FCY especially when catching up to the back of the field.**

15. FINISHING PROCEDURE

The checkered flag denoting the end of the race(s) will be displayed to the leader after the expiration of the designated race elapsed time. If the checkered flag is inadvertently shown early, the race will officially end when it is shown. If the checkered flag is shown late, the leader at the end of the prescribed time shall be declared the winner and all competitors will be scored in the order that they were running at the end of the prescribed time.

Finishing order will be accorded to the total number of laps completed by each car and by the order which they cross the finish line after the display of the checkered flag.

2 HOUR – Cars not completing half the laps of the class winner or overall winner if only car in class will be scored as a DNF for the purpose of tabulating points. Number of laps completed will determine position for DNF’s. See the 2021 NWMECS rules for more details.

16. PROTESTS

All protests must be in writing and submitted to the Steward of the Meet within twenty (20) minutes of posting of the provisional results.

Each protest must be accompanied by \$100.00 U.S. funds payable to CSCC.

The Steward of the Meet will rule on all protests. The Steward’s decision may be appealed to CSCC’s Enduro Committee.

Protests requiring a teardown will be handled in accordance with ICSCC Regs. 906 through 908, including the fees for major teardowns.

17. RESULTS

Provisional results will be posted as soon as possible after the last lap. If not protested, these results will become official twenty five (25) minutes after the race ends. If protested, the protest will be acted upon and the official results will be made available as soon as possible

18. TROPHIES / PRIZE MONEY

Trophies will be awarded to finishers based on the following number of entries:

- 1. One, two, or three in class: 1st only
- 2. Four, five, or six in class: 1st and 2nd only
- 3. Seven or more in class: 1st, 2nd, and 3rd

PRIZE MONEY (for each class in the 8 hour) if the 8 hour has a minimum of 25 entries is as follows:

# of cars in class	1st	2nd	3rd
2	\$100		
3	\$150		
4	\$250		
5	\$500	\$100	
6	\$600	\$200	
7	\$700	\$250	\$100
8 or more	\$1000	\$500	\$250

19. CANCELLATION POLICY

*If a team cancels their entry more than 72 hours prior to the start of the race, a full refund will be given. If the event is sold out and a team cancels within 72 hours of the race, Cascade Sports Car Club will charge a \$250.00 cancellation fee if CSCC is unable to replace the canceled entry with another one.

*Teams that receive the discounted early pricing and who do not cancel by the date the regular pricing goes into effect will receive a 100% roll over credit to any following year Cascade race(s) or be charged a cancellation fee equal to the difference between the early pricing and regular pricing. This will be at the entrant’s discretion.

Cancellations **must be sent by email** to the Race Registrar.

20. MISCELLANEOUS

- 1. Cascade Sports Car Club reserves the right to refuse entry to this event or to PIR at any time.
- 2. Damage to the track, grounds, buildings, regardless of cause, will be charged to the driver responsible. Also, damage to any equipment or devices used by the sanctioning body (ICSCC) or sponsoring club (CSCC) to conduct this race, regardless of cause, will be charged to the driver responsible.
- 3. NSF checks will be charged an additional \$50 fee.
- 4. Anyone caught dumping oil at the raceway will be fined and banned from the raceway. This is a PIR regulation.

21. PENALTIES

INFRACTION

MINIMUM Penalty

Any driver not attending drivers meeting without prior steward approval	Penalty Box: 1 minute
All drivers from an entry fail to attend drivers meeting without prior approval	Penalty Box: 15 minutes
Gas spillage over 1 liter on or off track	
1 st offense	Penalty Box: Stop & Go
2 nd offense	Penalty Box: 1 minute
3 rd offense	DSQ
Leaving fuel tower filler nozzle unmanned or attached	
1 st offense	Penalty Box: 10 min.
2 nd offense	Penalty Box: 20 min.
3 rd offense	DSQ
Working on car during refueling	Penalty Box: 1 min.
Improper attire on crew members over the wall	Penalty Box: 30 sec.
More than 2 crew members signaling from the track wall	Penalty Box: 30 sec.
Leaving LeMans grid in an unsafe manner	Penalty Box: 30 sec.
Leaving LeMans grid or racing without seat belts and shoulder harness secured	DSQ
Mandatory Pit Stop Window Violation	3 Lap Penalty
Passing under yellow flag	
1 st offense	Penalty Box: Stop & Go
2 nd offense	Penalty Box: 1 min.
3 rd offense	Penalty Box: 5 min.
4 th offense	DSQ
Unsafe driving or Avoidable contact	
1 st offense	Penalty Box: 5 min.
2 nd offense	Penalty Box: 15 min.
3 rd offense	DSQ
Having a person under 18 years of age in the hot pits	Penalty Box: 5 min.
Pit Lane Speed Violation	Penalty Box: Stop & Go
NOISE: Practice and Race	
1 st violation	Warning
2 nd violation	Warning
3 rd violation	DSQ
Limited Class re-fueling Violation	Penalty Box: 1 min.
All other infractions	Warning
<ul style="list-style-type: none">• Pit Captains will be notified as penalties occur. Scoring will be notified when penalties occur.• The Steward of the Meet together with the Race Chairman reserves the right to disqualify any car where, in his/her opinion, driving infractions warrant it.• Infractions are counted against the car not the individual drivers.• Penalties must be served on a unique pit stop. Penalties will not be served in conjunction with refueling, driver changes, or any other work on the car. No work may be performed on the car while it is in the penalty box.	

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Day 6	Portofino, Italy
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Day 8	Rome, Italy

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