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RACING SEASON IS HERE!

DRIVERS!

**Join Cascade Sports Car Club
for a Tech Day at
Portland International Raceway!**

**On Saturday, April 16 at
South Broadacre parking lot, next to PIR's
main entrance, from 9:00 a.m. to 1:00 p.m.**

You can get:

- Annual gear tech inspection!
- A race steward will have Roll Bar Stamps!

Questions? Call 360.513.9769



**1940 N Victory Circle
Portland, OR 97217**

Please RSVP on [MSR](#)



APRIL 2022

www.cascadesportscarclub.org

ISSUE 4

Dear Cascade Members and Friends,

Spring is here or will be by the time you read this. Arrives March 20th this year. I'm looking forward to warmer and drier days, particularly now that Daylight Savings Time is in effect. I've got chores to get done before we really get into the race weekends. The seemingly longer days help. The club has been busy doing very important club related stuff. Nothing that actually involves a race car on track but it won't be long.

The club participated in the much heralded Volunteer Fair on March 12th held at PIR. We combined efforts with FOPIR and SCCA-OR plus we had a couple of Team Continental representatives present. The mission was to get new prospective volunteers. We had 60-ish people show up. After some introductory presentations by various representatives of the groups, the attendees were free to explore and learn about the various volunteer positions. We had people from F&C, Safety, Timing and Scoring, Registration, Hot Pits, Pre-grid, and a bunch of other smart, talented members to guide and answer any questions. I want to thank all of the people from the various organizations who helped with this project. Hopefully it will be fruitful and we'll add much needed workers to our family of volunteers.

March 12th was a very busy day at the track. Not only did we do the Volunteer Fair but we also had other activities going on. Adam Jacobsen did some safety training, we inspected our trucks and equipment and made notes about what needs to be done to get them ready for the season, and finally Brett McKown held the "track walk" for driving instructors. Brett and his team did the class room part of the instructor program the night before via Zoom. The track walk is to determine and set the "club racing line" so all instructors are consistent with our message. We all want to be giving the same message to our students. Well done Brett. By the waywe need more instructors. Please consider signing up. We don't want to be turning away students for lack of "right seat" instructors.

We held our March General Meeting at Stark Street Pizza on the 5th. We "broadcast" the meeting via Zoom (thanks to Brett McKown and his technical prowess). It went pretty well but we learned a few things and need to refine a few areas. For those who can't physically make the meetings we encourage you to look in remotely. We had several Bylaws and Policy & Procedure changes to take care of. After presenting and discussing the proposed changes, we held the vote. All eligible members both physically at the meeting and those via Zoom could vote. All four of the items passed by a big margin. The newly revised rules and procedures will be updated and then published on the web site.

It was reported by our Treasurer that our 2021 books are closed and the club taxes have been completed. We have also paid for our race/HPDE insurance through Conference as well as some track rental fees to PIR. Couple of other reminders.

You race license holders can now renew your license and pay through MotorsportReg. I did it and have checked with several others and we all agree it works pretty well. Also, if you are due and have not renewed your Cascade membership, please do so. If you're not sure about whether your memberships has lapsed, check your membership card or send us a note and we can check for you.

As you're no doubt aware, Cascade is quite involved with other events beyond our club races. We are hard at work helping with various projects. Rose cup, SVRA, NASCAR Xfinity, and INDYcar. One thing to note.....there is an urgent need for a bunch of fire fighters for the upcoming NASCAR Xfinity race June 3rd and 4th. When I say a bunch I mean like 70-ish people. Please consider volunteering. We/NASCAR provide all training and required equipment. You don't need to have your own "fire suit" and related safety equipment. There is no better place to be for this race than in one of the pit stalls. You might even make it on national TV. You also get free admission, parking, swag, food and drink, and a worker dinner and party. If you have interest, let us know and we will guide you to the appropriate people to get signed up. Thanks all and take care,

Steve Powell, 2022 CSCC President 503-970-3190



CASCADE SPORTS CAR CLUB

<http://www.cascadesportscarclub.org>

President Steve Powell 503-970-3190

thebuckstopshere@cascadesportscarclub.org

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

CASCADE CONFERENCE REPRESENTATIVES

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

Race Chairman Mike Smith mikes@patriotfire.com	Asst. Race Chairman OPEN	Starter Ralph Hunter Kim Kuzma McFarland kdkuzma@gmail.com	Communications Bonnie Aarseth bonnieaarseth@gmail.com Teresa Hanken tlynn571@msn.com	Timing and Scoring Linda Blackburn 360-513-9769 dragondreams21@gmail.com
Tech Carl Feague cfeague@msn.com Asst. Richard (Alex) Street rsturbochargerservice@gmail.com	Driver Services Kasey Klaus 503-929-0054 kaseygram@gmail.com	Registration Jamie Anderson registrar@cascadesportscarclub.org	Pre-Grid Julie Riehl 360-513-6728 Julie.riehl1@gmail.com	Hot Pits Mark Ling mark@checkmarkaccounting.com
Safety Adam Jacobsen 360-751-5152 mightymouseracing@yahoo.com	Flag Chiefs Cathy Frasier cathygaryfrasier@gmail.com	Equipment Manager Scott Goodrich 360-606-9447 slgoodrich001@gmail.com	Pace Car Tim Stanley 503-693-8139 tpfdsterling@gmail.com	Volunteer Coordinator Worker Registration Gail Fetterman gailfetterman@comcast.net
Announcer OPEN	Paddock Marshall OPEN	Course Marshall OPEN	Weigh Master Robert Paxman rpaxman111@yahoo.com Asst. Robert Klaus 503-781-9235	

CASCADE COMMITTEE CHAIRPEOPLE

Drivers Training Chair Brett McKown trackdayhpde@cascadesportscarclub.org	Auspuff Cathy Peters 503-602-1968 CascadeAuspuff@gmail.com	Marketing Susan Tomlinson sitomlinson72@gmail.com Linda Blackburn Dragondreams21@gmail.com	Webmaster Charles Freeborn webmaster@cascadesportscarclub.org	Gear Grinders Monte and Victoria Saager rally@cascadesportscarclub.org
Banquet Chair Kim Kuzma McFarland kdkuzma@gmail.com	Historian OPEN	Membership Steve & Julie Powell 503-632-3446 membership@cascadesportscarclub.org	Points Keepers Jamie Anderson pointskeeper@cascadesportscarclub.org	Enduro Committee Chris Heinrich chrisheinrich@aol.com

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CASCADE SPORTS CAR CLUB CALENDAR



www.cascadesportscarclub.org

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

www.cascadegeargrinders.org rally@cascadesportscarclub.org

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

The APRIL 2022 General meeting will be held via ZOOM for those unable to join in person. The zoom link is: <https://us06web.zoom.us/j/84041036052?pwd=aTVOZkprUjNrTEdKZjhITDNVVGIOdz09>
Meeting ID: 840 4103 6052 **Passcode:** 703246

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

2022 CASCADE RACE SCHEDULE

April 30-May 1 Rose City Opener
June 18-19 Chicane Challenge
August 13-14 Dash
October 15 47th Annual Enduro

Drive your own car on the track.

HPDE / Track Days with classroom time:
April 29 HPDE/Driver Training/TnT
June 17 HPDE/Driver Training/TnT
August 12 HPDE/Driver Training/TnT

SPECIAL EVENTS at PIR

The 2022 Season is going to be LIKE NO OTHER! Plan now to Volunteer, Participate, or come Spectate.

NASCAR Xfinity Series -

[June 3 & 4](#)

61st Rose Cup Races -

July 7-10

SVRA-TransAm West

July 15-17

Grand Prix of Portland -

Sept. 2 - 4

GEARGRINDERS 2022 RALLY SCHEDULE

Feb 19 [Rally Results](#)

March 19 – [Rally Results](#) July 23 – Saturday Rally
April 16– [Saturday Rally](#) August 20 – Saturday Rally
June 25 – Saturday Rally Sept. 17 – Saturday Rally

SPECIAL EVENTS

May 14 – [Mountains to the Sea](#)
October 29 – Ghouls Gambol

OTHER EVENTS @ PIR

For
CONFERENCE DRIVERS
Pre-Season TECH DAY
APRIL 16
9am-1PM @ PIR
South Broadacres Parking Lot
Outside main gate
Steward onsite
Please RSVP on [MSR](#)



We're DIVING



...Into DIGITAL

The April 2022 General Meeting will be held in person
and via ZOOM.

We understand the difficulty of attending an evening meeting, especially during the social distancing we currently find ourselves practicing. So, we hope you will join us virtually!

The ZOOM Link for the April 2, 2022 meeting will open at 7:15. You can be admitted to the meeting if you miss the start. The actual **meeting will begin at 7:30 pm.**

The CSCC Board of Directors (BoD) have set up a recurring Zoom meeting for the monthly general meetings so that those who are unable to join us in person can continue to participate remotely. You'll need the following information to join us via Zoom.

<https://us06web.zoom.us/j/84041036052pwd=aTVOZkprUjNrTEdKZjhITDNVVGhQdz09>

Meeting ID: 840 4103 6052
Passcode: 703246

Find your local number: <https://us06web.zoom.us/u/klvpFFCCe> (only necessary if you are unable to join via a PC or mobile device)

NEW MEMBERS

Welcome to our newest Cascade Sports Car Club Members. We are glad to have you!



Kyle Keenan	Vancouver, WA.
Jack Jahrling	Portland, OR.
David and JoAnn Gattman	Portland, OR.
Jeff Miller	Portland, OR.
Tracy Morgan	Portland, OR.
Kenneth Johnson	La Center, WA
John Jensen	Richland, WA.



CASCADE SPORTS CAR CLUB

2022 BOARD MEETING

March 5, 2022 Meeting called to order 6:00 pm.

Attendees in person and via ZOOM

Board Members: Steve Powell, Brian Anderson, Bob Peters, Linda Blackburn, Kim McFarland, Robert Paxman. Absent, Emily Pixley, Chris Lounsbury, Eric Blois.

Guests: Gail Fetterman, Julie Powell, Jamie Anderson, Jeff and Susan Tomlinson, Cathy Peters, Chris Heinrich, Dave Dunning, Brett McKown, Mike Smith, Vince Vavrosky, Victoria Saager, Charles Freeman, Bob Hillison and Grant Heizenrader via Zoom

Minutes from February meeting approved.

Treasurer: Bob Peters: We received the refund on the double payment of the ambulance. We have all taxes to the accountants.

Activities/Banquet: Kim McFarland: Nothing to report.

E-Board: Chris Heinrich: Nothing new.

Contest Board: Brian Anderson: No Report.

Enduro Chairman: Chris Heinrich: Thinking over the 20 gallon limit on cars. Maybe some changes on tires. We probably will open the Enduro in May for registration.

Race Chairman: Michael Mustang Smith: The trucks will be washed, and decals replaced before the races, we hope. This could possibly happen on March 12, the recruitment fair. Nothing new on NASCAR. No contract for any races yet.

Driver Training: Brett McKown: Friday date is set up and going well.

Membership: Steve and Julie Powell: New members to introduce at the general meeting: Kyle Keenan, Jack Jahrling, David and JoAnn Gattman, Jeff Miller, Tracy Morgan, Kenneth Johnson, John Johnson.

Linda presented another name tag from Liz at Millenium Graphics. They are a better price and she can work with us as she has the logo already. The price is approximately \$11 (with shipping at \$4 and the name tag \$6.90). Julie will get name tags for all last years new members we haven't done that for.

Auspuff: Cathy Peters: Cathy sent out 225 mailing of the Recruitment flyer to area businesses and fire services. We will see what happens.

Marketing: Linda Blackburn: We are ready for the Volunteer Fair. I have recruited a new First Person for marketing. Susan Tomlinson will take over the first position and I will stay to get her going. Thank you, Susan, for stepping up. I think she is going to do a great job.

ROD and worker registration: Gail Fetterman: No report.

Website: Charles Freeborn: Everything okay.

Gear Grinders: Victoria Saager: Rallys will begin March 19. Everything else great. Good rally school with great count of people.

Points Keeper: Jamie Anderson: Chiefs should get their points to me as soon as possible.

Old Business: Thank you notes to attendees, workers, racers, vendor, etc. were once again sent out. Be sure we invite drivers, crew, and family to our Saturday evening (after the race) dinner/get-together. They need to feel welcome.



CASCADE SPORTS CAR CLUB 2022 BOARD MEETING

March 5, 2022 Meeting called to order 6:00 pm.
Attendees in person and via ZOOM

New business/ongoing business:

Long term storage of club documents and memorabilia. Discuss (again) possibility of free membership to workers. Catalog of "job descriptions" for various jobs and positions.

We've lost a few members lately.

Coralee Brewer
Jim Brassfield
Russ Seewald

Team Continental has settled on June 9th for their Driver Training/HPDE/Time Trials Day at PIR.

Volunteer Fair at PIR March 12th.

The RATS meeting is supposed to be held via Zoom on March 19th.

We will be voting on the proposed Bylaw changes at the General meeting. Only eligible/current members are allowed to vote. Honorary members do not have voting privileges. I have been asked about proxy voting. We have no provision for doing that at this time.

Brad Shinn, President of SOVREN sent notice that the SOVREN Board has decided to go ahead with their Spokane Race June 3-5. Same weekend as NASCAR at PIR. They sent a survey out asking how many drivers might make the trip. Must have received enough yeses to go ahead.

We got a request for a donation from Emily James at Hartland Humane in Corvallis. They are an animal care and shelter and do a fund raiser. They are asking for a donation of a track day for their auction. Apparently, we have done this before. Here is a link to their site if you want to check them out. <https://heartlandhumane.org/ww2022/>. This request was voted no by the Board.

Got a note from Sean Coiteux (actually the note came from Darrell LeBlanc). Looks like he owns RPM Northwest in Vancouver? Apparently, Sean has/owns the GASS cars now. They/he wants to talk about racing with Cascade. I've sent two emails to him asking to have a conversation but so far no response. As in the past, we have scheduling issues and possibly licensing problems if they choose to run with our regular groups.

From Steve Powell: There is e-mail Spam asking to buy gift cards supposedly coming from me. NOT..... If you get any of these and have questions about the authenticity, please contact me before doing anything. This has happened a bunch of times. Hopefully we are all smart enough to realize this is bogus.

Brett.....feedback after the ZOOM broadcast of the Board Meeting from zoom viewers: need to speak clearly into or near microphone. Too much chatter in background. If we use this format, we need to approach it more professionally so it is useful for zoom viewers.

Next BoD meeting via Zoom, TBD

Meeting adjourned at 7:20 pm. Respectfully Submitted, Linda Blackburn, Secretary CSCC.



Cascade Sports Car Club General Meeting Minutes March 5, 2022 Stark Street Pizza 7:30 pm

Board Members: Steve Powell, Brian Anderson, Bob Peters, Linda Blackburn, Kim McFarland, Robert Paxman. Absent, Emily Pixley, Chris Lounsbury, Eric Blois.

Minutes from February meeting approved.

Treasurer: Bob Peters: We received the refund on the double payment of the ambulance. We have all taxes to the accountants.

Activities/Banquet: Kim McFarland: Nothing to report.

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Race Chairman: Michael Mustang Smith: The trucks will be washed, and decals replaced before the races, we hope. This could possibly happen on March 12 the recruitment fair. Nothing new on NASCAR. No contract for any races yet.

Driver Training: Brett McKown: Friday date is set up and going well.

Membership: Steve and Julie Powell: New members: Kyle Keenan, Jack Jahrling, David and JoAnn Gattman, Jeff Miller, Tracy Morgan, Kenneth Johnson, John Johnson. The Board will email vote on this after the meeting.

This is now the time to have the party of the Raffle drawings from Steve. What fun to see how the trading went.

Auspuff: Cathy Peters: Cathy sent out 225 mailing of the Recruitment flyer to area businesses and fire services. We will see what happens.

Marketing: Linda Blackburn: We are ready for the Volunteer Fair. I have recruited a new First Person for marketing. Susan Tomlinson will take over the first position and I will stay to get her going. Thank you, Susan, for stepping up. I think she is going to do a great job.

ROD and worker registration: Gail Fetterman: No report.

Website: Charles Freeborn: Everything okay.

Gear Grinders: Victoria Saager: Rallies will begin March 19. Everything else great. Good rally school with great count of people.

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Old Business: Thank you notes to attendees, workers, racers, vendor, etc. were once again sent out. Be sure we invite drivers, crew, and family to our Saturday evening (after the race) dinner/get-together. They need to feel welcome.

New business/ongoing business: Long term storage of club documents and memorabilia. Discuss (again) possibility of free membership to workers. Catalog of "job descriptions" for various jobs and positions.

We've lost a few members lately. Coralee Brewer (Rallier), Jim Brassfield (Volunteer Corps), Russ Seewald (Pro3 Driver)

Team Continental has settled on June 9th for their Driver Training/HPDE/Time Trials Day at PIR.

Volunteer Fair at PIR March 12th.

The RATS meeting is supposed to be held via Zoom on March 19th.

Time for Birthday cake for Gail Fetterman. Every one please enjoy.



High Performance Driver's Education (HPDE)



Upcoming HPDE Events

Our next HPDE and Test-and-Tune (TnT) track day is coming soon on Friday, April 29. Registration is already open and filling up quickly: <https://cascade.motorsportreg.com/events/cascade-cscc-hpde-track-day-april-29-portland-intl-raceway-sports-car-609204>. Get yourself registered today to reserve your spot before they are all gone!

Also, we are having our first of three Track Time Trials (TT) and HPDE Advanced track days this year during the race weekend on Sunday, May 1. Registration is already open and spots are being claimed by early birds. The cost for participating in the TT is \$205 while the HPDE Advanced only drivers pay \$175. Register today at <https://cascade.motorsportreg.com/events/cascade-cscc-tt-hpde-advanced-only-may-1-portland-intl-raceway-sports-car-833618>.

NASCAR Sonoma Hands-on Training Report Out

For this year's upcoming NASCAR Xfinity with ARCA Menards West 2022 event on June 3 & 4, I am helping as the Assistant Training Coordinator. We have a significant need for more volunteers to work as firefighters on pit lane, in the paddock garage area, the fuel island, or on one of the many fire trucks. Registration is open for volunteers at <https://www.motorsportreg.com/events/nascar-xfinity-with-arca-menards-west-2022-portland-intl-raceway-friends-of-pir-528464>. Please sign up today and help to spread the word so that we can help support the return of this racing series to Portland International Raceway.

Since NASCAR puts on events nearly every week across the country at many different tracks, they have a robust training program for track workers to ensure that there is a consistent level of service regardless of the event location. This consists of both online training courses and hands-on training exercises. **The online courses can be completed at any time before May 1st. The hands-on training will be held May 21 and 22** (you only need to attend one of these training dates). This hands-on training is required for anyone that works Fire, Extrication, Restoration, Recovery, Clean-up, or EMS. (Flags & Communications, Marshal Support, PreGrid, Starter, and Sound do not need to participate in the hands-on training but are welcome to join us.)

In preparation for the event, a small group of us working to coordinate the hands-on training in May went to Sonoma Raceway the weekend of March 19 to participate in their NASCAR hands-on training event. As an additional bonus, we were also able to observe their own hands-on training as they practiced in a variety of different on-track scenarios. For me, this was a very insightful and incredibly useful experience that helps us to be better prepared for our own training needs for the NASCAR event.

In short, they had very well-planned on-track incident scenarios that allowed everyone to role play their parts as they attended to and acted through how they respond to these types of incidents. Everything from how they positioned their vehicles to provide protection to those working the scene, what each person was to do and when, how they handled radio communications during the incident response, and even how they cleaned everything up so that racing could resume was covered. And all of this was in addition to the required NASCAR training: extrication, restoration, rollback and wrecker recovery, and fire/safety truck.

For those of us that traveled from Portland, this was an invaluable experience that allows us to be better prepared for our own hands-on training that we need to provide for the NASCAR event, but it also gave us many ideas of how to grow our own worker training for future events. Many thanks to those at Sonoma Raceway for their hospitality and for allowing us to join them for this training.

Volunteers Needed!



for Portland International Raceway

NASCAR Xfinity & ARCA West

June 3-4, 2022

FIRE & SAFETY POSITIONS

We're looking for people interested in being part of the fire and safety team. A two day commitment is required. Interested?
Contact Brett at brett@fopir.com





High Performance Driver's Education (HPDE)



HPDE Instructor Seminar

Thank you to everyone that was able to join us for the virtual HPDE Instructor Seminar and the track walk at PIR on March 11 and 12. Here are useful links to the various resources mentioned in this year's seminar and some key notes from the seminar and track walk.

- As mentioned in the seminar, the CSCC HPDE Committee has put together a new Instructor's Handbook that is meant to be a useful resource for providing the best experience for those that participate in CSCC HPDE track days. Download the [CSCC HPDE Instructor's Handbook](#) and provide us any feedback that you think would make this a better resource.
- An additional resource that is highly recommended for all HPDE instructors is [Ross Bentley's HPDE Instructor Manifesto](#).
- Here is the presentation material that was used during the seminar: [CSCC HPDE Instructor's Seminar Presentation](#).
- Here are the ground school presentation materials that are used for HPDE Novices: [CSCC HPDE Ground School Presentation](#).

The instructors that participated in the track walk agreed to the following changes to the school line (cone placements):

- The apex cone at turn 1 is about 4-6 feet later now than it has been in the previous few years.
 - ⇒ The intent is to help position the student's car at the exit of turn 1 so that they can better rotate the car around turn 2.
- The apex and exit cones for turn 5 were also moved about 6-8 feet earlier so that Novice/Intermediate students have more of a straight path between the exit of turn 5 and the entry to turn 6.
 - ⇒ The intent to give the students more time to position their car for entry into 6 while also completing braking and downshifting (if needed).

Here are the key takeaways from the group discussion on how to address common HPDE situations:

- Talking: How much is too much?
 - ⇒ Recognize when your student is no longer responsive to you and ask "check in" type of questions to assess if they are overloaded with sensory input.
 - ⇒ Frame your instruction in terms of the behaviors you want to see instead of those that you don't. Use "more of" or "less of" instead of "do" or "don't".
 - ⇒
- How does the student's car influence your instruction or coaching?
 - ⇒ Some students with high HP cars are often target fixated on seeing how fast they can go on the track. Recognize when your student has this goal and that you will help them achieve this by the end of the day if they work with you on establishing good fundamentals of high performance driving.
 - ⇒ Research key performance and safety features of your student's cars prior to the track day so that you are better prepared to tailor your instruction to their needs.
 - Also, identify how the modern safety systems on their cars work and how to disable them. For example, you may want to disable emergency braking as track driving may engage these safety systems at undesirable times.



High Performance Driver's Education (HPDE)



HPDE Instructor Seminar (continued)

- How much does the track layout change your instruction style? (Chicane versus non-chicane track days)
 - ⇒ Always ask your students if they have ever driven the car using the non-chicane layout. Not all track day organizations at PIR use the straight-thru configuration.
 - If they have, determine if they had any issues with braking for turn 4.
 - Did they make any other changes to their car since the previous track day? They may encounter unexpected platform stability issues with the high front straight speed.
 - ⇒ Additionally, if they are coming from motorcycle track days at PIR, then they may have never driven the chicane layout.
- How do you handle overly timid students?
 - ⇒ Focus on getting the student/driver comfortable. Work within their comfort zone.
 - ⇒ Emphasize the fun aspect to help them get comfortable with high performance driving.
 - ⇒ Recognize that not everyone wants to drive "flat out" and be prepared to instruct within their limits and comfort zone.
- How do you handle overly aggressive students?
 - ⇒ Establish firm verbal control in a positive and respectful manner.
 - ⇒ Do not hesitate to have the student park on the hot pit lane or in the paddock to discuss your expectations with them.
- How do you keep your own instructing & driving skills sharp?
 - ⇒ Participate as an instructor with other track day organizations.
 - ⇒ Consider having another instructor do "role-playing" on track where you play the role of their instructor so they can provide you feedback about how you managed their "role" as student.
 - ⇒ Consider signing up for [Ross Bentley's Speed Secrets Weekly newsletter](#) or downloading his [Instructor Manifesto](#).
- How do weather conditions affect your instruction methods?
 - ⇒ Stay off the painted curbs in the wet, off throttle around the dip at turn 8, drive on the crown of the track surface (such as down the front straight)
 - ⇒ Be prepared to adjust your instruction style or have your student adjust their speed accordingly based on your visibility and ability to instruct ahead of the student given the conditions.



Thank you to the drivers who brought their display cars, to Kristen Moore for all her hard work, Darrel LaBlanc FoPIR, Steve Powell CSCC, Tim Ferrick SCCA-OR, Chiefs of Specialties, social media helpers, Doug Berger for his photos, Linda Blackburn for tying up all the loose ends, and **THE GUY** who brought the coffee and donuts! We had great turnout for our Volunteer Fair and PERFECT BLUE SKIES!



If you ran Cascade road rallies the last couple of seasons, you probably ran with Cascade members Andrew and Coralee Brewer. They finished third Novice in last year's Saturday Series, and they were all set to run as Car #2 again this season. Coralee unexpectedly passed away on Feb. 14. In her memory, Car #2 will not be assigned this year. Our rally world is diminished by her absence. Condolences to her husband, Andrew, and her family. Coralee's obituary is posted: <https://www.sunfloweraz.com/obituaries/Coralee-L.-Brewer?obId=24158342#/celebrationWall>



Calling all racers!

Registration for our first race of the 2022 season, the Rose City Opener, is live on MSR.

Cascade is excited to offer even more options this year to get on track for our Pacific Northwest racers:

Nostalgic Series - NEW this year!

Mini Enduro Series

Race in multiple run groups

All these combine to give drivers plenty of opportunities to race during a Cascade weekend. While these opportunities aren't available to every car, most will be eligible for at least two race groups. The bargain price of a second (or third!) entry is well worth it!

[CLICK HERE](#) for more info and to sign up now!

Looking forward to an amazing 2022 race season with all of you!
Cascade Sports Car Club Race Team

JIM BRASSFIELD—you will be missed! -Schellene Clendenin

If a life can be measured in the stories we tell about someone, the tale of Jim Brassfield, or Brass to the many, many people who knew him, would go on for miles. It is a narrative filled with laughter, tears, fond memories and love.

Lot's of love.

"He had a heart as big as a Volkswagen Bug."

Family and friends gathered Saturday March 19, 2022 at the Scio Baptist Church in Scio, Oregon to celebrate Brass, swap stories and share just how much he would be missed.

Brass, who had a decades-long career as an emergency medical technician (EMT) and lifetime love of racing, passed away February 26, 2022, after a more than 4-year battle with pulmonary fibrosis.

He loved speed. Before moving to Oregon in 1981, Brass had a 1970, 240Z and told a hair-raising story to son, Jason Brassfield, a fellow race enthusiast and Mazda Miata driver. "He was going through the corkscrew at Laguna Seca at speed, at night and the headlights went one direction and the track in another," Jason said. "He loved that car."

Jason said he had many fond memories of road trips to race tracks and working the corners with his father. "I was working turns with him at the Port Orford Grand Prix," Jason said, adding that this trip was in the late 90's. "(Driver) Kevin Smith rolled his car a few times. This was when turn workers were often first on scene, Jason said, adding that he was out of the station first, and halfway to the car when his dad blew past him carrying a fire bottle. "I was maybe 17-18, it was mind-boggling" he chuckled, adding that he and Brass laughed about it for hours afterward.

Brass was witty and funny, with an easy, contagious laugh. But when it was time to be serious, he was all business, training dozens of volunteer flaggers and corner workers in the more than four decades he spent as a volunteer.

Ryan Jordan is a third generation flagger. His Grandpa was a flagger/steward in Phoenix and his mom also enjoyed waving flags at race cars as they drove by. So by the time he turned 16 Jordan was ready, and while Brass started out teaching Jordan the ins and outs of flagging, he also became a mentor and a friend. "The first day we were on Turn 8. He told me everything to look for," He said, "watch for drivers who weren't wearing their gloves, Make sure window nets were up. Eyeball the cars as they go by, looking for any mechanical issues the car might have". "He made time to make training a priority," Ryan said, "And I was ready to learn."

Before the race began Brass did a morning meeting on the corner and went flag by flag, explaining what each meant and how to display it. He was thorough, Jordan said. But Brass was not all business. He also had dark sense of humor a deep laugh and the ability to keep interesting conversations going all day long - never repeating the same story twice, Jordan remembered.

There were too many to choose from.

There was the time at the Mid-O SCCA run-offs when Brass and fellow Portland International Raceway volunteers and friends Bud Mansur and Mark Schue came to a pre-dawn worker meeting dressed as the three headed knight from the movie Monty Python and the Holy Grail. "We turned the corner and you could hear a pin drop," Mansur said. Only Oregon volunteers attendance laughed. "It was like there was a 2-foot moat around us," he said. Everyone avoided getting too near.

That was Monday. By Wednesday, volunteers who had traveled from race tracks all over the country were asking to be placed on the corner with the guys from Oregon who were having so much fun.

Erin Wilson grew up at PIR and has been a race volunteer since age 9 when she worked timing and scoring. That's where a lot of "track kids" got their start - at least until they turned 16 and were allowed to wave a flag. Volunteers at PIR are her race family and she considered Brass her track dad. "He has a daughter, (Aleta McOmber) so he was a good girl dad," she said adding that he was also a friend you could go to for both guy advice and track advice. Brass, she said, looked after her, once chiding her for hesitating on a hot track. He told her that the minute she stepped foot on the a race track when it's hot, run fast to the other side.

And then there was the time Brass took out his flags to direct traffic - on the freeway. "We were up at a race at Seattle International Raceway (now Pacific Raceway) and staying at my parents' house," said Dan Olson, who is in his 38th year as a volunteer at PIR. Olson arrived at his parents place first and received a call that Brass's truck had broken down. "While they were waiting for AAA they (Brass, Schue and Mansur) got a set of flags out and were flagging the regular traffic. Blue flags for slow cars, surface flag for items that blew out of a truck, even a meatball for trucks that were smoking."

And then there was the hot tub story...

Many told stories of Brass' warmth, his ability to make people feel welcome and safe. His steel trap of a mind that could rattle off information about WWII aircraft from memory. His shooting tips. His calm in the face of chaos.

But his loss will be felt by all who knew him.

"What I liked most about him was my hug in the morning," said Becky Pengraph, who is in her 22nd-year as a volunteer at PIR. "Big bear hugs - he gave the best hugs. That's what I'll miss."



RUSSELL SEEWALD

07/21/1962 — 02/25/2022

From Kennewick, WA

Russell Bryon Seewald – dedicated husband, father, grandfather, and friend – passed away in his sleep at home in Kennewick, WA on Friday, February 25, 2022.

Russ was born to Richard and Gloria Seewald in Caldwell, ID on July 21, 1962. He graduated from Vallivue High School in 1980 before attending College of Idaho, both in Caldwell. At C of I, Russ met his wife, Kim, and graduated in 1987. He then started his 30+ year career in banking, mostly as a loan officer.

Russ and Kim married on January 6, 1991, and soon after welcomed their first child, Spencer. In short work, the family grew to five with the births of Shelby and Savannah.

Through the years, Russ enjoyed playing golf, fixing cars, and time with his family. He loved visiting Phoenix, making annual trips to golf with his friends and frequenting his vacation home in Scottsdale.

Russ and Kim called the Boise area home for almost 50 years. They moved to Heppner, Oregon in 2011 where Russ worked for Bank of Eastern Oregon, and then to Kennewick, Washington in 2015, still making frequent trips back to Boise.

His race spectating, auto repair skills, and lead foot combined to become a love affair with auto racing. In the summers, he could often be found at a number of racetracks in the northwest and beyond, while in the winters, he was tuning and repairing his race cars – always a BMW, preferably black.

Being a grandpa came naturally to Russ. His grandkids loved his neck kisses with the tickly scratch of his chin whiskers. He loved having the kids watch car racing with him, when they would sarcastically taunt Grandma with cheers of “Go, race car, go!”

Russell is survived by his wife, Kim; their three children Spencer, Shelby (Bonderman), and Savannah (McCarl); four grandchildren, Alayna, Clara, Calvin Russell, and Carly; his brother, Brad,

and his uncle Ron.

Russ fought a short bout against throat cancer. His family wishes to extend a special thanks to the dedicated staff of the Tri-Cities Cancer Center and Genesis Care.

In his memory, donations can be made to his memorial fund, which will first be used to purchase a memorial park swing, and then to support the Tri-Cities Cancer Center and Genesis Care.

[\[https://everloved.com/life-of/russell-seewald/donate/\]](https://everloved.com/life-of/russell-seewald/donate/)

Please join his family for drop-in memorials:

Sunday, March 6 at Zee’s Rooftop from 2-6 pm (250 S 5th St #900, Boise, ID).

Sunday, March 13 at CG Public House from 1-4 pm (9221 W Clearwater Ave, Kennewick, WA 99336).

His friends and family are invited to share happy memories and celebrate Russ’ life in the way he would want to be remembered – as a loving and caring man who enjoyed life.

A special tribute will also be planned during a car race this summer.





CASCADE SPORTS CAR CLUB

Presents

Rose City Opener XXX

April 30th and May 1st, 2022

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 2022 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

[Motorsportreg.com/events/cscc-rose-city-opener-xxx-portland](https://motorsportreg.com/events/cscc-rose-city-opener-xxx-portland)

ENTRIES OPEN: Upon receipt of this announcement

ENTRIES CLOSE: Postmark by: **April 27th, 2022**

ENTRY FEES:	<u>ICSCC</u> or others – (Saturday and Sunday)	\$375
	<u>Cascade Members</u> – (Saturday and Sunday)	\$355
	Nostalgic Series (Cascade Members - \$375)	\$395
	Saturday Only or Sunday Only	\$250
	ICSCC or others (3 Races - Saturday & Sunday & Mini Enduro)	\$495* 3-1 combo
	<u>Cascade Members</u> (3 Races – Saturday & Sunday & Mini Enduro)	\$475* 3-1 combo
	Additional Race Entry (Saturday, Sunday, or BOTH!)	\$165
	Mini Enduro (1 Hour) Only	\$190
	HPDE	\$150**
	Time Trials	\$180**
	Late Entry Fees	\$ 50
	Pit/Spectator Passes	FREE

* = GREAT VALUE

** = Includes \$25 early entry discount if entered by April 1st

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: Group 3

Grp #1 - A-B-C Prod, SPO-M-U, PRO3	Grp #6 - FV, FL, B-C-D-E-F SR, CC4, Novice O/W
Grp #2 - D-E-F-G Prod, SM, CSM, CR, PRO7, HT, ITX, PRO44	*** Grp #7 - Novice Closed Wheel
Grp #3 - CF, FF, FA, FM, FC	Grp #8 - Mini Enduro (1 Hour)
Grp #4 - GT1-2-3, AS, ITE, RS, ST, SST, SE46	Grp #9 - Nostalgic Series
Grp #5 - ITA-B-C-S, GTL, CT4, E-F-H Imp Prod	Grp #10 – HPDE/Time Trials
	*** Novice C/W – See class box on schedule



CASCADE SPORTS CAR CLUB

Presents

Rose City Opener XXX

April 30th and May 1st, 2022

Non-Chicane Race runs from the ProPits

FRIDAY

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

SATURDAY

7:30am - 1:30pm Registration
7:30am - 2:30pm Tech Inspection
7:30am - Novice Track Tour @ Base of Tower
8:00am - **MANDATORY NOVICE MEETING WITH LICENSE DIRECTOR**
*9:00am - 9:15am Qualifying Group 8
9:17am - 9:32am Practice Group 7 * = NO TRACK CROSSING AFTER SESSION
*9:40am - 9:55am Qualifying Group 9
9:57am - 10:12am Qualifying Group 4
*10:20am - 10:35am Qualifying Group 5
10:37am - 10:52am Qualifying Group 6/3
*11:00am - 11:15am Qualifying Group 1
11:17am - 11:32am Qualifying Group 2
11:35am - 12:25pm LUNCH !!!

11:40am MANDATORY Drivers Meeting MotoX Grand Stand (Group 8 Meeting right after)

12:00pm MANDATORY NOVICE MEETING WITH LICENSE DIRECTOR

12:25pm - 12:45pm **Race Group 9**
12:50pm - 1:15pm **Race Group 4**
1:25pm - 1:50pm **Race Group 5**
1:55pm - 2:20pm **Race Group 6/3**
2:30pm - 2:55pm **Race Group 1**
3:00pm - 3:25pm **Race Group 2**
3:35pm - 3:55pm **Race Group 9**
4:00pm - 5:00pm **Race Group 8**
4:00pm 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 10 MEETING
8:00am MANDATORY NOVICE MEETING
9:00am - 9:20am **Race Group 9**
9:25am - 9:40am Group 10 – HPDE/Time Trials
*9:50am - 10:05am Qualifying Group 4
10:07am - 10:22am Qualifying Group 5
*10:30am - 10:45am Qualifying Group 6/3
10:47am - 11:02am Qualifying Group 1
11:10am - 11:25am Qualifying Group 2
11:30am - 11:50am Group 10 – HPDE/Time Trials
12:00pm - 12:20pm **Race Group 9**
12:20pm - 1:15pm LUNCH !!!
12:30pm MANDATORY Novice Meeting with License Director
1:15pm - 1:35pm Group 10 – HPDE/Time Trials
1:40pm - 2:10pm **Race Group 4**
2:20pm - 2:50pm **Race Group 5**
3:00pm - 3:30pm **Race Group 6/3**
3:40pm - 4:10pm **Race Group 1**
4:20pm - 4:50pm **Race Group 2**

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, CC4, Novice O/W
Grp 7 Novice C/W *
Grp 8 Mini Enduro
Grp 9 Nostalgic Series
Grp 10 HPDE/Time Trials

* **Novices in Group 7 have a Saturday NCW only AM practice. In with Groups 1-6 for all other sessions. Groups will be assigned by the License Director.**

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



CSCC Supplemental Regulations 2022

Infractions will result in penalties assessed to the driver.

1. This event is organized under 2022 ICSCC Competition Regulations, and all who enter PIR are subject to them. Cascade Sports Car Club reserves the right to refuse entry to this event or to PIR at any time. This event is open to cars eligible under ICSCC current regulations.
2. Alcoholic beverages allowed in the vendor's beer garden area only, and only after the track closes. You may NOT bring alcohol into PIR! This is an Oregon Liquor Commission requirement. Any person caught entering PIR with alcohol will be removed from the raceway.
3. Registration Hours: 5:00 pm-7:00 Friday, 7:30 am - 1:30 pm Saturday and 7:30 am - 10:30 am Sunday. NSF checks will be charged a \$50 fee.
4. Express Tech is available at Driver Services for those drivers who have an acceptable, current Annual Tech inspection noted in their vehicle logbook. Express Tech drivers should bring their personal safety gear **or** race license with a current gear tech sticker on it along with their vehicle logbook and a completed and signed Tech Form to Driver Services and a weekend tech sticker will be issued.
5. People under 18 years old are not allowed in hot pits, pre-grid or on victory laps. Children under 16 must have direct adult supervision at all times.
6. A current and properly completed minor release form, signed by an authorized adult, must be on record for all minor participants brought into PIR.
7. All persons in the racing "hot pit" (i.e. over the wall) shall wear shirts that cover the shoulders and shall not wear open toe shoes or be barefoot. Long pants are recommended.
8. The scales will be open one hour before any qualifying session or race.
9. Children are not permitted to ride bikes, hoverboards, rollerblades, skates, skateboards and scooters in the Paddock during hot track hours. Children may be permitted to ride them at the end of the day, in paddocks only, if they do so safely.
10. Oregon Helmet Law is in effect at PIR for bicycles, motorcycles, and mopeds. ORS 814.269, 814.290, 814.485, 814.486
11. Refueling is not allowed in pre-grid. Fueling in the hot pits requires a crewmember assigned only to operate a fire bottle. Excess spillage will result in a penalty. Any fuel spill on pit road must be immediately diluted with Cold Fire.
12. PIR is a smoke free city park. No smoking is allowed.
13. Only one support vehicle allowed in the paddock. Pit and Pre-grid roads and fire lanes must remain clear.
14. No fireworks, drones, or campfires are allowed at PIR. Pets are allowed but are the responsibility of the owner. Dogs must always be on a leash.
15. Oregon Law requires functioning mufflers to be used at PIR. Mufflers must be capable of reducing sound energy by at least 5dB at trackside. Cars losing mufflers, even if they are still below the sound level, may be black-flagged immediately. Cars must be under 103.0 dB at 50 ft.
16. Damage to the track, grounds or buildings, regardless of cause, will be charged to the driver responsible. Also, damage to any equipment or devices used by the sanctioning body (ICSCC) or sponsoring club (CSCC) to conduct this race, regardless of cause, will be charged to the driver responsible.
17. Family and crewmembers of drivers are to contact the communication person at pre-grid with any questions regarding their driver or car while on track.
18. All entrants for this event should have a sealable container or containers, capable of holding 2 gallons of liquid. These are to be used to remove all oil, cleaners, brake fluid, etc. from PIR. There will be no drums provided. Environmental debris left behind will result in fines.
19. Anyone caught dumping oil at the raceway will be fined and banned from the raceway. This is a PIR regulation.
20. If entries exceed the number of cars allowed on the track for a particular event, drivers and cars entered as an "additional event" will be restricted from participating, on a first-come, first-served priority based on the date entries were received. This is in order to allow participation by all drivers for whom the event is their primary event, including Novices upgrading to a championship event.
21. Jack stands must be used whenever a person is working under vehicle. You must have metal or wood under the jack and jack stands. Violators are subject to a \$500 - \$1000 fee per damaged/marked area.
22. The racing "hot pit" is defined as that area under the control of Hot Pits personnel. This area is located immediately west of the break in the concrete wall halfway up the pit lane. At the one-minute warning pre-grid must be cleared of all crew, support personnel and spectators. Notwithstanding the above, ICSCC rule #1607 does not apply to the pre-grid area.
23. All cars that are towed into the paddock area are subject to being dropped off in impound. Drivers must wear all required driver's safety equipment (per ICSCC rule # 1105) before they are allowed to enter the track, while they are on the track, beyond positive protection, under flat tow, or in the hot pits area.
24. Extension cords from the pit exit to tech/scales must be secured to the pavement at all times.
25. Staggered start and split start requests shall be submitted to the race steward no later than the end of on-track activity on the day prior to the race.
26. **Blend Line**- You are required to stay to the right of the Red Blend line as you enter the racetrack from the pit area until the Red Blend line ends. This is **REQUIRED EVERY TIME** you enter the Race Track, other than the race out lap. Blend gradually after Blend line has ended.
Pit Commitment Line at the exit of Turn 12 - If you exit the race track at any time, you are required to stay completely to the right of the Red Pit Commitment Line. If you cross the Pit Commitment Line with **ONE TIRE** you are required to stay out for one more lap unless you are exiting the track after you have received the checkered flag and crossed the start/finish line.
27. Black Flag/Meatball Locations: Black Flag Station is located at Pit Out. Meatball Station is located right before the center break in the pit wall (this is where you enter the paddock after coming down pit lane).
28. **SPEED LIMITS: Pit lane** speed limit is 35 MPH from the bridge to pit out. **Paddock** speed limit is 5 MPH. Access road speed limit is 15 MPH.
29. No vehicles are allowed in the pit area on Thursday at any time. Move in Friday is after 1:00pm unless participating in Friday's Test and Tune
30. The area to the north of the Pro Tower is reserved parking for ICSCC and CSCC officials.
31. Drivers are responsible AT ALL TIMES for their crew members and guests.

Thank you - Mike Smith, CSCC Race Chairman

NOSTALGIC SERIES

TOURNAMENT AND CHAMPIONSHIP

EVERYONE'S VIEW OF NOSTALGIC IS A LITTLE DIFFERENT SO EXPECT A WIDE ARRAY OF CARS !!

A 3 WEEKEND, 12 RACE SERIES
FEATURING NOSTALGIC RACE
CARS THAT ARE AT LEAST 20
YEARS OLD

APRIL 30 / MAY 1

JUNE 18 / 19

AUGUST 13 / 14

ALL RACES ARE HELD AT
PORTLAND INT'L RACEWAY



ICSCC
SCCA
SOVREN
LICENSES
ACCEPTED



THE CLASSES: FOUR PRODUCTION CAR CLASSES, A FORMULA CAR CLASS, AND A SPORTS RACER CLASS ALL COMBINED INTO A SPECIAL "NOSTALGIC" GROUP WHERE CONTACT IS STRICTLY FORBIDDEN AND THE GOAL IS TO HAVE FUN WHILE SHOWCASING SENTIMENTAL CARS FROM THE PAST. EACH WEEKEND WILL HAVE A TOURNAMENT STYLE COMPETITION WHERE THE FOCUS IS ON COMPLETING LAPS AND FINISHING RACES. THE DRIVERS WHO DO THAT THE BEST WILL BE REWARDED WITH FUTURE NOSTALGIC ITEMS aka TROPHIES AND CHECKERED FLAGS!

FOR COMPLETE INFO, VISIT THE "RACING TAB" AT:

WWW.CASCADESPORTSCARCLUB.ORG

“NOSTALGIC SERIES” WEEKEND TOURNAMENT & CHAMPIONSHIP SERIES

WHAT IS IT: A 3 weekend, 12 race series for Production cars, Formula cars, and Sports Racers that are at least 20 years old.

SCHEDULE: (1) April 30 - May 1 @ PIR, (2) June 18-19 @ PIR, (3) August 13-14 @ PIR

CLASSES: **P1** – Production cars 1999cc and under, **P2** – Production cars 2000cc – 2999cc, **P3** – Production cars 3000cc – 3999cc, **P4** – Production cars 4000cc and over, **F** – Formula cars, **SR** – Sports Racers.

Turbocharged or Supercharged cars multiply displacement by a factor of 1.4

Rotary powered cars: 12A – **P2** 13B – **P3**

POINTS, WEEKEND TOURNAMENT WINNERS, AND SERIES CHAMPIONSHIP:

PER RACE – Earn 1 point for each race lap completed plus 4 bonus points for 1st in class, 3 bonus points for 2nd in class, and 2 bonus points for 3rd in class. Points from all four races of the weekend will be added together to determine the **WEEKEND TOURNAMENT WINNERS** for each class.

Trophies will be awarded based on the number of cars in class: 1-2 cars in class – 1st only, 3-5 cars in class – 1st and 2nd, 6 or more cars in class – 1st, 2nd, and 3rd.

The **SERIES CHAMPIONSHIP** for each class will be determined by adding the points from a driver's best 10 races together. Ties will be determined by the number of 1st place finishes. Must enter a minimum of 8 races (two weekends) in order to qualify for the Nostalgic Series Championship.

Championship trophies will be awarded as follows: To the class champion in classes that average at least 1 entry (12 total class entries for the series) and to the top three in classes that average at least 4 entries (48 total class entries for the series).

THIS IS A STRICT NO CONTACT SERIES. MINIMUM PENALTIES FOR AT FAULT CONTACT ARE PROBATION FOR THE REST OF THE SERIES UP TO BEING SUSPENDED FOR THE ENTIRE SERIES. IF WHILE ON PROBATION A DRIVER HAS CONTACT, THEY WILL BE IMMEDIATELY EXCLUDED FROM THE REST OF THE SERIES AND LOSE ALL POINTS AND BECOME INELIGIBLE FOR THE CHAMPIONSHIP. IT IS THE RESPONSIBILITY OF ALL DRIVERS TO BE AWARE OF THEIR SURROUNDINGS AND TO AVOID CONTACT WHENEVER POSSIBLE.

NOSTALGIC SERIES

WEEKEND TOURNAMENT & CHAMPIONSHIP SERIES

SAFETY:

Cars shall meet ICSCC minimum safety standards as set forth in Section 11 of the current year ICSCC Competition Regulations.

MODIFICATIONS:

There shall be no minimum weight for the Nostalgic Series thus no need to scale after the races.

Production class cars shall fit the spirit of “Production” cars thus modifications should be similar to those allowed in ICSCC Improved Production classes (SCCA Production). Most current ICSCC classes other than GT, SP, and ITE are considered within the spirit of Production cars. Cars such as the Caterham 7 and Factory Five Roadster fit into the spirit of the Nostalgic Series. Furthermore, the Cascade Competition Board reserves the right to include any car into the series they feel meets the spirit of the series.

TIRES:

Production cars shall run on DOT approved tires. Sports Racers and Formula cars may run on slicks.

DRIVER CONDUCT:

This is racing and drivers are encouraged to race but with extreme caution. Car to car contact will not be tolerated. Drivers are expected to leave racing room and to be aware of their surroundings. There is the potential for a wide disparity of speed and types of cars so situational awareness is paramount.

GRIDDING FOR RACES:

Qualifying times will be used to set the grid for race one (fastest first to slowest last). The grids for subsequent races will be set using a driver’s fastest lap time from the previous race (fastest first to slowest last). See Split Starts below. Session lengths: Qual. – 15min. / Races – 20 min.

SPLIT STARTS:

Production classes and Sports Racers/Formula classes will utilize a split start for each race. The Race Steward has sole discretion over which group starts first and will take into consideration the number of cars in each of the classes as well as lap times.

OTHER: Except for what is listed above, rules and procedures will follow the current ICSCC Competition Regulations. **Questions about the series, contact:** racing@cascaadesportscarclub.org

2022 NORTHWEST MINI ENDURO CHAMPIONSHIP SERIES

What is it: Seven race series:		<u>DATE</u>	<u>TRACK</u>
	Round 1	4/30/22	Portland Int'l Raceway
	Round 2	5/14/22	Pacific Raceways
	Round 3	5/28/22	Spokane Raceway
	Round 4	6/18/22	Portland Int'l Raceway
	Round 5	8/14/22	Portland Int'l Raceway
	Round 6	8/27/22	The Ridge
	Round 7	10/15/22	Portland Int'l Raceway (2 Hour)

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

Top 5 races count towards the points championship. Must enter a minimum of four races in order to qualify for the championship. With one 2 hour race, there is a total of 8 races.

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

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

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

Classes: **ME0** – AP, SPO, SPM, GT1, GT2, GT3, ITE, ST, SST, P0
ME1 – BP, EIP, FIP, GTL, RS, AS, SE46, SPU, P1
ME2 – CP, DP, PRO3, ITS, PRO44, HIP, CT4, P2
ME3 – EP, FP, GP, CR, PRO7, SM, CSM, HT, ITA, ITB, ITC, P3
MSR – SPORTS RACER CLASS (Open to ICSCC eligible Sports Racers)

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

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

Championship trophies will be awarded to class champions in classes that average 0.75 entries.
 Championship trophies will be awarded to the top 3 in classes that average 5 entries.

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

FULL SET OF RULES:

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

Except as noted, the 2022 ICSCC Competition Regulations will apply.

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

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

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

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

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

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

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

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 – APRIL 30, 2022: 15 minute qualifying session. The starting grid shall be set fastest to slowest

ROUND 2 – MAY 14, 2022: 15 minute qualifying session. The starting grid shall be set fastest to slowest

ROUND 3 – MAY 28, 2022: 15 minute qualifying session. The starting grid shall be set fastest to slowest

ROUND 4 – JUNE 18, 2022: 15 minute qualifying session. The starting grid shall be set fastest to slowest

ROUND 5 – AUGUST 14, 2022: 15 minute qualifying session. Starting grid shall be set fastest to slowest

ROUND 6 – AUGUST 27, 2022: 15 minute qualifying session. Starting grid shall be set fastest to slowest

ROUND 7 – OCTOBER 15, 2022: *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!

Geargrinders News

April 2022



April 16 - Saturday Series Rally



Sign up soon for the April 16 Saturday Series Rally. The Saturday Series offers six monthly beginner-friendly time-speed-distance road rallies, starting and ending in the Portland area, lasting from three to four hours, starting at 10 a.m. on a Saturday morning.

Entry requires a street-legal vehicle, a licensed and insured driver, a navigator, and a smart device running the Competitor Richta GPS Checkpoints app.

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

Registration closes midnight April 13: <http://msreg.com/CSCCAprilRally22>

March 19 - Spring Opener Saturday Rally

Twenty-one teams ran the first rally in the 2022 Saturday Series on March 19. Competition was close, especially among the 13 entries in the SOP class. Of the five Novice teams, two were first-timers. And twenty of the entries were Cascade members. Go team!

About the rally

The March Saturday rally course was 94 miles long and took about three hours to drive. It started in northwest Portland and went south to end the odometer check at Willamette Park in West Linn. After meandering across North Wilsonville, the route traveled through the Ladd Hill area and along Parrett Mountain Road to the mid-rally break at the Johnson Landing County Park in Newberg. After the break, the rally headed south through St. Paul and east to end in Woodburn.

What ralliers said:

Great rally. New sights. Super fun!

Thanks for hosting the rally today! It was a delightful day!

It was a great rally! Thank you!

Thanks for the fun!

Thank you for the assist. I'm not sure we would have ever hit it right even on the return. Went from an awesome rally for us to a good rally. Still fun even though we couldn't figure



First-time ralliers Car # 17 Elaina and Sean Whitacre

out what we did wrong until your correction. [This from a team who was getting mostly single-digit scores until they missed a turn and wandered off the edge of rally land. We saw them on the Richta Rallymaster Map and phoned them, got them turned around and back on the rally, with only one bad leg score to show for it.]

Challenges

This rally included a few simple challenges. The first was an ITIS (if there is such) instruction which contained a pause. Ralliers who forgot they were placed ONTO a road in the previous instruction might have incorrectly used the ITIS to follow the ONTO. But even if they refused that chance, they



First-time ralliers Car # 19 Steve Deardorff and Anna Preston

had another opportunity at the very next intersection. The correct action was to skip the ITIS instruction (and its penalty pause) and just stay on the ONTO named road.

Geargrinders News continued...

The next challenge was also a main road challenge, at an intersection where the main road was determined by protection (back-facing yield sign). On course teams recognized the protected intersection and refused the first half of an OR instruction, instead executing the speed change in the second half. Off course teams used the first half of the OR instruction, so they missed a vital speed change, earning themselves a penalty.

The third challenge was a mileage trap. A route instruction directed teams to “watch for trucks for a half mile.” The instruction after that was a speed change at a 30 mph sign. Teams who failed to wait the entire half mile before looking for the next instruction changed speed too soon and earned a penalty. On course teams drove by a 30 mph sign before the half mile was over and correctly waited until the next 30 mph sign after the half mile before changing their speed.

The last challenge offered an ITIS instruction to go left at an intersection with a particular sign. You come to what appears to be a T intersection and the referenced sign is there. But the road on the right has a dead end sign. So you can't use the ITIS instruction there. Why? Because the instruction tells you to go left (L) but you can only go L at an intersection and there is no intersection there because there is only one choice for continuing without u-turning and the Road Rally Rules say, “An intersection is any joining of rally roads from which the contestant could legally proceed in more than one direction without U-Turning.” Whew!

That may sound like a lot of challenges, but they affected only four of the 20 scored legs. The road to TSD rally success is mostly about accurate driving and precise time keeping.



First overall Car #30 Bob Morseburg and Cheri Eddy (shown here receiving Bob's 2021 Cascade Rally Driver award)



Second overall and first SOP Car #10 David and JoAnn Gattman

Congratulations to the top finishers

First overall and first in the Equipped category was the team of Bob Morseburg and Cheri Eddy with a total score of 93. Second overall and first in the SOP class was the team of David and JoAnn Gattman with a score of 101. Third overall and second SOP was the team of Cody and Sabrina Garvin with 107 points. Honorable mention goes to the team of Marcus and Kerrie Gattman with 108 points. Congratulations to all!

May 14 - Mountains to the Sea Rally

Cascade Sports Car Club's 57th Mountains to the Sea Rally offers an easy to follow scenic drive on less traveled paved roads starting in northwest Portland and ending in Seaside, Oregon. This all-day tour-style time-speed-distance rally includes GPS-timed checkpoints, time of day restarts, and a Monte Carlo section.

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

The entry fee is \$50 per car for CSCC members and \$75 per car for non-members.

Registration closes May 11: <http://msreg.com/CSCCM2C22>



Geargrinders News continued...

CSCC March Saturday Rally Results

Spring Opener

Saturday, March 19, 2022

Rallymasters: Monte and Victoria Saager



Car #	Team	Class	Vehicle	Score
Equipped: (GPS and Unlimited)				
30	Bob Morseburg / Cheri Eddy	GPS	2007 Honda Civic (Bronze)	93
8	Robert Paxman / William Pollard	GPS	2004 Nissan SpecV (Silver)	250
18	Majid 'MJ' Hajari / Lori Hajari	UNL	2021 Toyota 4Runner (White)	314
SOP: (stock)				
10	David Gattman / JoAnn Gattman	SOP	2021 Subaru Crosstrek (White)	101
6	Cody Garvin / Sabrina Garvin	SOP	2017 Volkswagen Golf R (Black)	107
1	Marcus Gattman / Kerrie Gattman	SOP	2018 Subaru WRX (Blue)	108
9	Brian Anderson / Jamie Anderson	SOP	2020 Mazda CX5 (Red)	129
14	Dave Sacry / Kathy Sacry	SOP	2010 Ford Mustang (White)	131
3	Angelique Ortega / Kevin Ortega	SOP	2013 Hyundai Sonata (Grey)	140
4	Bill Ferber / Kelly Ferber	SOP	2013 Fiat 500 Pop (Mental Green)	177
5	Madelyn Tabor / Mark Tabor	SOP	2014 Subaru Crosstrek (Dark gray)	193
16	Larry Lefebvre / Simon Levear	SOP	2004 Mini S (Blue and White)	195
13	Torm Kelsey-Green / Kasey Klaus	SOP	2007 Dodge Caliber (Red)	217
15	Andy / Mercedes Lilienthal	SOP	1998 Honda CR-V ()	269
20	John Johnson / Maria Menor	SOP	1985 Porsche 911Targa (Meteor Metallic)	278
12	Doug Covey / Michelle Rand	SOP	2020 Porsche Macan ()	397
Novice: (stock)				
7	Lee Nielsen / Chuck Winkler	NOV	2000 Audi TT (Silver)	174
21	Sheldon Flom / Holly Flom	NOV	2017 Mini Clubman (Maroon)	296
19	Steve Deardorff / Anna Preston	NOV	2022 Toyota GR86 (Red)	370
17	Elaina Whitacre / Sean Whitacre	NOV	2016 BMW 340ix (Silver)	383
11	Darlene Emerson / Aleta Plummer	NOV	2020 Mazda MX-5 (Soul Red)	432

[March Saturday Rally Results with Leg Scores](#)

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



CASCADE SPORTS CAR CLUB GEARGRINDERS

2022 Road Rally Schedule

Register: MotorsportReg.com

as of 12/9/21

Saturday Road Rally Series

February 19 – Rally School – Start the season with a virtual review of time-speed-distance road rally rules and procedures on Friday evening. Then run a practice road rally on Saturday morning to test your navigational knowledge and driving skills.

March 19 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. First car starts at 10:01 a.m.

April 16

Entry fee:

June 25

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

July 23

Save with a [Series Pass](#) \$120. Includes entry in

August 20

Rally School and all 6 Saturday Series rallies. Register just once to enter all 7 events. Run the same car number with the same start time each rally. Available to CSCC members only.

Sept. 17

CSCC membership is [available online](#).



Special Events

May 14 – Mountains to the Sea – 57th anniversary of Cascade's classic rally. Full-day 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. \$50 per car for CSCC members, \$75 per car for non-members

October 29 – Ghouls Gambol – This daytime rally explores autumn colors around Portland's foothills and farmland. Optional decorated car show. Caution: May include tricks and treats.
\$20 per car for CSCC members, \$30 per car for non-members

Save more with a [Season Ticket](#). \$180 for 9-event Season Ticket. Includes all benefits and events in the Series Pass, plus entry in Mountains to the Sea and Ghouls Gambol. Available to members only. CSCC membership is [available online](#).

For 2022 Cascade Geargrinders road rallies:

- Online registration is required: MotorsportReg.com
- Entry requires a street-legal vehicle, a licensed insured driver, a navigator, and a smart device (e.g., cell phone or tablet) running the [Competitor Richta GPS Checkpoints app](#) (app is free).
- Rallies are conducted in accordance with the current [Road Rally Rules](#).
- Events will comply with the [Cascade Geargrinders Coronavirus Message](#).



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

www.cascadegeargrinders.org

rally@cascadesportscarclub.org

 [#CSCC Road Rally](https://www.facebook.com/CSCCRoadRally)

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