



OCTOBER 2021

www.cascadesportscarclub.org

ISSUE 10

Welcome Cascade members and Friends,

Fall is upon us and the 2021 Racing and Rally season is coming to a close.

The last Conference race is the **46th Annual Cascade Enduro** on October 16th at PIR. It features a 2 hour, 4 hour, or 8 hour option. For those not aware, this is held using a Le Mans start. As far as we know this is the last/only race still using this historic type of start. For you youngsters and those unaware.....this type of start is where the drivers line up across the track from their cars and when a horn goes off they sprint (or in my case a slow jog) to the cars, get belted in, and then take off. Kind'a cool and very unique. If you can't race at least come out and watch (or even better volunteer to work).

The **Rally group** has been busy all year. The September rally was the "Mountains to the Sea" and was quite successful even with some weather challenges (rumor has it, it rained a bit on September 18th). The last rally of the season is the "Ghouls Gambol" on October 30th. You can read more about these later in this issue. I'd like to extend a special thank you to Victoria and Monte Saager for all their hard work and a great season.

The **INDY race** took place September 10-12 at PIR. This is the premier summer event at Portland International Raceway. The event is broadcast all around the world. Portlanders should be very proud to have this type of exposure, not to mention the monetary benefit to the area. The race is put on by Friends of Portland International Raceway (FOPIR) with a bunch of help from SCCA Northwest and Cascade Sports Car Club. FOPIR uses our people, race expertise, and equipment. Thanks to all the myriad of local volunteers that make this happen. There are months of planning and untold numbers of hours and hard work that go into a major event like this. The races consisted of the INDY cars, INDY Light, and ARCA. All very fast, very loud, and very fun. The ARCA cars are not the least bit shy about using up their equipment. If you were not in attendance, you missed some great racing action. There was also a race that featured Quarter Midgets. These are small 1/4 size cars that look like sprint cars driven by young kids. The group set up a small oval track in the south paddock and ran dozens of races. These kids came from all over the US and some from Canada and are amazingly talented drivers. Very fast and some being quite aggressive. These youngsters are the future of auto racing. What a HOOT to watch! I hope to see them back in the future.

FOPIR also had a booth at the race to further inform attendees about the track activities. There was information about FOPIR, SCCA, and Cascade and other track uses. FOPIR was able to gather a bunch of new members. These members had an opportunity to "opt in" for volunteering. Hopefully we can make use of these people and get them further involved. I want to thank all of the people who "manned" the booth and help spread the word. If you are not already a FOPIR member, you need to sign up. It's free and they do great things for our track.

Elections for Cascade Board of Directors are coming up soon. I/we are still looking for prospective nominees. Please consider giving back to your club and running for the Board. The ballots will be finalized and go out for voting mid- October. Ballots are then counted and the new Board is selected/announced at the November General meeting. We plan to use MSR for voting again this year. If you have any questions about the positions or process, please give me or any of the current Board members a call.

Cascade also selects a "**Membership of the Year**". This award is known as the "Bud Kinder Memorial Trophy for Outstanding Membership". Nominations are presented by their fellow members and placed on a ballot to be voted on by the general membership. These ballots go out at the same time as the BOD ballots. If you have a member you feel deserving please let me know. Along with the nomination, we need a short note/write up that goes with the ballot explaining why you feel the person (membership) is deserving of this honor. The following criteria are to be considered.

The candidate's contribution for the current calendar year.

Participation in a variety of club activities.

Loyalty and dedication to Cascade Sports Car Club.

The prior year's contributions are not to be considered for this award.

We need your nominees soon. Ballots go out in mid-October. They are tabulated and the winner is announced at the year-end banquet.

As a reminder, we are back to holding in person **General Meetings**. They are held at Stark Street Pizza he first Saturday of each month. The next meeting is **October 2nd. Start time is 7:30 PM.**

Please join us. Not only will you garner information about club activities but we offer free M&M's, door prizes, and lively banter. All members and guests are welcome. I hope to see you there.

Take care and be well,

Thank you,

Steve Powell, 2021 CSCC President 503-970-3190



CASCADE SPORTS CAR CLUB

<http://www.cascadesportscarclub.org>

President Steve Powell

thebuckstopshere@cascadesportscarclub.org

503-970-3190

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CASCADE CONFERENCE REPRESENTATIVES

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CONFERENCE RACE OFFICIALS

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		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 **OCTOBER 2nd**
Friends, Raffle, M&M's, and
planning for the future of our
AWESOME CLUB!

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

Todd Etchieson Portland, OR

Joshua Fain Brownsville, OR

John Hoffman Woodburn, OR

Brian Lee Healdsburg, CA

Trevor Smith Ridgefield, WA

Kevin Craig Sherwood, OR

Matthew Junk 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

**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!

SPECIAL EVENTS at PIR

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

GEARGRINDERS 2021 RALLY SCHEDULE

SPECIAL EVENTS

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 General Meeting September 4, 2021

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

GUESTS: Gail Fetterman, Jamie Anderson and Chris Heinrich.

This meeting was very short and we had a great discussion on items. We had to leave the room by 9 so a party could take place.

Meeting adjourned 9:00 pm.

Respectfully Submitted, Linda Blackburn, Cascade Secretary.



CASCADE SPORTS CAR CLUB BOARD MEETING September 7, 2021 Zoom meeting

Meeting called to order 6:38 p.m. Zoom meeting.

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

Guests: Julie Powell, Gail Fetterman, Mike Smith, Chris Heinrich, Charles Freeborn and Cathy Peters.

Treasurer, Bob Peters: We have money. Not all bills from August in yet. We probably lost somewhere in the vicinity of \$7 to 8 thousand on the August event.

E Board, Chris Heinrich: Rick is sending out a survey to see about having the Fall Banquet as a zoom meeting. We are looking for an assistant steward. It looks like Brad Greco may step up to stewardship.

Contest Board, Brian Anderson: We have two rule changes submitted to ICSCC. Waiting to hear from ICSCC on all rule changes.

Enduro, Chris Heinrich: Looking for more sponsorship. Hopeful on Canada but it doesn't look good.

Membership, Steve and Julie Powell: The following members were voted as active: Todd Eichieson, Joshua Fain, John Hoffman, Brian Lee, Kevin Craig, Matthew Junk and Trevor Smith. The vote was unanimous.

Marketing, Linda Blackburn: Susan Thomlison is set to work the FoPIR booth for Cascade at the Indy Car race.

Auspuff, Cathy Peters: She reported sending a billing to Andy Collins for ads in the Auspuff.

ROD, Gail Fetterman: She mentioned we need to talk about food for the workers at the enduro.

Meeting adjourned 8:00 pm.

Respectfully submitted, Linda Blackburn, Cascade Secretary

56th Mountains to the Sea Rally

Twenty-one cars entered the Sept. 18 Mountains to the Sea Rally. Two canceled and one had equipment problems early in the rally (you can't run a TSD road rally without an odometer or speedometer), so 18 teams finished the rally.



The weather gods did not favor us. After over eight months of little to no rain, over an inch of rain fell on rally day, breaking the previous record of almost an inch in 2010.

Views of far-off mountains enjoyed by the rallymasters when they were writing the rally were not visible on rally day. Contestants drove through thick fog and heavy rain in some spots, just barely able to see the road ahead.

Luckily the skies cleared or at least the rain stopped pouring by the end of the rally. Weather on the beach at the bonfire was pleasant, not too windy and not raining.

A big thank you to long-time Cascade rally competitor and regional rally supporter Scott Fisher who lives in the Rockaway Beach area and volunteered to be our Fire Master. He had the beach fire blazing when the rally cars arrived at the finish. Thank you, Scott!



About the rally

The 180-mile route took about six and a half hours to complete. The first two hours of rally included a 30-minute odometer calibration section that ended at Willamette Park in West Linn, a 10-minute transit across north Wilsonville, and 13 timed legs. During these first legs of the rally, the route twisted and turned, wrapping back on itself, providing excellent views of scenic vistas (which most teams never saw).



Then the route went through Newberg for lunch which was part of a 75-minute "Lunch with Monte" Monte Carlo section, ending near Bald Peak State Park. The Monte Carlo checkpoint was identified in the route instructions with official mileage and at the physical location by a CSCC checkpoint sign with the rallymaster, Monte Saager, sitting nearby. The exact time that you are supposed to be there is also in the route instructions.

So, you know where you are supposed to be and you know when you are supposed to be there. Just drive by the sign at exactly the right time and you get a zero! How hard can that be? Check the Leg 18 scores. A few teams figured out how to come pretty close. But perfect performance was achieved only by the team of Brian and Jamie Anderson in Car #3 with a score of zero on Leg 18. Nicely done!

During a 15-minute break at Bald Peak State Park, Victoria Saager distributed dash plaques and a memento of the rally (a small plush lobster) to teams as they entered the park. Over the next two hours the route headed west, through Carlton and then along the Nestucca River, to Beaver. With few deviations or speed changes, the sheer number of checkpoints became the focus. This section had 22 legs.

Geargrinders News continued...

A 25-minute transit north on Hwy 101 included time for a break at the service station in Beaver. The final hour or so of the rally route headed inland to bypass the highway and Tillamook. Teams found the last six checkpoints while meandering the cow-covered backroads of Tillamook County, arriving in Garibaldi for the final 6-mile transit to the end.

The rally ended at the Rockaway Beach Chamber of Commerce Wayside, a circular parking lot sandwiched between the beach and the train depot. Our Fire Master already had a beach fire going by the first team's scheduled arrival time of 4:30. Cars finished in short order.



Rally results were emailed about 5:30 and the awards table was set up shortly after in the covered train landing "in case of rain". But it stayed dry and pleasant. Everyone was masked and respectful of social distancing. All the awards were collected by 6:30. A satisfyingly early evening for the Mountains to the Sea Rally.



What the rallymasters said:

We got lots of good feedback and many "thank you's" at the end of the rally. Folks seemed to enjoy themselves. One rally team gave us a box of donuts! Thank you, Car # 18! Guess it turned out okay.

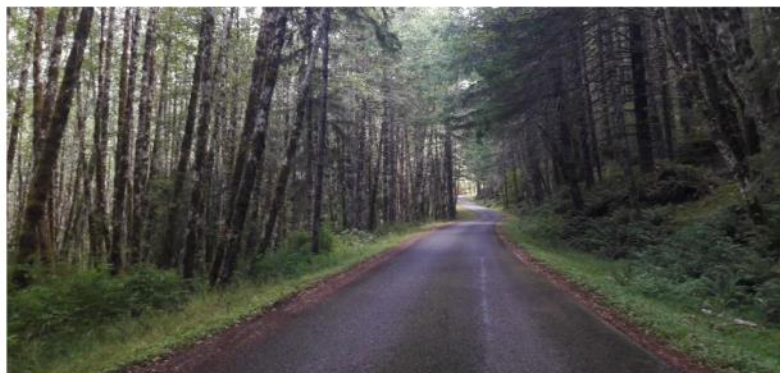
We started working on the rally in March, as soon as Rally School was over. Our search for a route began with a request that we end near Tillamook. Nestucca River Access Road was suggested as an all-paved off-highway route across the Coast Range.

We loved it from the first time we drove it. It is a beautiful twisty-windy over-the-mountain through-the-forest route. It conveniently has a couple of parks along the way that could serve as rest breaks. We drove it a number of times.

Until one day, we couldn't. The BLM closed the road from June through October for maintenance. The detour route is also a paved road over the mountains, but much of it is one-lane road with pull-outs, and there are NO facilities along the way. Well, we just had to go with it.

The rest of the course development was all about staying on secondary and local roads as much as possible and avoiding highway transits. Other than a couple of short stints on 101 North. We were mostly able to do that.

We send a big thank you to the rally checkout team of Bob Morseburg and Cheri Eddy. They test drove the rally the Saturday before the event.



Although we had measured every foot of the course at least three times, they found two mileage errors. And they made a couple of suggestions that surely saved some teams from falling off the rally route. We owe them a big debt of gratitude. Thank you, Bob and Cheri!

Geargrinders News continued...

What ralliers said:

Thank you so much for putting on the rally, we had the best time. We were so happy to do less than five u-turns and we actually got two zeros on the route! So very happy!

It was great!

Fun roads I've never seen before.

Congratulations to the winners:

Congratulations to the top finishers. First overall and first SOP was the team of Marcus Gattman and Kerrie Steffenson. Marcus and Kerrie are this season's top SOP driver and navigator in the Saturday Road Rally Series. And they were rallymaster for the August Saturday Series Rally. Congratulations on your first Mountains to the Sea Rally victory!



Car #17 Driver Sarah Richards and Navigator Charles Johnson

Second overall and first Novice is the team of Jason Krieg and Justin Wiezorek. Jason and Justin are this season's top Novice driver and navigator. Since you can't win the First Place Novice Series trophy more than once, it's time for this team to move up to SOP. Based on this Mountains to the Sea Rally performance, they are ready. Congratulations, guys!

Third overall and second SOP is the team of Brian and Jamie Anderson. Brian and Jamie were last season's First Place Novice Series winners. This is their first season running SOP and they are the team to watch. They finished this season tied for fourth SOP in the Saturday Road Rally Series. Congratulations on your Mountains to the Sea finish, Brian and Jamie!

Honorable mention goes to the team of Dave and Kathy Sacry and the team of Sue and Bill Colish for their fourth and fifth place overall finishes, with scores under 300. Sixth place overall had over 400 points.



Congratulations to all!

What the trophy winners said:

Great rally with a fantastic mix of tight, twisty, and technical mixed with some great views. Speeds felt right where they were challenging enough with our lovely weather to keep teams working all day!

We enjoyed the day and are both stoked to bring the driftwood home! She's safe until the next M2C!



Car #1 Driver Marcus Gattman and Navigator Kerrie Steffenson, winners of the 2021 Mountains to the Sea Rally

Geargrinders News continued...

CSCC 56th Mountains to the Sea Rally Results

Rockaway Lobster

Saturday, Sept. 18, 2021

Rallymasters: Monte and Victoria Saager



Car #	Team	Class	Vehicle	Score
Equipped: (GPS and Unlimited)				
6	Sue Colisch / Bill Colisch	GPS	Nissan Altima (Gray)	297
12	Julene / Andy Mitchell-Clarke	UNL	2017 Ford Mustang (Lighting blue)	864
SOP: (stock)				
1	Marcus Gattman / Kerrie Steffenson	SOP	2018 Subaru Wrx (blue)	195
3	Brian Anderson / Jamie Anderson	SOP	2020 Mazda CX5 (Red)	230
2	Dave Sacry / Kathy Sacry	SOP	2010 Ford Mustang (White)	246
5	David Gattman / JoAnn Gattman	SOP	1965 Ford Mustang (yellow/black)	436
13	Torm Kelsey-Green / Kasey Klaus	SOP	2007 Dodge Caliber (Red)	455
15	Brad Bergstrom / Harmen Stiff	SOP	2015 Scion Frs (Yellow)	642
14	Craig Haugen / Therese Norton	SOP	1979 Saab 900 EMS (Cardinal Red)	700
Novice: (stock)				
8	Jason Krieg / Justin Wiezorek	NOV	2017 Chevrolet SS (Black)	215
20	Dylan Dale / Scott Stone	NOV	2008 Toyota Prius (Red)	430
7	Andrew Brewer / Coralee Brewer	NOV	Cadillac ATS 3.6 AWD (satin steel)	457
21	Jan Bliss / Dave Stauff	NOV	2005 Ford Escape (White)	485
11	Christopher / Karyn Williams	NOV	2008 Nissan 350z (silver)	596
9	Bobbie McDonald / Dave McDonald	NOV	2006 Pontiac Solstice (Silver)	602
17	Sarah Richards / Charles Johnson	NOV	2002 Lexus SC430 (Black)	683
18	David Kirk / Brian Lee	NOV	2020 Chevrolet Corvette (White)	737
19	Darlene Emerson / Aleta Plummer	NOV	2020 Mazda MX-5 (Soul Red)	776
10	Lee Nielsen / Chuck Winkler	NOV	2000 Audi TT (Silver)	DNF

[Full Mountains to the Sea Rally results with leg scores](#)

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

www.cascadegeargrinders.org

rally@cascadesportscarclub.org

 [#CSCCRoadRally](#)

Geargrinders News continued...

Saturday Rally Series Winners

The 2021 Saturday Road Rally Series included six rallies, March through August. Drivers and navigators earned points based on the number of competitors in their category of competition. To be eligible to win a Series Award, a competitor had to run at least half of the rallies, so at least three. For those who ran all six rallies, their best five finishes counted.

The following drivers and navigators finished in the top three of their competition category. Congratulations, Saturday Series winners!

Drivers - Equipped

1st - Bob Morseburg
2nd - Larry Lefebvre
3rd - Robert Paxman

Drivers - Unequipped

1st - Marcus Gattman
2nd - Brian Gottlieb
3rd - Cody Garvin

Drivers - Novice

1st - Jason Krieg
2nd - Angelique Ortega
3rd - Andrew Brewer

Navigators - Equipped

1st - Cheri Eddy
2nd - Simon Levear
3rd - William Pollard

Navigators - Unequipped

1st - Kerrie Steffenson
2nd - Ben Bradley
3rd - Sabrina Garvin

Navigators - Novice

1st - Justin Wiezorek
2nd - Kevin Ortega
3rd - Coralee Brewer

Series trophies will be awarded at the Ghouls Gambol Rally on October 30. The Series Points are posted online.

http://www.cascadeteargrinders.org/filesCSCC_2021_Rally_Season_Standings.pdf



October 30 Ghouls Gambol Rally

Next up and last in Cascade's road rally season is the 55th anniversary of the Ghouls Gambol Rally on October 30. For over five decades, ghosts, goblins, spirits and ghouls have haunted Cascade's Halloween road rally.



This year's Ghouls Gambol offers an all-paved beginner-friendly tour-style road rally. The route explores forests and farmland brightly lit with full autumn colors, ending near Hillsboro. Beautiful views and great roads that are just fun to drive!

Start location:

Dealers Supply

2345 NW Nicolai St, Portland, OR 97210

Complete check-in via email: October 28

Schedule: October 30

Optional Decorated Car Show: 9:30 am

First car out: 10:01 am

First car arrives at finish (approx.): 1 pm

Results emailed: after all cars finish

Entry fee:

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

The Ghouls Gambol Rally will comply with Cascade's [2021 Road Rally Rules](#) and the Cascade Geargrinders [Coronavirus Message](#).

Registration is open through October 27: <http://msreg.com/CSCCGG2021>

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 our 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.

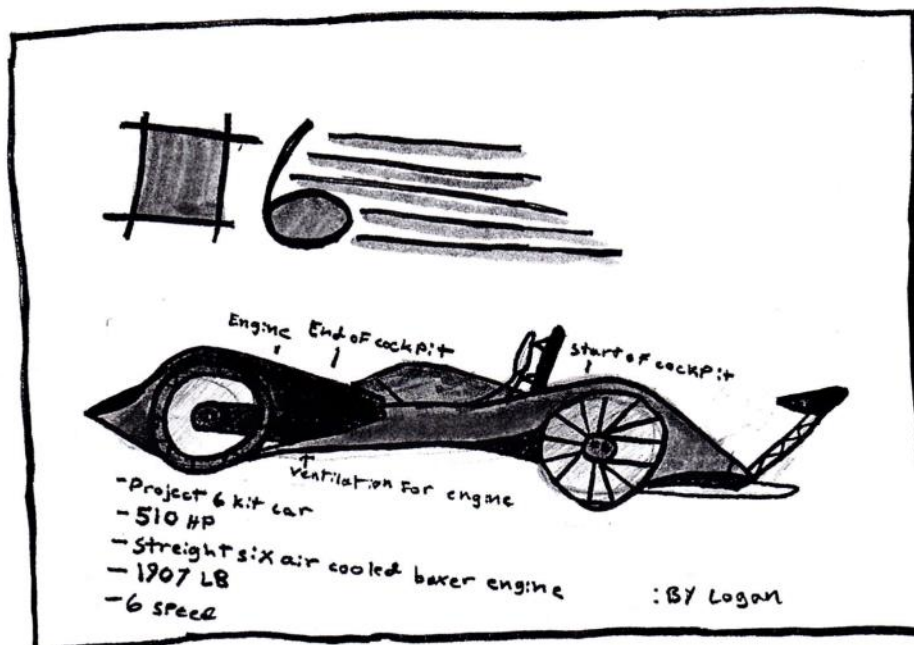
We have one more event coming up this year and that is our 8 hour Enduro. Registration is now open on [Motorsport Reg.](#)

THANK YOU FOR ALL YOUR SUPPORT FOR THIS YEAR 2021.
Gail Fetterman
Volunteer Registrar

Caroline, one of the great volunteers working in Timing and Scoring, showed a couple young Race Fans around during a weekend event recently. They were suitably impressed and who knows.....Maybe Kyle and Logan will be returning (in a few years) in a racecar!
The Editor echoes their "THANKYOU" to Caroline and ALL our Volunteers!

THANK YOU

CAROLINE!



Thank you for showing me and Kyle around the racetrack Caroline, it was very fun and we had a great day, My favorite cars there were either the gas cars or the kit cars or the Formula Four cars. We had a great day and we hope to come back soon!

Sencerley, the Brogowski's

Kyle
Logan

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@icccc.com

The Enduro License application is available at: [Iccc.com/forms.php](https://icccc.com/forms.php)

Sign up and event info for the enduro is available at: [Iccc.com/season.php](https://icccc.com/season.php)

2021 CASCADE FESTIVAL OF ENDURANCE EVENT SPONSORS

GOLD SPONSORS



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BRONZE SPONSORS



Mike Smith



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

- 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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