



March 2021

www.cascadesportscarclub.org

ISSUE 3

Dear Cascade Sports Car Club members and guests,

OK what's next? Our world has been a challenging place of late. Fires, smoke, civil unrest, insurrection, crazy national elections, pestilence (covid), and lately ice and snow storms. It seems as though we've pretty much covered it all with the possible exception of a swarm of locusts. But stand by, there's still time.

Speaking of challenges, I recently turned 70 years young. I'll excuse you all for not noticing. No gifts, no cards, no phone calls, nothing. (Just kidding of course). I've been a motor-head all my life. It's not my fault. It comes from my father. He was into racing round-y-round cars BS (Before Steve). Mostly Ford Flatheads back in the late 40's and early 50's. I had a "doodlebug" (that's commonly known as a mini-bike for you youngsters) before I could ride a pedal bike. Then a quarter midget, go-carts, dirt bikes, street rods, sand rails, bla, bla, bla. It's been 11 seasons since I started actual racing. (I know that's a pittance compared to many of you). At the time I started I was 59 years old. I thought at the time, in order to be any good at this sport, you're supposed to start when you're 6 years old and not when you're 60. Here I am out there with "kids" a third my age. How am I to possibly compete? (Many of you will note that I have never really competed but that's another discussion). Anyway, it's been mostly fun and as I said a challenge.

Not a lot to report this month. We had a second Zoom Board of Directors meeting. Went pretty well I think. It was quite late in the month and some Board members were not able to attend due to the storm damage. I, (along with others) had no power, cable TV, phone service, or internet for some time. I'd make a very poor pioneer. It's a sad situation when our lives revolve around so many electronic devices and picture screens. When things go down the world comes to a screeching halt. Not good my friends but that's the world we live in.

Race dates are set, driver training days are scheduled, and the Rally people have already had a school and the first rally. They also had some challenges with road closures but it sounds like it was pretty well attended. Good work Saagers!

I/we miss seeing you all. I long for the days we can actually meet in person. Hopefully it will be sooner than later. Let's hope we can all get our vaccination shots and this "herd immunity" thing I've heard so much about kicks in. In the meantime, take care and hang in there.

Take care all,

Steve Powell, 2021 CSCC President



CASCADE SPORTS CAR CLUB

<http://www.cascadesportscarclub.org>

President Steve Powell

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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 CALENDAR



www.cascadesportscarclub.org

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

www.cascadegeargrinders.org rally@cascadesportscarclub.org

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

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

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

We hope 2021 will be more enjoyable!

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

2021 CASCADE RACE SCHEDULE

April 30-May 2 CSCC Rose City Opener XXIX, Gary Bockman Memorial /HPDE

June 18-20 Chicane Challenge /HPDE

August 13-15 *Dash* /HPDE

COMING UP

~~April 8-10, 2021 PIR Swap Meet~~
cancelled

SPECIAL EVENTS at PIR

July 9-11, 2021 60th Rose Cups

July 24-25 SVRA/Trans Am Festival

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

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

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

April 30, 2021

June 18, 2021

August 13, 2021

GEARGRINDERS 2021 RALLY SCHEDULE

March 20 - Rally Series first event

April 17

May 15

June 12 Or 26

July 17

August 21

SPECIAL EVENTS

Sept. 18 - Mountains to the Sea Rally

October 30 - Ghoul's Gambol



2021

**EVENTS ARE
HELD AT
PORTLAND
INTERNATIONAL
RACEWAY**



**COME
DRIVE
WITH
US**

APRIL 30	HPDE / DRIVER TRAINING / TEST & TUNE
MAY 1-2	ROSE CITY OPENER CLUB RACE
JUNE 18	HPDE / DRIVER TRAINING / TEST & TUNE
JUNE 19-20	CHICANE CHALLENGE CLUB RACE
AUGUST 13	HPDE / DRIVER TRAINING / TEST & TUNE
AUGUST 14-15	DASH FOR KIDS CLUB RACE AND CHARITY
OCTOBER 16	46TH ANNUAL FESTIVAL OF ENDURANCE



Cascade Sports Car Club Board of Directors February 23, 2021 Virtual Meeting via Zoom

Board Members present: Steve Powell, Brian Anderson, Brett McKown, Kim McFarland, Emily Pixley, Skip Yocom, Eric Blois and Linda Blackburn. Absent no internet Bob Peters.

Guests: Chris Heinrich, Mike Smith, Victoria and Monty Saager, Gail Fetterman, Julie Powell, Charles Freeborn.

Minutes from January 26, 2021 virtual board meeting approved.

Treasurer Report, Bob Peters: Steve explained the bank accounts have been cleaned up as to signatures required. Brian will get his signature to Chase within the next week. The audit committee of Chris Heinrich and Gail Fetterman answered questions and the audit was approved as to their letter of approval. Unanimous approval. We also received from ICSCC the refund on the insurance for 2020 because of race cancelation. Steve also gave Dave Riehl the \$7000 check for The Transitional School, with Dave contacting Signa for distribution. Bob reported the taxes for the Charity have been completed.

Charity is open: We are placing the charity activities on hold for 2021. If we manage to plan some activities as we go, that will work for this year. The Board will revisit this event next year.

E-Board, Chris Heinrich: No report at this time.

Contest Board, Brian Anderson: No report at this time.

Enduro, Chris Heinrich: Only item, Chris is thinking of dropping E4 class since no entries in this class.

Race Chair, Mike Smith: Austin Bradshaw has been given to the end of the month on the Retro Reunion. Mike has most of his committees set for the year. We also talked about the Time Trials with Brett's input. Mike stated he will probably have his budget at the next meeting. We also decided to add Gary's name to the first race so it will read Rose City Opener XXIX, Gary Bockman Memorial. Jamie Anderson, Race Registrar, has all of the races as date place holders up on MSR.

Drivers Training, Brett McKown: Brett has the calendar set on MSR and is working with his team to set up registration. Brett also is working with his committee on time trials and Chris Heinrich to see how we can integrate Time Trials into the race weekend. There was an email motion and vote, unanimous, to approve the 2021 HPDE Budget on February 3, 2021. There was much discussion on getting more participation at our race, discount given to CSCC members, advertising, free membership (also applies to drivers training people), photos at discount golf cart transport to places to watch races and other out of the box ideas.

Membership, Steve and Julie Powell: Memberships continue to come in on MSR. The following members were introduced and voted unanimously to active membership: Cody Garvin, Soloman Wilham, Steve Knepper, Jon McDermitt, Al James, Betsy Blackie, Jason McAllister and Mark Tabor who reinstated his membership. Victoria noted that several of these new members come from the rally program. Good job, Victoria and Monte!! Steve also listed several out of the box ideas to get current people interested in the club, such as a trivia question drawing, gifts given online, more to come ideas. Kim will find out more on a donation in Russ Newhouse's name and get that to Steve and Gail.

Auspuff, Cathy Peters: No report.

Marketing, Linda Blackburn: No report except we now have date cards and we have PRO3 calendars to disperse. Steve reported he got back to Frank McKinnon with a decline to his advertising calendar at this time.

ROD, Gail Fetterman: Nothing from ICSCC to report. We will table until the next meeting a discussion on getting new workers and retain the older ones. Steve and Gail are looking into how we can send a thank you to all people that participate in our events, race drivers and workers, as well as rally and drivers training to let everyone know they are appreciated



Cascade Sports Car Club Board of Directors February 23, 2021 Virtual Meeting via Zoom

Page Two

Webmaster, Charles Freeborn: Email vote unanimously approved, February 3, 2021 to approve \$779 for web server. Charles now reports a new idea for a web server that will be less expensive than GoDaddy and more user friendly, hopefully. He is exploring this and said the website will be down for a couple of days in the next couple of weeks while he makes the changes to the site.

GearGrinders, Victoria and Monte Saager: The rally school needed to be postponed for one week because of the snow and road unavailability. They are scheduled to go on February 27 instead. We lost about 6 cars because of the date change but they should make up for it maybe because registration does not close until this Wednesday evening. These guys are doing a great job and we all want to applaud the Saagers for their advanced thinking and preparing.

Points keeper and Cascade Race Registrar, Jamie Anderson: Jamie reported that the races are all up as dates on the MSR. She is waiting for the schedule, and Supplemental Instructions and pricing from the Race Chair before setting the MSR event. Jamie also does not have anything to report on the points as we really have not had much in the way of activities.

Old Business:

We have a signed contract for the Rose Cup races.

We do not have any new information about a track manager.

3. On the small trailer, Steve apologized for his mistaken offer on the trailer. It was for \$1800. We will still work on getting a title. Bob and Steve will figure out what we do to make it all work. Steve and Linda will work to get the trailer cleaned out and in Steve's possession so he can get a VIN number on it.

4. On Historian position we will invite Alan Nies to the next meeting to discuss what he thinks the position means. We, as a Board, should come up with a small description as to what is expected. Things have changed a whole lot since anyone has held this committee position. We need to think about getting it into the future with digital and other items.

5. Steve will find an old SVRA contract and get the number of the people to talk with. Linda will check and see who we might be dealing with. Skip mentioned they are co-existing with another organization. Terry Ozment is the person we deal with. She also represents the West TransAm portion of SVRA.

6. We need to do some clean up on the ByLaws by bringing them into the present and future. They were mostly written way back.

7. Another idea to think about is storage of some of the items we have that are paper products and should be kept in a moisture proof area, which the container is not. We need to also get items from storage at MJ's granite store.

8. We also need to discuss again giving free membership to people that volunteer with us and give of their time. Giving them membership makes them feel more loyalty to the club and they deserve something for their time.

9. We need a "job description" for all the committees and chairpersons at the race in case someone cannot make it, we at least have something to hand them. Mark Ling started this two years ago but we have dropped the ball.

10. Chris Heinrich will investigate how long we need to hold logs from races and incident reports from those events.

11. Lastly, Kim will sign up with Jess Heitman to reserve the yacht club for our banquet. We can discuss this more later when we have a clearer understanding of how Covid 19 will affect what we do.

(I am using the term "we" because as a Board we need to take responsibility for, at least, moving these items forward or designating someone specific to follow through with them.)

Meeting adjourned 8:30 pm.

Respectfully submitted,

Linda Blackburn

Secretary CSCC

Feb. 27 - Rally School Rally

Cascade's road rally season opener, the Rally School Rally was a practice event designed to help novice road ralliers learn to play the game. For rally veterans, it was a chance to tune up rally skills for the new season. Registered teams received invitations to attend a virtual rally school review the night before the event and an after-rally debrief virtual meeting after the rally. Attendees had plenty of questions for the organizers.

The Rally School Rally was originally scheduled for Feb. 20. The checkout was scheduled for Saturday, Feb. 13, but snow kept us in our driveway, so we tried to run the checkout the following Tuesday. There was snow on the roadsides, but road surfaces were clear and mostly dry. It was a beautiful day for a drive in the country.



Logie Trail was a vital link in the planned Rally School Rally route. "Was" is the important word here.

Until we encountered a road closure due to downed trees. The County couldn't say when it might reopen. The road was a vital link in our planned rally route with no easy workaround.

We postponed the event to the following Saturday, Feb. 27, in hopes the road would reopen. By Tuesday, the 23rd, the road remained closed and it was obvious we would have to reroute the rally. By Wednesday the new route was measured and calculated, and the new times were entered into the Richta Rallymaster app. Whew!

Unfortunately the delayed rally date cost us some entries. Eight of the 25 registered teams were unable to attend on the rescheduled date. Still we were happy to have 17 teams run the event.

For 11 of the 17 teams, this was their first CSCC rally. We asked them **how they heard about the rally**:

- Audi club member forwarded the Facebook invite
- I have been on the lookout for driving events around Portland and found out about your club via an internet search.
- From the CSCC newsletter.
- Thirty years ago, my girlfriend married a man who worked for Toyota and was big into rally. I was intrigued then and have wanted to do it all this time. The time is now!!!
- Wife & I heard about the rally/s when we learned about & volunteered for a track event last year.
- I always wanted to get involved with the SCCA which is headquartered just up the road from where I grew up in Topeka, KS. Viewing the PIR/SCCA schedule, I noticed CSCC had quite a few events as well. My CSCC research then led me to the TSD Rally! I'm really looking forward to it!
- How did you hear about this rally? PCA
- My husband is interested in auto cross and he was looking at different events surrounding his interest in that that he and I could both participate in.



Car 9 Navigator Jamie and Driver Brian Anderson and Car 14 Driver John and Navigator Gena Connelly

Geargrinders News continued...

The rally route was about 70 miles from the start in northwest Portland to the ending location in Scappoose. It took under two and half hours to complete the event. The route included a lap around Sauvie Island, a drive up Cornelius Pass to Skyline, down scenic Rocky Point Road (an exciting drive even at 23 mph), a low-land tour of the Scappoose dike, through the backroads of Warren past the House of Many Stones, west into the foothills of



The House of Many Stones

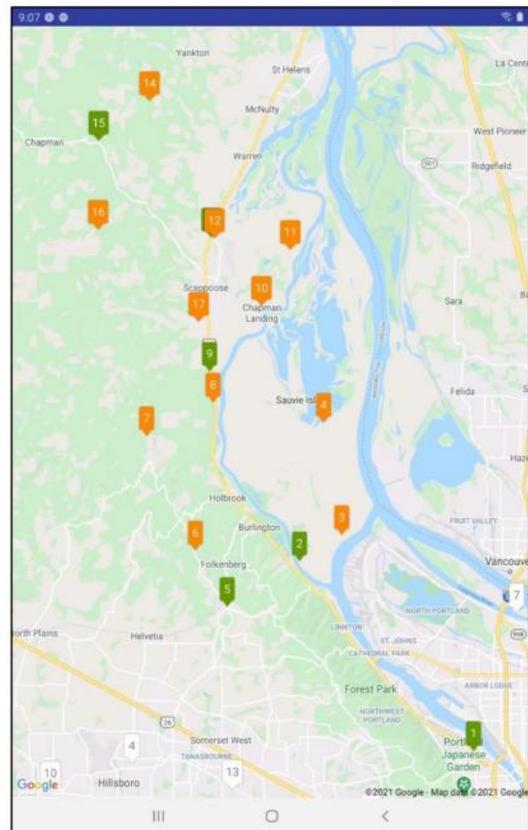
the Coast Range to Spitzenberg and up Pisgah Hill, finally emerging out of the forest onto Dutch Canyon, with the final GPS checkpoint just inside the Scappoose city limits.

The rally included 11 timed legs with five CZTs after the start. A CZT is a specific time of day at which an instruction is to be executed. Official mileage was reset to zero at each CZT, which was helpful since all of the route instructions included official mileage.

A fun drive. But a path with purpose. The rally introduced new ralliers to the fundamentals of Cascade TSD road rally. The rally school portion of the event started with homework - review the Cascade Geargrinders [Novice guide](#) and become familiar with the [Road Rally Rules](#). Then study the [Rally School Handout](#) which included the Rallymaster Notes and Route Instructions for the rally. All this reading led up to a virtual Q & A meeting the night before the rally. The virtual Q & A was so successful that attendees requested a virtual debrief after the rally.

Questions before the rally focused on use of the Richta app, trip odometer resets (/0.00), managing your time at a CZT, and best practices for handling materials and devices in the car. The predominant discussion at the after-rally debrief was about time allowances, specifically how to use a time allowance at a CZT.

So, let's review. Here's how to use a time allowance when you are late to leave a CZT (time-of-day restart). You arrive at the CZT. What time is it now? What is your restart time? Your restart time is the CZT plus your car number - it displays in your app when you arrive at the CZT. How late are you? Subtract your restart time from actual time. That's how late you are. Bump that up to the next half minute and that's how much time allowance you need to take.



Rally School Rally control locations - green markers are CZTs, orange markers are PCs

Geargrinders News continued...

For example, say you arrive at the CZT at 12:11:15pm. Your restart time was 12:10:00. You are 1:15 (one minute 15 seconds late). Round that up to the next half minute, so take a time allowance of 1:30. Assuming it took no more than 15 seconds to calculate and enter the time allowance, leave the CZT as soon as you enter the time allowance. If you need more time, add another minute and wait until that time expires before leaving.

Time allowance example	
12:11:15	ACTUAL ARRIVAL TIME AT CZT
12:10:00	YOUR RESTART TIME IN APP
1:15	DIFFERENCE - YOU ARE LATE 1 MINUTE 15 SECONDS
+1:30	TIME ALLOWANCE

In practical terms, you don't have to stay at the CZT location to perform this calculation. You could just pull up to the CZT, note your arrival time, zero your tripmeter, and continue to execute the route instructions, maintaining CAST, while you calculate and enter the required time allowance. Just make sure you enter it before you reach the next GPS checkpoint (PC).

This time allowance is applied to the leg that starts at the CZT and ends at the next PC. As soon as you arrive at that PC, a new leg begins

so the time allowance displayed on the app reverts to zero - it's already been used. Since you started a new leg at the PC, you are on time and you don't need to re-enter the time allowance for subsequent PCs. However, you do need to repeat this exercise at each subsequent CZT, asking - what time is it now, what time was our restart, are we late, do we need a time allowance?

Easy peasy.

What ralliers said after the rally:

- It was fun!
- Looking forward to the next one.
- Thanks for doing this!
- That was really fun!
- We had a great time!
- The Richta app is really easy.
- Beautiful drive and perfect weather!
- We had such a great time.
- Thank you for putting these events on.
- We had a lot of fun!
- That was awesome. Most intense 30-40 mph drive I've taken.
- Thanks for the great time. Some pretty countryside up there.



Car 3 Driver Steve Perret and Kathryn Hansen (in their car) chatting with Car 8 Driver Bill and Navigator Kelly Ferber at the start

Congratulations to the top finishers:

Finishing first overall and first in the GPS class was the team of Steve Perret and Kathryn Hansen.

Second overall and first in the SOP class was the team of Brian and Jamie Anderson.

Third overall and first Novice was the team of Jan Bliss and Dave Stauff.

Geargrinders News continued...

CSCC Rally School Rally Results

Here We Go!

Saturday, Feb. 27, 2021

Rallymasters: Monte and Victoria Saager



Car #	Team	Class	Vehicle	Score
Equipped: (nonstock measuring and calculating equipment allowed)				
3	Steve R Perret / Kathryn Hansen	GPS	2005 Subaru Impreza	60
2	Andrew Brewer / Coralee Brewer	GPS	2018 Cadillac ATS 3.6 AWD	422
Unequipped: (stock)				
9	Brian Anderson / Jamie Anderson	SOP	2020 Mazda CX5	89
17	Jan Bliss / Dave Stauff	NOV	2005 Ford Escape	124
12	John Lucas / Susan Lucas	SOP	2014 BMW 335xi	125
11	Robin McDermott / Jon McDermott	NOV	2015 Mazda Mazda3	144
1	Jason Krieg / Justin Wiezorek	NOV	2017 Chevrolet SS	158
8	Bill Ferber / Kelly Ferber	SOP	2013 Fiat 500 Pop	166
7	Lee Nielsen / Eric Nielsen	NOV	2000 Audi TT	197
10	Kat Iverson / Hal Ballard	NOV	2009 Kia Rondo	208
16	Sheldon Flom / Holly Flom	NOV	2017 Mini Cooper Clubman	230
6	Sabrina Garvin / Cody Garvin	SOP	2017 Volkswagen Golf R	233
14	Gena Connelly / John Connelly	NOV	2014 Subaru WRX	282
15	Stacy Rutledge / Madena Parsley	NOV	2012 Acura RDX	293
5	Betsy Blackie / Laura Maclean	NOV	2020 Subaru Legacy XT	356
13	Rick Clark / Nancy Clark	SOP	2007 Porsche Cayman S	357
4	Sheldon Flom / Holly Flom	NOV	2018 Nissan Maxima	363

March 20 - Saturday Series Rally

The Saturday Road Rally Series kicks into gear on March 20. It's a whole new season of fun.

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

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

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

Registration available through March 17: <http://msreg.com/CSCCMarch2021Rally>

2021 Saturday Series Pass

The March 20 rally is just the first of six Saturday Series rallies this season. With a Series Pass, Cascade members can save money, register just once, and run the same car number for all six Saturday Series rallies. Only \$100.

Series Pass registration: <http://msreg.com/CSCCSeriesPass21>



CASCADE SPORTS CAR CLUB GEARGRINDERS

2021 Road Rally Schedule*

as of 2/17/21

Saturday Road Rally Series

[March 20](#)

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

April 17

May 15

First car starts: 10:01 am

June 12

Entry fee:

CSCC members **\$20 per car**

Non-members \$30 per car

July 17

August 21

[Save with a series pass](#)

\$100 for 6-event Series Pass. Run the same car number each rally.

Available to members only. CSCC membership is [Available online](#).



Special Events

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

September 18 – [Mountains to the Sea](#) – 56th anniversary of Cascade's classic rally. Full-day beginner-level tour-style time-speed-distance road rally, offering an all-paved scenic route that is fun to drive, starting in Portland and ending at the Pacific Ocean.

October 30 – [Ghouls Gambol](#) – A Cascade tradition, this Halloween road rally explores the autumn colors around Portland's foothills and farmland. Caution: May include frights.

*For all 2021 Cascade Geargrinders road rallies:

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



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

Cascadegeargrinders.org

rally@cascadesportscarclub.org

 [#CSCC Road Rally](#)



Cascade Sports Car Club General Meeting

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

WELCOME to our New Cascade Sports Car Club Members

Cody Garvin	Camas, Wa.	Jason McAllister	Yamhill, Or.
Al James	Portland, Or.	Jon McDermott	Hillsboro, Or.
Solomon Wilharm	Wilsonville, Or.	Mark and Madelyn Tabor	West Linn, Or.
Betsy Blackie	Beaverton, Or.	John Lucas	Olympia, Wa.
Steve Knepper	Happy Valley, Or.	Xuanqian Wang	Portland, Or.

On February 8, at 10 pm, *Russ Newhouse* took his final checkered flag and peacefully passed away. He had a well lived life and will be long remembered for his passion for Motorsports and his infectious laugh. Cierra thanks everyone for their kind and heartfelt messages. The family asks for your patience, as Memorial services have yet to be planned.

Lucky Dog Racing plans to honor Russ during their October 30-31 Race weekend. Further plans are unknown at this time.

Please see [Russ's Obituary](#). It is very nice.

MEMBERSHIP RENEWAL for 2021

Dear Cascade Members,

Memberships expire at the end of December each year. It's time to renew for 2021 (unless you paid for two years starting the 2020 year). Check your current membership card. The expiration date is shown in the upper right corner and this will let you know whether it is renewal time (if you are unsure of your expiration date, send us a note and we can verify it). Renew early and benefit fully from your yearly membership. You can either renew through MotorsportReg or if you prefer you can download a form from the Cascade Sports Car Club website www.cascadesportscarclub.org and mail it to us with a check. The form is found under the "Membership" tab. There is a drop down with the various forms shown. The web site also has a handy link that goes directly to the renewal page at MotorsportReg. When renewing, please verify that all of your contact information is correct. New membership cards will go out as they are renewed.

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

~~Information for Club Members~~



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

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

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

Event Dates and Registration Links

Friday, April 30

<https://cascade.motorsportreg.com/events/cascade-cscc-hpde-track-day-april-30-2021-portland-intl-raceway-sports-768214>

Friday, June 18

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

Friday, August 13

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

Brett McKown
CSCC Chief Driving Instructor
trackdayhpde@cascadesportscarclub.org
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[Facebook @CascadeSportsCarClub](https://www.facebook.com/CascadeSportsCarClub)
[IG @cscc.racing](https://www.instagram.com/cscc.racing)



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

We will have a monthly Trivia Question.

*The first 5 people to submit the correct answer to the Member-
ship Chairperson will receive a*

\$10 Starbucks Gift Card.

*You may e-mail Membership Chair, Steve
thebuckstopshere@cascadesportscarclub.org*

Or phone him at 503-970-3190

*The March 2021 trivia question is:
How old is Steve Powell?*

The answer is in this Auspuff

~~Information for Club Members~~

The following has been excerpted from Andy Collins' March 3, 2021 E-news, Issue 376

Since Andy advertises in our Newsletter, your Editor has included the following important Pre-season checklist as a courtesy to our Readers and our Advertisers.

It is always my purpose to provide value to you in this enews so leave me share some items of interest that will help you in racing. Now for you long time readers, some of these will be repeats so just skip over them if you've read them before. Looky here, there is always at least 10% who don't get the word or worse, don't read the enews! Oh that hurt and just thinking about it makes me sad. Truth is I don't read all the emails I get that I've subscribed to as some days or weeks are just busier than others. OK so here are some things you might find of value to you when you go racing:

- SCCA, Conference, SVRA, and SOVREN will accept your SA2010 helmet through the end of December 2021. LuckyDog will not and requires an SA2015 or newer helmet. We are getting new SA2020 helmets in all the time and have a reasonable inventory of the most popular Bell helmets. We still have a few SA2015 helmets we are blowing out at great prices. These helmets should be good through the end of 2026.

- Check the dates on your seat harness. SFI belts expire in two years and FIA belts have an expiration date on the tag. Usually these are good for 5 years. We do a very good business selling belts trackside because the tech inspector will check the dating on your belts. Of course just mentioning this to you will cost us sales because ya'll will go right out and check your belts. Then I'm hoping you call us to make your order. This brings us into bullet #3 -

- When you call for belts you need to answer these questions: 1. camlock or lever latch 2. SFI for FIA 3. laps belts snap-in, bolt-in or wrap around 4. 5, 6 or 7 point belts, 5. pull up or pull down adjustment 6. 2 into 3 shoulder belts (this is for the HANS - not required for a HANS just that some of you prefer to have the 2" shoulder belts which then go to 3" where they attach to the system 7. color. There if you have these answers you can quickly and easily order new belts.

- Check your window net. Some sanctioning bodies such as LuckyDog required window nets to be SFI certified and within the 2 year expiration dates. Other sanctioning bodies don't care about the SFI dating.

- On window nets, not all nets are SFI approved. For example the wonderfully popular mesh nets used by many over the years fail most SFI testing and thus you may have to get a ribbon net.

- Nets come in different sizes and attachment options. Knowing that makes ordering nets much easier.

- Oh, on harnesses you might not be able to get exactly the harness you want as FIA belts are all 6 or 7 point and most adjustments are pull up only and snap-in only. Be flexible. It isn't my fault and I've argued with some suppliers about why it is so hard to find bolt-in FIA belts. Don't have a good answer - sorry.

- More sanctioning bodies are now requiring SFI 45.1 roll bar padding. That is the hard stuff not the traditional softer foam. Check the rules and don't buy the wrong padding and get bounced from tech.

- Check your radio system at home and ensure all the radios work. This is huge and can save you much frustration at the track.

- There are two types of connectors on radios. NASCAR which is a long plug with two black bands and IMSA a short plug with 3 black bands. Ensure that everyone on the team has the same plugs. We sell adapters to go from one to another, just be aware and maybe order in advance.

- If refueling in series such as LuckyDog, they require a 10# fire bottle to be on hand for emergencies. These are NOT 10 ABC bottles they are 10 pound bottles (big suckers). Not easily found at the local Wal-Mart. We have finally found them and have them for sale. Better to be prepared before coming to the track.

- FHR - Frontal Head Restraints (aka HANS devices) have a 5 year certification date. Some sanctioning bodies don't look or care, some do. Look at the dates on yours. We are one of the few HANS recertifiers in the country and can handle that if you need it done. We can do this right at the track as well.

- Fire bottles have a date on them too. Some sanctioning bodies only look to see that the needle on the gauge is in the green, some want the bottle to be certified and in date. Just so you know, bottles that are AFFF need to be recertified every two years because of rust and internal corrosion issues. Don't ignore this or your system may not work when you need it to. We can help with this recertification process as well.

Hey if your fuel cell is more than about 5 years old, you may consider replacing the foam. Fuels are hard on the foam and if yours comes apart at the track you are screwed as that foam will go right through even 10 micron filters. How it does that is much like how a mouse can get through a hole about 1/2" in. diameter, I don't know, they just do.

OK that is a pretty good list to help make your life easier so that when you arrive at the track, you sail through tech and everything works. Please share it with your friends to make their life easier. And for the mechanically challenged remember when taking off/tighten bolts the old saying, "Righty tighty, lefty loosey applies."

2021 NORTHWEST MINI ENDURO CHAMPIONSHIP SERIES

What is it:		<u>DATE</u>	<u>TRACK</u>
Eight race series:	Round 1	5/01/21	Portland Int'l Raceway
	Round 2	5/15/21	Pacific Raceways
	Round 3	6/05/21	Spokane County Raceway
	Round 4	6/19/21	Portland Int'l Raceway
	Round 5	7/17/21	Pacific Raceways
	Round 6	8/14/21	Portland Int'l Raceway
	Round 7	8/28/21	The Ridge
	Round 8	10/16/21	Portland Int'l Raceway (2 Hour)

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

Top 6 races count towards the points championship. Must enter a minimum of four races in order to qualify for the championship. With one 2 hour race, there is a total of 9 races.

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

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

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

Classes: ME0 – AP, SPO, SPM, GT1, GT2, GT3, ITE, ST, SST, P0

ME1 – BP, EIP, FIP, GTL, RS, AS, SE46, SPU, P1

ME2 – CP, DP, PRO3, ITS, PRO44, HIP, CT4, P2

ME3 – EP, FP, GP, CR, PRO7, SM, CSM, HT, ITA, ITB, ITC, P3

MSR – SPORTS RACER CLASS (Open to ICSCC eligible Sports Racers)

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

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

Championship trophies will be awarded to class champions in classes that average 0.75 entries.

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

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

FULL SET OF RULES:

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

Except as noted, the 2021 ICSCC Competition Regulations will apply.

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

Maximum number of drivers per race: 1 Hour Races – two. 2 Hour Races – four. Teams may petition the Race Steward to have additional drivers. Drivers on teams that use more than the maximum number of drivers will receive full points if the driver has driven a minimum of fifteen minutes. In all other cases a driver must drive in the race to score points unless the car DNF's. Drivers may drive in up to two cars per race. Where a driver is found racing without registering, the team will at a minimum be disqualified.

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

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

**Championship points standings available on www.icsc.com **

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

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

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

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

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

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

QUALIFYING PROCEDURES

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

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

ROUND 3 – JUNE 5, 2021: 15 minute qualifying session. The starting grid shall be set fastest to slowest

ROUND 4 – JUNE 19, 2021: 15 minute qualifying session. The starting grid shall be set fastest to slowest

ROUND 5 – JULY 17, 2021: 15 minute qualifying session. The starting grid shall be set fastest to slowest

ROUND 6 – AUGUST 14, 2021: 15 minute qualifying session. Starting grid shall be set fastest to slowest

ROUND 7 – AUGUST 28, 2021: 15 minute qualifying session. Starting grid shall be set fastest to slowest

ROUND 8 – OCTOBER 16, 2021: *Lemans start – No qualifying, no pole points

* = No Pole Points (2 hour races)

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

~~Information for Club Members~~from Rick Bostrom ICSCC President

Hello all and Happy 2021!

The 2021 ICSCC Memo #1 is now online and available and in spite of a very long and somewhat poorly written section by yours truly it holds a decent amount of information that should be interesting to the membership. You can find it at the end of this link:

https://www.icsc.com/2021/memo/memo_1_2021.pdf

On the Conference website you will also find links to our new, redesigned 2021 ICSCC license applications that will hopefully be easier for you to use and allow all who apply to fully complete their paperwork helping you receive your license in a timely manner! There are descriptions and a checklist that describes the differences between the licenses we offer and what steps you need to complete to obtain them. I'm interested in hearing how you feel about the new forms and licenses and whether there are things you think we can describe better. Web Administrator Alberto has made extremely handy links to the licensing forms and the MotorsportReg.com license payment pages to make it easier for everyone and you can find those here:

<https://www.icsc.com/forms.php>

A couple things that have popped up since the publication of Memo #1:

- 1) Bill Ecker has agreed to become our new ICSCC License Director! As noted in the Memo this is a critical job for Conference and Bill brings boatloads of experience as an Instructor, as the most recent IRDC Driving Master, and as a veteran Conference racer. We are extremely lucky to find such dedicated and talented individuals who are willing to serve Conference in such important positions. With his inclusion we have a full staff and are ready for the 2021 Season - Thanks Bill!
- 2) So far a total of four people have signed up for an Enduro Only License, and three of them also signed up for a regular IRR or ARR license and this indicates a communication mistake on my part. What is apparently not clear is that if you have a regular IRR or ARR license you are also allowed to enter ICSCC Enduros with no further licensing. The Enduro Only license is intended for people who ONLY intend to stay active with Conference by running Enduros of one hour duration or greater. There are people out there running the various "budget enduro" series that we wanted to give an opportunity to run our end-of-day Enduros on regular race weekends. Additionally, there are lots of drivers from inside and outside of Conference who may just want to be involved with our organization who can bring, share, or rent a car for the one hour Enduro events frequently held on race weekends. To repeat - if you have an IRR or ARR license you have access to our Championship Race Schedule AND our full Enduro Schedule. If you have an Enduro Only license you are only eligible for Enduros of one hour or greater. Nobody needs both licenses unless you decide that Conference racing is so dang much fun that midway through the year you decide to upgrade to a full IRR or ARR license and we can talk about refunding your Enduro only fee if you do.
- 3) The MotorsportReg.com site looks a little different now that it has been purchased by Haggerty. If you use the links that Alberto provided on the "Forms" page of "ICSCC.com" shown above you will have no trouble finding the license fee payment page. If, on the other hand, you go to MotorsportReg.com yourself and search for it you may have trouble finding it. This is because most people limit what is shown to them when they search by having the filters set to only show them events under a certain description or heading or limit their searches geographically. MAKE SURE YOU CLEAR YOUR FILTERS! I am getting a lot of emails and calls saying the info is not there - it definitely is, usually you are just filtering it out! We look forward to processing your license and seeing you at the track for a long, happy, and exciting season on 2021.
- 4) I will duplicate a small amount of what I wrote in my column in the Memo because it is an important change for 2021 - We suspended the need for a Doctor's Physical Examination for one year, 2020, because the medical profession was very busy doing other things and performing race physicals was very low on their list of things to do. For 2021 you ICSCC Executive Board has made some changes to the race license requirements.

The International Road Race License (IRR), which is the Gold Card Senior drivers have received in recent years is unchanged. You must have a Doctor's Physical Examination that has been performed within the time period required by your age, the Medical History Application, a Member or Associate Club membership, fill out all applications, and pay the applicable fees to obtain this license. Our IRR License has been viewed as equal and accepted in reciprocity by a number of other organizations and we wanted to protect the value of that license.

The Area Road Racing License (ARR) Silver Card was added this year so that people who run exclusively with Conference can obtain a full Senior License by accomplishing all of the steps required for the IRR License with the exception of a Doctor's Physical Examination which is not required for an ARR License but is still strongly recommended. Other racing organizations will likely NOT let you run with them under this license unless you submit a Doctor's Physical Examination form with your entry.

This also applies to Observation Licenses (OBS), Novice Licenses (NOV) and Enduro Licenses (END) where a Doctor's Physical Examination Form is not required but is strongly recommended. In ALL cases it means that filling out your Medical History Application completely and honestly is more important than ever. Hope that helps make it clear.

As always - don't hesitate to contact me if you have questions, comments, or concerns.

Rick Bostrom
ICSCC President



2021 ICSCC EBOARD **MEETING REPORT**

License Director reported that there were 11 novices last year
Still looking for a License Director for 2021 but have a few possible candidates.

License Registrar reported that there were 273 licensed drivers which includes 24 enduro licenses. By club: IRDC – 128, CASCADE – 53, NWMS – 22, TC – 18, BMWCCA – 11, SCCBC – 8, CRA – 4, SOVREN – 3, VANCOUVER AND VICTORIA – 1 EACH.

RATS (Race Administration Training Seminar) Meeting date TBD – will be a virtual meeting.

ICSCC is looking to purchase an electronic reader board for the starter's stand which would be taken from track to track by the Steward. Each club would need a bracket capable of securing the board to the S/F tower.

2021 Race Steward is Rick Delamare, Assistant Steward is Michael Conatore.

Rule changes that passed: 1) Allowing numbers 00-999 to be used but only numbers 00-299 may be reserved. 2) Allowing four wheel / all wheel drive cars in Super Production. 3) Changing ITE to basically be a catch all class for closed wheel cars.

Head and neck restraint proposal was not ratified by the Eboard

ICSCC positions staying the same as last year: President, Vice Presidents, Treasurer, License Registrar, Insurance Advisor, ROD Director, Historian, Medical Officer, Webmaster, and Memo Editor.

New positions: Duane Martinsen – Points Keeper

The ICSCC Insurance Advisor was able to negotiate about a 50% reduction in insurance premiums for 2020 which about equaled the amount the schedule was reduced. After Cascade and IRDC paid for the events they held, there ended up being a shortfall of only about \$1375. This shortfall was agreed to be split equally between the Member clubs.

A Vintage class was proposed but was voted to be tabled until later – 3 in favor, 1 opposed, 1 abstention

A proposal to not require physicals for licensing except for an IRR license passed unanimously. A new Area license was created as a second senior license for drivers without physicals. The IRR and Area licenses are the same with the only exception being that the IRR requires the physical.

Spec Miata tire change to allow both Toyo and Hoosier passed unanimously

The 2021 schedule was ratified: 17 races on 8 weekends. All double races except for one triple race weekend in Spokane. May 1/2 at PIR, May 15/16 at Pacific, June 4-6 at Spokane, June 19/20 at PIR, July 17/18 at Pacific, August 14/15 at PIR, August 28/29 at The Ridge, Sept. 4/5 at Mission, Oct. 16 Enduro at PIR.

There are Driver Training and/or Test and Tune dates the day before each race weekend except for the Enduro. A full schedule is available on the ICSCC website

A committee has been set up to look into the ideas of a “runoffs” style race (this would not replace the points championship currently used) and a “ICSCC Triple Crown” which would include the ICSCC Points Championship, the ICSCC Showdown or runoffs race, and a third event on the ICSCC schedule. The reason is to try and encourage better attendance and possibly appeal to a new group of participants.

***INQUIRING MINDS ARE LOOKING FOR . . .
An HISTORIAN for CASCADE SPORTS CAR CLUB.***

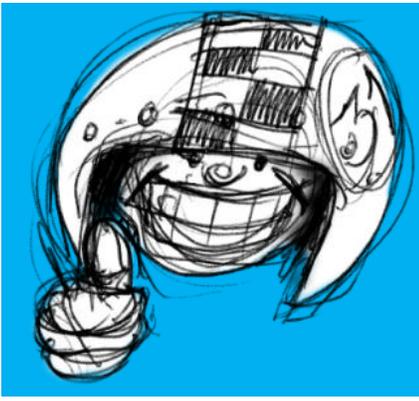
We have had some years of not doing much with our Historian position. Lauren Stimson was the last person to hold this position. Lauren put together our last paper scrapbook of memories. Now maybe we need to investigate doing this with more media tech involved.

I am looking for suggestions to present to the Board of Directors and the general membership on how we set this committee into the future. We also have many members passing this year. Their families have Auspuffs and other memorabilia from Cascade years and they are asking if we might be interested in obtaining and preserving these items. In that same line, I would like to know if you, as the owners of Cascade memories, have articles you are interested in either giving to the club or putting them on display if a place was located to do this in.

We have some people interested in preserving artifacts for the Cascade history. We were one of the first racing clubs in the Portland area. Rose Cup is looking to have a display of the history of that race. We are proud to be the first club staging the Rose Cup Races. Also, I have over 700 slides from the early 80's that I would like to explore ways of storing these on video/cd. Any suggestions would be appreciated. Please let me, Linda Blackburn, or any other Board member, know if you are interested! I can be reached at: dragondreams21@gmail.com Any help is truly appreciated.

Thank you for any consideration you give to this project.

Linda Blackburn Secretary for CSCC and also Marketing committee.



Dash for Kids!!!

From the Editor:

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

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

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

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

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



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

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

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- Race day brunch on board *Wind Surf*
- Commemorative gift package, including a pair of high definition binoculars
- Onboard Formula One racing expert provides analysis and behind-the-scenes insights to the event throughout the cruise

MAY 19, 2021 ITINERARY

Rome to Rome, 7 Days

Day 1	Rome, Italy
Day 2	Portoferraio, Italy
Day 3	Cannes, France
Day 4	Monte Carlo, Monaco
Day 5	Monte Carlo, Monaco
Day 6	Portofino, Italy
Day 7	Portovenere, Italy
Day 8	Rome, Italy

Additional Holiday plans available:
Pre or Post Cruise Rome Tour including
Airport pickup, Colosseum tour, Food
Tour, & Vatican Museum. Contact:

Lynn @ Smooth Sailings and
Travel 360-834-2889

Lynn Blair

Smooth Sailings and Travel
Travelbylynn@comcast.net
360-834-2889

Fares for 5/19/2021 sailing of *Wind Surf* are per person, in US dollars; cruise only, based on double occupancy in lowest category, and includes non-discountable amounts. Suggested onboard gratuities are extra. Taxes, Fees & Port Expenses are additional. Offer is valid on new bookings only and subject to availability. Inclusions of package are subject to change. Consult your Windstar representative for promotional offer or discount combinability. Bookings are non-transferable; no name changes can be made nor can this offer be applied retroactively. Cancellation penalties may apply, please see website for details. Certain restrictions apply. Fuel surcharges may be imposed or increased over time. Offer is capacity controlled and may be withdrawn or modified at Windstar's discretion at any time. Information contained herein is accurate at the time of publication and subject to change without notice. All terms and conditions stated on the Windstar website apply. Cruise is provided subject to the terms and conditions of the Passage Contract. Ships' registry: Bahamas. 20-0688/3.4.20

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In lieu of the Raffle drawing at our General Meetings, We will have a monthly Trivia Question. The first 5 people to submit the correct answer to the Membership Chairperson will receive a \$10 Starbucks Gift Card. You may e-mail Membership Chair, Steve thebuckstopshere@cascadesportscarclub.org Or phone him at 503-970-3190

**The March 2021 trivia question is:
How old is Steve Powell?**

The answer is in this Auspuff



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“Garmin Announces – Armadillo Racing As Official Supplier Of The Catalyst™ Driving Performance Optimizer”

Garmin, leading designer and manufacturer of GPS navigation technology, has just announced that Armadillo Racing will be a official supplier of the new Catalyst™, Driving Performance Optimizer. “Obviously, we are thrilled to be associated with Garmin and to be able to bring this innovative and superior product to the Pacific NW Racing community,” stated Andy Collins, President of Armadillo Racing.

Garmin Catalyst™, a virtual racing coach and driving performance analyzer, mounts in the car to gather performance data and provide real-time audible coaching. Immediate session analysis helps drivers of all levels achieve their full track driving potential. Groundbreaking True Track Positioning™ technology uses built-in accelerometers, 10 Hz multi-GNSS positioning, and image processing to automatically generate your car’s racing line.



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