



April 2021

www.cascadesportscarclub.org

ISSUE 4

Dear Cascade Sports Car Club members and friends,

Well here it is April already. Spring has sprung, the Daffodils are all bloomed out, the days are getting longer, the temperatures are getting warmer, and racing in the Northwest has finally started. It will still be close to a month by the time you read this before the first Conference race at Portland. Plans have been made so all we need now is good weather, race cars, great volunteers, and good friends. Good news is, the protocols for the track have been relaxed a bit. Last word is we are now allowed 25% capacity. That means more crew, family members, and spectators. Woo-hoo! We are not exactly sure what rules will still be in place by May 1st as things are ever changing. As more people get vaccinated and the infection rates continue to drop we hope the procedures for entry to the track and pit spaces and waivers and such will be further relaxed. Maybe no more temperature taking? Stand by for further details as they evolve.

The Cascade Board of Directors had our third Zoom meeting. Per usual, we had reports from the various committee heads and officers. Despite all the challenges the club is in pretty good shape. Membership renewals continue to dribble in and we have had 12 "new memberships" since last month. As well as the regular business of making the club function, we had a healthy, productive discussion regarding our involvement with providing race support for SVRA in late July. More to come on that as it develops.

We all need to thank and congratulate the Gear Grinders Rally people. Victoria and Monte Saager who head up the program have been very busy and are doing an outstanding job. The participation is WAY up and growing. Rallies have not been this well attended for many years and participants are having a great time. I mentioned earlier that we have quite a few new members. Many of those can be attributed to new rally participants. Good job Gear Grinders!

Charles Freeborn, our web site guru, has also been busy. He got us hooked up with a new hosting company and got everything changed over. As with any big change like that there were a couple of minor hiccups but I think he has everything sorted out. Spend some time and look around on the site. We are always looking for ideas and interesting content. Let us know what you think. When you see Charles, give him a well-deserved thank you for all his hard work.

I think many (most) of you were recently contacted regarding possible zoning changes being proposed by the Portland Mayor and City Council. The Housing and Sustainability group is bringing forward a plan that would allow unlimited "outdoor shelters" on many properties including open space zoning. Open space could mean city parks. The fear is, the City could allow (or be forced to allow) the use of parks for outdoor shelter. If this goes forward this could include Portland International Raceway and would have a dramatic impact on the track. FOPIR sent out a request (which was forwarded around by a number of groups) asking that users write to the City and express their concerns. I thank you if you were able to participate. The city needs to be reminded how important the track is not only to its users but also for the economic benefit that it brings to the area.

If you recall, last month I started a new "door prize" give-a-way scheme. We can't yet have in-person General meetings so this gives the Membership Chair a chance to give members a token gift electronically. The game involved a trivia question. The first 5 people to email me with the answer got a \$10 coffee card. Well, it seems a bunch of you must have been paying attention because it was only minutes after Cathy sent out the Auspuff that answers started coming in. So.....here we go again.

April trivia question: How many entries signed up with Gear Grinders for the March rally and where did the rally end?

First five to email me at steve@smytheco.com with the correct answer can choose from a coffee card or a car wash coupon. (Answer can be found somewhere in the newsletter so ya got'a read it). Good luck!

Now I'll briefly put on my Membership Chair hat and remind you, if you haven't renewed your membership please go to MotorsportReg and do so. Your support is appreciated.

Thanks and take care,

Steve Powell, 2021 CSCC President



CASCADE SPORTS CAR CLUB

<http://www.cascadesportscarclub.org>

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CASCADE SPORTS CAR CLUB, INC AUSPUFF PUBLICATION

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

cascadeauspuff@gmail.com



CASCADE SPORTS CAR CLUB CALENDAR

www.cascadesportscarclub.org

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

www.cascadegeargrinders.org

rally@cascadesportscarclub.org



GENERAL MEETING: 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

April 17

May 15

June 12 Or 26

July 17

August 21

SPECIAL EVENTS

Sept. 18 - Mountains to the Sea Rally

October 30 - Ghouls Gambol



CASCADE SPORTS CAR CLUB'S
TRACK TIME TRIALS
SUNDAY, MAY 2, 2021 @ P.I.R

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

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

FOR EACH CLASS, THE WINNER IS THE DRIVER WHO ACCUMULATES THE MOST POINTS IN THE 3 SESSIONS FOLLOWING QUALIFYING.

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

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

OPEN TO HPDE ADVANCED OR SOLO APPROVED PARTICIPANTS ONLY

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

SIGN UP ONLINE: cascade.motorsportreg.com
Limited Space





Brett McKown
HPDE Chairperson

High Performance Driver's Education (HPDE)



Regular Auspuff readers may remember a series of articles that I wrote up in 2019 about a path for getting into racing and what to expect along the way. A recent development with a local friend highlighted a key ingredient that I overlooked in that path: **mentorship**. While this friend took a different path than I did for getting into racing, the friendships formed along the way are what I think ultimately "sealed the deal" for cementing us in this racing family.

Like this friend, my path started with a bunch of uncertainty. I've always had an interest in fast cars, driving fast, motorsports and the like, but I really didn't know how to get involved and I had no idea how easy it really was to get my own car on track. Fortunately for me, I formed a couple of key friendships with people who were already racing themselves and they helped to mentor me through the process. Without their help and guidance, I don't think I would ever be where I am today in this community. I would probably still be watching from the outside contemplating the "what-if's".

Because of how positive my experience has been, due in large part to their mentorship and friendship, I have found myself trying to pay it forward by offering what I can in terms of mentorship for my friend's recent journey into racing. And like me, this person has formed a small yet incredibly valuable circle of mentors to help them sort out things along the way. I'm incredibly happy and excited for this person as they continue their own growth path.

This isn't just limited to drivers as I've seen this numerous times over with the volunteer track workers. They are always welcoming of new faces with open arms, taking them under their wings, and forming lifelong friendships through a shared passion for motorsports.

When I reflect upon how valuable mentorship has been for myself and others in similar positions, I'm left wondering why we're still debating how to drum

up more interest in club racing. This has been a universal concern for the past few years as we've seen a steady decline in the number of race entries and an even more shockingly sharp decline in the number of novice drivers. In response to this concern, I must ask: **When was the last time you took an active mentorship role to help bring someone new into our racing family?**

I think there are many levels of mentoring that you can offer:

- Bringing them to one of our events and showing them the many ways they can be more involved
- Providing your racecar as a rental or loaner car they can use for either a track day or a novice race
- Sharing equipment and other resources with them to help offset their costs for getting into racing
- Answering questions they have, no matter how simple or complex they may be
- Helping to connect them with others in the racing family to that can provide more info in other domain areas that you may not excel in
- And, sometimes, just being present and listening to them can do wonders to making them feel more included

I would like to think that if every driver could reach out and start actively mentoring just 1 other person this year, we could start reversing the recent downward trends that we've seen locally in our sport. I'm not suggesting that you put in an extraordinary amount of effort for this, as all of us can work together to help mentor those new to our sport, each sharing the burden within our individual means. I just ask that you put a little more effort in to affect change where you can have a positive impact, and I think mentoring is one of the easiest things you can do to help.

~~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
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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
steve@smytheco.com*

Or phone him at 503-970-3190

The April 2021 trivia question is:

*How many entries signed up with Gear Grinders for the March rally
and where did the rally end?*

The answer is in this Auspuff



Cascade Sports Car Club Board of Directors March 23, 2021 Virtual Meeting via Zoom 6:30pm start time

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

Guests: Chris Heinrich, Mike Smith, Victoria and Monty Saager, Gail Fetterman, Julie Powell, Jamie Anderson and Cathy Peters.

Minutes from February 23, 2021 virtual board meeting approved.

Treasurer Report, Bob Peters: At this time, we are solvent. Bob was not online at this moment.

E-Board, Chris Heinrich: Bill Ecker is the new License Director for ICSCC. Rule books and P&P are not on line yet but Rick is working on it.

Contest Board, Brian Anderson: No report.

Enduro, Chris Heinrich: Chris is thinking of dropping E4 class and adding a street tire class. Chris will work on budget and get it emailed to the Board for approval. Probably try to open entries for the main Enduro in May. For this Enduro we may change the rules so only 5 people over the wall to service a vehicle.

Race Chair, Mike Smith: Austin Bradshaw has been given to the end of the month on the Retro Reunion. Chris, Brett and Mike are working on Time Trials for the May race. Lots of discussion and this is still in the planning stage.

Drivers Training, Brett McKown: The drivers school is open and Brett is working on the time trials for the Sunday event. Transponder rental, other ways of timing were discussed. Still working on the plan.

Membership, Steve and Julie Powell: Steve introduced the following as new members. 7 of them come from the rally group. The following members were introduced: Jason Krieg, Kevin Ortega, Tom Pittsenbarger, John Day, John Elkin, Stacy Rutledge, Peter Beckham, Ben Bradley, Skylor Skipworth, Chad Krueger and Andy Mitchell-Clarke. Hal Ballard & Kat Iverson. 3/24/21 email vote approving these members to full membership.

ROD, Gail Fetterman: Worker Volunteer Coordinator: The Board approved we pay stipends of \$15 for workers that work 2 days at our events this year.

Webmaster, Charles Freeborn: The -Host of our website is now changed. Charles is still working with some issues that have come up but is diligently working this out. He will work on doing an email response that includes all Board members in one group emailing.

GearGrinders, Victoria and Monte Saager: 32 cars were in for the March rally. 7 of our new members came from the rally cars. Victoria used the car wash certificates at the event for her trophies. Great job, Victoria and Monty.

Auspuff, Cathy Peters: No report.

Marketing, Linda Blackburn: No report

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

Old Business:

Steve sold the small trailer for \$2300. Too little but it is a done deal.

We will try to get Alan Nies on line for the next Board meeting to discuss the Historian position.

Steve is working on the SVRA contract. We are trying to make sure they want us and whom we should be talking with for the contract. There was lots of discussion and Steve will keep us advised as he gains information.

Meeting adjourned 8:40 pm.

Respectfully submitted,
Linda Blackburn
Secretary CSCC



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

Hal Ballard & Kat Iverson	Hillsboro, OR	Peter Beckham	Star, ID
Jason Krieg	Yacolt, WA	Ben Bradley	Portland, OR
Kevin Ortega	Vancouver, WA	Skylor Skipworth	Forest Grove, OR
Tom Pittsenbarger	Everett, WA	Chad Krueger	Yamhill, OR
John Day	Ridgefield WA	Andy Mitchell-Clarke	Aloha, OR
John Elki	Vancouver, WA		
Stacy Rutledge	Vancouver, WA		

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



Geargrinders News April 2021

April 17 Saturday Series Rally

Next up in Cascade's road rally season is the April 17 Saturday Series Rally. The Saturday 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 April 14 <http://msreg.com/CSCCApril2021 Rally>

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 available through April 14: <http://msreg.com/CSCCSeriesPass21>

March 20 Saturday Rally - The View From Here

The Saturday Road Rally Series shifted into gear on March 20. Rally entrants started in northwest Portland, traveled north across the Columbia River, through beautiful countryside on fun-to-drive roads. They spent a few extra minutes at some scenic spots - Venersborg Church, Lucia Falls Park, Cedar Creek Grist Mill - and ended in Battle Ground.



Venersborg Church

Thirty-two cars registered for the rally, including thirteen Series Passes. Getting 32 entries shepherded through virtual check-in was a bit like herding cats, but eventually everyone was checked in and route instructions were distributed. A Q&A Zoom meeting the night before the rally gave folks a chance to ask questions about the route and rallying in general.

On the rally:

On the morning of the rally, even before the first car got to the end of the odo check, we were busy. One car swapped out a team member. A couple of teams couldn't get back into their app; their app password had to be reset. (Important note: Set your password to something you'll remember.) Luckily this is easy enough for us to fix.

Then when cars got out on the course, we watched (on our Richta Rallymaster Map) a car leave the start in the wrong direction - headed toward Scappoose instead of Vancouver. We

called them and they were certain they were on course. A short conversation determined they had printed and were following February's Rally School Rally route instructions. Since they hadn't printed the March instructions, didn't have quick access to a printer, and hadn't run the Rally School Rally, we advised they carry on and enjoy the drive.



Geargrinders News continued...

Another car fell off the course just short of the end of the odo check. We called them and talked them back to the rally route. They entered the biggest time allowance the Richta app allows - 19 and a half minutes - only to hear from them a few minutes later. They were off course again. After another short conversation, we determined they were trying to run the rally using only the Rallymaster Notes.

Explanation: Prepandemic, a face-to-face participants meeting was held just before rally start time, where the rallymaster would give last minute pointers and explanations about the rally. Nowadays we issue this information in writing in a document that mentions only those route instructions the rallymaster feels need further explanation. These notes are an incomplete representation of the rally route at best. So, once they located the actual route instructions, they were back on course.



Pause at Cedar Creek Grist Mill

One car did not show up on our Rallymaster Map at all. We contacted them, determined their app wasn't running for a reason we could not resolve, so we put them in touch with the app developer. But that wasn't their only problem. They were befuddled and confused, unable to proceed beyond the end of the odo check. Having heard a similar description of their confusion just moments earlier, we quickly determined that they, too, were trying to run the rally using the Rallymaster Notes alone. Huge laughs from their end of the call when they found the real route instructions.



Car #12, Driver Dustin and Navigator Kimberly Morehouse

"Oh, this looks a lot easier!"

Things were much quieter for the rallymasters after that. Folks seemed to stay on course, proceeding to the mid-rally break at Lucia Falls Park, a brief stop at the Grist Mill, and then onto the ending location in Battle Ground, Washington.

What ralliers said:

Just want to say that was so much fun. You guys did an amazing job!!!

Really liked this road rally route (and not just saying that because we came in second overall but that helped).

A thought for upcoming rallies: drop the leg score that has the highest points. That way when we have that one big blunder we're not like, "Oh man!" [What do other ralliers think of this suggestion?]

Had a great time!

Thanks for writing such a good rally!

It was fun!

You need to teach a class on how to do time decs. [Good suggestion. Like solving story problems.]

What a great time and great roads to experience!

Thanks so much for doing all this work!!!

Thanks for putting on a great drive today. I really like the idea of having the drive for a good experience, as opposed to a style that would add aggravation to the novices and perhaps others. Keep up the good work.

Geargrinders News continued...

Today's rally was great! Thank you so much for a great time!

I really appreciate the work that Victoria and Monte put in to give us a good day.

Thank you very much! We had fun! First time ever event like this for us, we will be back. We surprised ourselves with a decent score :-)

Your info has been very helpful.

That was quite fun!!! Thanks for a super day!!!

Questions:

Most questions were related to use of the Richta Competitor app and use of time allowances. Here are a couple.

Q: Do I unregister the app to turn it off?

A: No, you do not. Just close the app without unregistering. When you reopen the app, you may have to reenter your password (the one you created when you registered your car number). Use a password you can remember.



Car 22, Driver Cyle Coats and Navigator Trevor Mohror

Here's a resource that may be useful: <http://drscca.org/rally/using-the-richta-competitor-app/>

Now that you have your device set up to use the Richta app for the rally, close the app on your device and don't relaunch it until the start of the rally! This will prevent unintended triggering of control



Bubbling Brook (Photo: Skylor Skipworth)

passages before the rally if you happen to pass by a control location. Once a control location has triggered in the app it will not trigger on subsequent passages.

Q: If I arrive at a CZT and I'm 4 minutes late, how do I use a time allowance to get back on time? Does that time allowance adjust your subsequent CZT times? What if I lose time and use a time allowance on a leg before the next CZT, do I enter two time allowances?

A: To answer the first part of the question, if you arrive 4 minutes late at the CZT, take a time allowance of 4:30 (4 minutes 30 seconds). Then wait until you are 4 minutes 30 seconds late, and go.

Addressing the second question, the time allowance does not carry over to the next CZT. You need to ask at each CZT, what time is it now, what time is our restart at this CZT, are we late, do we need a time allowance, and if so how much.

Geargrinders News continued...

And say you entered a time allowance at a CZT and prior to the next PC you encounter traffic or for any other reason you lose time and get behind. Do you enter another time allowance? If this is the first PC following the CZT where you entered a time allowance, that time allowance is still displaying on the app. But now you've lost even more time. So you need to add to the time allowance the additional time you've lost. Example: You entered a time allowance of 1:30 at the CZT. Then you missed a turn, u-turned and made the on-course turn. How much time did you lose performing that maneuver? 30 seconds? Okay, add to your time allowance. However, you can only add full minutes to your time allowance once it's at or over 1:30, so you press the +TA button once and add a minute, making your time allowance 2:30. But you only needed 30 seconds, so you pull over and pause the extra 30 seconds, and now you are on time.

Say you've gone by a PC and the next control is going to be a CZT. But before you get there you lose time. Do you enter a time allowance before arriving at the CZT? Answer: No. The time allowance will evaporate at the CZT, having had no effect on a leg score. Just get to the CZT and ask: am I late, etc.

Congratulate the winners:

Finishing first overall and first in SOP class was Car #18, the team of Marcus Gattman and Kerrie Steffenson. They zeroed one leg and had single-digit scores on twelve legs. Marcus and Kerrie are rallymasters for the August Saturday Series Rally. You are sure to enjoy their event.



The view from here, top of Grantham Road

Second overall and second SOP were Dave and Kathleen Sacry in Car #21. They also zeroed one leg and had eleven single-digit leg scores.

John and Robby Elkin in Car #25 came in third overall and placed third in SOP. John and Robby zeroed three legs and had an additional nine single-digit leg scores. Welcome back to Cascade rally, John and Robby. We're impressed.

SOP honorable mention goes to fourth place overall and fourth place SOP finishers Car #28, David and JoAnn Gattman. They zeroed two legs and had ten additional single-digit leg scores. Gattmans are rallymasters for the May Saturday Series Rally. Don't miss it.

In the Novice class, John and Susan Lucas in Car #14 finished in first place (one zero). Second Novice was Car #8, Jason Krieg and Justin Wiezorek (four zero leg scores). And third Novice was Car #31, Jan Bliss and Dave Stauff (one zero).

In the Equipped category, first Unlimited was Car #20, Larry Lefebvre and Simon Levear (four zero leg scores). Michelle and Jon Rand in Car #17 finished second Unlimited. And third Unlimited was Car #19, Chris and Kristy McCarty.

Congratulations to Andrew and Coralee Brewer for finishing first in the GPS class which allows GPS-sourced odometers.

The top three winners in each class will be rewarded with car wash coupons. Clean rally cars!

Geargrinders News continued...

CSCC Saturday Rally Series Results

The View From Here

Saturday, March 20, 2021

Rallymasters: Monte and Victoria Saager



Car #	Team	Class	Vehicle	Score
Equipped: (GPS and Unlimited)				
20	Larry Lefebvre / Simon Levear	UNL	2014 Ford Escape	192
17	Michelle H Rand / Jon Rand	UNL	2016 Jeep	308
19	Chris McCarty / Kristy McCarty	UNL	2019 Mazda RF	461
2	Andrew Brewer / Coralee Brewer	GPS	2018 Cadillac ATS 3.6 AWD	508
SOP: (stock)				
18	Marcus Gattman / Kerrie Steffenson	SOP	2018 Subaru Wrx	106
21	Dave Sacry / Kathleen Sacry	SOP	2010 Ford Mustang	124
25	John Elkin / Robby Elkin	SOP	2003 Mitsubishi Lancer	129
28	David Gattman / JoAnn Gattman	SOP	1965 Ford Mustang	136
9	Brian Anderson / Jamie Anderson	SOP	2020 Mazda CX5	155
7	Bill Ferber / Kelly Ferber	SOP	2013 Fiat 500 Pop	170
5	Madelyn Tabor / Mark Tabor	SOP	2014 Subaru Crosstrek	195
27	Brian Gottlieb / Ben Bradley	SOP	2016 Tesla S	203
6	Cody Garvin / Sabrina Garvin	SOP	2017 Volkswagen Golf R	228
32	Edmund Frank / Eustacia Su	SOP	2019 Porsche Macan	243
13	Torm Kelsey-Green / Kasey Klaus	SOP	2007 Dodge Caliber	292
Novice: (beginners)				
14	John Lucas / Susan Lucas	NOV	2014 BMW 335xi	144
8	Jason Krieg / Justin Wiezorek	NOV	2017 Chevrolet SS	148
31	Jan Bliss / Dave Stauff	NOV	2005 Ford Escape	200
30	Ken Bollman / Jimi Couture	NOV	2008 Infiniti G37	211
10	Gena Connelly / John Connelly	NOV	2014 Subaru WRX	240
16	Robin McDermott / Jon McDermott	NOV	2015 Mazda Mazda3	251
3	Angelique Ortega / Kevin Ortega	NOV	2013 Hyundai Sonata	259
23	Chase Spross / Ashley Sanders	NOV	2016 Mazda MX-5 Miata	282
15	Skylor Skipworth / Devan Rumler	NOV	2013 Volkswagen Beetle TDI	294
29	Scott Minder / Mike Glass	NOV	2004 Mazda RX-8	301
24	Rene Lamothe / Cathe Lamothe	NOV	2007 Honda Accord	334
4	Betsy Blackie / Laura Maclean	NOV	2020 Subaru Legacy XT	437
11	Madena Parsley / Stacy Rutledge	NOV	2012 Acura RDX	448
12	Dustin / Kimberly Morehouse	NOV	2018 Nissan Maxima	480
1	Hal Ballard / Kat Iverson	NOV	2009 Kia Rondo	DNS
22	Cyle Coats / Trevor Mohror	NOV	1967 Volkswagen Bug	DNS
26	Steve Zoeller / Jacob Zoeller	NOV	2017 Porsche 911 Targa	DNS

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

[CSCC2021SaturdayRallySeriesStandings](#)



CASCADE SPORTS CAR CLUB GEARGRINDERS

2021 Road Rally Schedule*
as of 3/21/21

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](#)



HELLO RACE VOLUNTEERS

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

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

The other benefits are:

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

In addition,

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

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

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

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

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

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





CASCADE SPORTS CAR CLUB

Presents

Rose City Opener XXIX – Gary Bockman Memorial Race

May 1st and 2nd, 2021

This is a Double Race - Non -Chicane event

Entry to PIR - No early entry on Friday until after 1:00pm unless signed up for Friday's Test and Tune or HPDE

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

This race is sanctioned by ICSCC, under the 2021 Competition Regulations as a championship race, organized by Cascade Sports Car Club and held at Portland International Raceway. Mike Smith, Race Chairman, may be reached at 360-518-3986 until 9 p.m. or by email at mikes@patriotfire.com

Online Registration will be available at

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

ENTRIES OPEN: Upon receipt of this announcement

ENTRIES CLOSE: Postmark by: **April 28th, 2021**

ENTRY FEES:	ICSCC or others – (Saturday and Sunday)	\$365
	<u>Cascade</u> Members – (Saturday and Sunday)	\$350
	Saturday Only or Sunday Only	\$250
	ICSCC or others (3 Races - Saturday & Sunday & Mini Enduro)	\$495* 3-1 combo
	<u>Cascade</u> Members (3 Races – Saturday & Sunday & Mini Enduro)	\$480* 3-1 combo
	Additional Race Entry (Saturday, Sunday, or BOTH!)	\$165
	Mini Enduro (1 Hour) Only	\$180
	HPDE	\$215
	Time Trials	\$245
	Late Entry Fees	\$ 50
	Pit/Spectator Passes	FREE
		* Great Value

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

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

Class Rotation: Saturday – Group 6 / Sunday – Group 1

Grp #1 - A-B-C Prod, SPO-M-U, PRO3

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

Grp #3 - CF, FF, FA, FM, FC

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

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

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

*** Grp #7 - Novice Closed Wheel

Grp #8 - Mini Enduro (1 Hour)

Grp #9 - HPDE/Time Trials

*** Novice C/W – See class box on schedule page for Sunday details



CASCADe SPORTS CAR CLUB

Presents

Rose City Opener XXIX – Gary Bockman Memorial Race

May 1st and 2nd, 2021

Non-Chicane Race runs from the ProPits

FRIDAY

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

SATURDAY

7:30am - 1:30pm Registration
7:30am - 2:30pm Tech Inspection
7:30am - Novice Track Tour @ base of Tower
8:15am - **MANDATORY NOVICE MEETING WITH LICENSE DIRECTOR**

8:30am - 8:50am Qualifying Group 6/3

8:55am - 9:15am Qualifying Group 1

9:25am - 9:45am Qualifying Group 2

9:50am - 10:10am Qualifying Group 4

10:20am - 10:40am Qualifying Group 5

10:45am - 11:00am Practice Group 7

11:05am - 11:20am Qualifying Group 8 (Pressure Qualifying – Single Lap)

11:20am - 12:15pm LUNCH !!!

11:35am MANDATORY Drivers Meeting MotoX Grand Stand (Group 8 Meeting right after)

12:15pm - 12:30pm Group 7 Qualifying

12:35pm - 1:00pm **Race Group 6/3**

1:10pm - 1:35pm **Race Group 1**

1:40pm - 2:05pm **Race Group 2**

1:50pm MANDATORY NOVICE MEETING WITH LICENSE DIRECTOR

2:15pm - 2:40pm **Race Group 4**

2:50pm - 3:15pm **Race Group 5**

3:15pm Senior Observers to assigned turns

3:25pm - 3:55pm **Race Group 7**

4:00pm - 5:00pm **Race Group 8**

4:10pm Novice Debrief w/License Director

5:00pm BBQ DINNER!!!

SUNDAY

7:30am - 10:30am Registration

7:30am - 11:00am Tech Inspection

8:00am MANDATORY GROUP 9 MEETING

8:00am MANDATORY NOVICE MEETING

9:00am - 9:15am Group 9 – HPDE/Time Trials

9:20am - 9:40am Qualifying Group 1

9:50am - 10:10am Qualifying Group 2

10:15am - 10:35am Qualifying Group 4

10:45am - 11:05am Qualifying Group 5

11:10am - 11:30am Qualifying Group 6/3

11:35am - 11:55am Group 9 – HPDE/Time Trials

11:55am - 12:55pm LUNCH !!!

12:15pm MANDATORY Novice Meeting with License Director

12:55pm - 1:15pm Group 9 – HPDE/Time Trials

1:20pm - 1:50pm **Race Group 1**

2:00pm - 2:30pm **Race Group 2**

2:40pm - 3:10pm **Race Group 4**

3:20pm - 3:50pm **Race Group 5**

4:00pm - 4:30pm **Race Group 6/3**

4:40pm - 5:00pm Group 9 – HPDE/Time Trials

SATURDAY ROTATION: GROUP 6/3

SUNDAY ROTATION: GROUP 1

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

*** Novices in Group 7 on Saturday, in with Groups 1-6 on Sunday. Groups on Sunday assigned by the License Director**

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



Drivers, Crew & Volunteers

**Please join us on Saturday, May 1st
at End of Day in the
Beaches Picnic area
for Dinner and Dessert**

We invite you to reconnect with one another and remember our friends who are no longer with us, especially
Gary Bockman.

Thank you for participating in the
**Rose City Opener XXIX/ Gary Bockman
Memorial Race**

Please bring a chair for yourself to Beaches.
Drinks may be purchased from the concession.

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.

2021 NORTHWEST MINI ENDURO CHAMPIONSHIP SERIES

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.

2021 NORTHWEST MINI ENDURO CHAMPIONSHIP SERIES

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

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

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

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

QUALIFYING PROCEDURES

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

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

ROUND 3 – JUNE 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~~

2021 NORTHWEST MINI ENDURO CHAMPIONSHIP SERIES

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

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



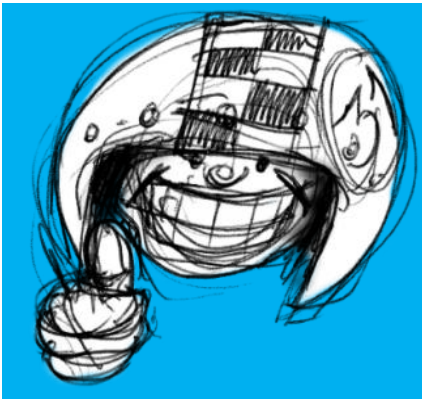
The February edition of the ICSCC Memo is online at the following address.

https://www.icsc.com/2021/memo/memo_2_2021.pdf

There is a great explanation of the Championship Racing Season for the International Conference of Sports Car Clubs. Please take a moment and refresh yourself with all the information and go after a TROPHY!

Authored by: Rick Bostrom, ICSCC President

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



Dash for Kids!!!

From the Editor:

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

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

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

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

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



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

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

April Fools Day Joke, ahem, backfires!



April Fools Day, 2021. Bob and Cathy Peters attempted a "Joke" on the Board of Directors. We sent this photo of an injured Ford F350 and claimed we had been in an accident on the way to get Safety II DEQ'd and licensed. IMMEDIATE response came from Kim Kuzma-McFarland, "April Fools?", followed by our President, Steve, with, "Apparently the impact was so violent it blew all the graphics off the truck, also. Very funny, you two. Now get back to work!"



Not to be outdone in the funny-man comments, Charles Freeborn cut us some slack by saying, "No worries— it was time to replace it with one of the new Prius models anyway..."

As it turned out, the "joke" was entirely on us! We had called ahead to PIR to confirm someone would be there with keys. When we arrived, the office was "closed". As we looked around and found a number to call, we were greeted by Terry, the very nice but intimidating lady in a BIG truck wanting to know what we were doing. About that time, John showed up in answer to our phone call, followed closely by Nikki from the PIR office. After some laughs (at the Peters') we headed to the fenced in area to grab Safety II.



Find the lock for the gate....got it. Find the lock for the truck....don't got it. Try again, it's a big key ring...don't got it...key fits, doesn't open the door....try the passenger door...A-ha! Got it. Slide over and insert key.... NUTHIN!. Since you can't say d*e*a*d at the Racetrack, you get the picture. We had no spark, no cough, no hiccup. So, lock 'er up and off we go to Baxter because neither one of us thought to bring Battery Jumpers. \$20 later, more unlocking and fiddling, we got Safety II to start! Off to the DEQ. We passed and spent \$259 to get that beast tagged! Great.



Now to the gas station by the overpass to do the nice thing and leave the truck full and ready for the Rose City Opener/Gary Bockman Memorial Race next month. Hahaha.



DO YOU KNOW HOW EMBARRASSING IT IS TO SIT IN A "SAFETY TRUCK" that can't even start??? A really nice guy pulled around and hooked us up to his old (old) Audi with his jumper cables and then we sat there for a while in our respective vehicles at the pump waiting for a miracle. He finished his BK lunch while he revved his motor. Upon trying to start Safety II, we got NADA again! So several bystanders **pushed** us out of the way and off we walked to Baxter, again.

The Clerk who helped us, after giving us a good-natured hard time about our predicament, sold us a battery and rounded up a very kind co-worker to drive us back to the gas station. (those batteries are heavy!) We also bought a needle nose locking pliers to get the battery cables off. And Cathy sacrificed her toothbrush for cleaning the terminals. Bob used the new battery to stand on to make the switch, and finally we were ready to head back to PIR. So far, we had been at this job for 4+ hours, counting drive time from home.

Now the Van that pulls the equipment trailer was all that we had left to do...YUP, d*e*a*d. But we jumped it with our new cables and got it DEQ'ed and tagged, another \$259, and when we stopped at the station to fill it up, we did NOT turn off the key. Back in the barn at PIR, we parked the Van and tried to turn it off and back on....*sigh*... at that point, we just locked everything back up, returned the keys, and went to Elmers for one of their really "good" rum'n'cokes.

The next day, with a stepstool, tools, and Steve Powell along for the ride, Bob got another new battery for the Van and the "quick job" we intended was done. They even checked Safety I and found that the battery had been properly disconnected for winter storage. It started right up! Many lessons learned.

Next year, we will stay home on April Fool's Day!



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Telephones

By Bob Peters' 99 year old cousin, Peggy

The first phone was made of oak
At first it was thought of as a big joke
It hung on the wall for all to see
Your ring number was one two or three

Then came the ones that were black
They sat on a desk not a wall or a rack
Then came colors you wanted to see
Anything pretty to satisfy you or me

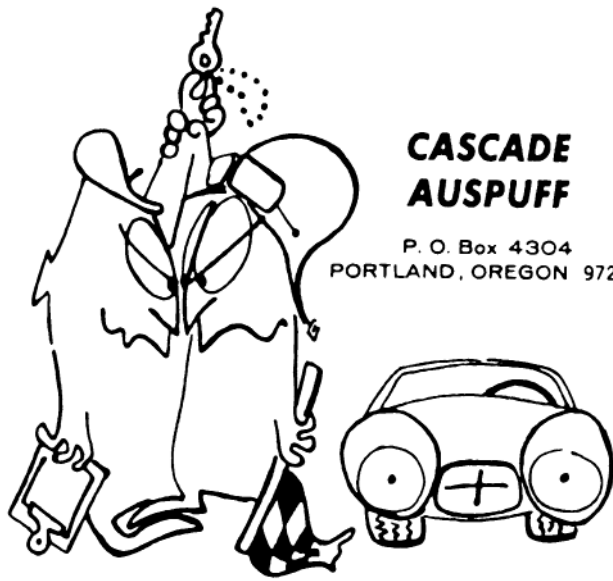
An operator to connect without stalling
Got you to the one you are calling
Something different was given a trial
The operator was replaced by the dial

Next came a new kind of phone called a cell
Replacing the one invented by a man Bell
A luxury a telephone used to be
Now it seems to be a necessity

You used to go away to avoid the phone
Now you're lost if it's forgotten at home
Originally attached to the wall to ring
Now it's attached to your ear is the thing

You used to wait for someone to call
Now you just wait for a signal is all
A phone used to last for another decade
Now it's only until the next cell upgrade

You taught your children to use the phone
Now they teach you how it's done
The world changed by the phone called cell



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