



JANUARY 2024

www.cascadesportscarclub.org

ISSUE 1

Happy New Year Cascade members, family, and friends!

By the time you read this, we will have wrapped up our annual awards social. I hope those in attendance had a good time, enjoyed the great food, and plan to join us again next year. It was great seeing so many familiar faces and getting to hang out with you for the evening. Congratulations to those who won awards, and to all the volunteer members who we were able to recognize this year with end-of-year gift cards.

In case you missed it, our 2024 BoD is: yours truly (Brian Anderson) - President, Robert Paxman - Vice President, Bob Peters – Treasurer, Linda Blackburn – Secretary, Steve Powell, Chris Lounsbury, Cody Garvin, Susan Thorn, and Howard Hamilton – Alternate.

The new BoD is eager to get 2024 off to a great start. Please don't hesitate to reach out with questions, concerns, or suggestions on how we can continue to make Cascade a great place to race, rally and volunteer. Speaking of volunteers, eligible volunteers will be receiving an invitation soon for a free 2024 club membership – the club made it even easier to qualify and I hope those of you who qualified will take advantage.

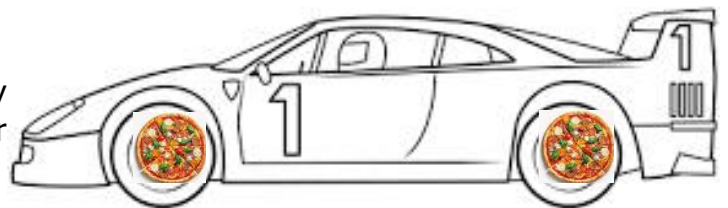
On a personal note, my paint booth is mostly done; just need to paint the interior walls and it'll be ready for its maiden voyage. Sounds like I will get to break it in by painting Mike Smith's mustang, before getting to the Formula Mazda. So many projects, so little time!

Be sure to check out the rest of the newsletter, which includes information about our race and rally event calendars, membership renewals, and probably some great pictures from the social.

Here's to a great 2024!

Brian Anderson, CSCC President

PS There will be a PIZZA FEED for ALL at the February General Meeting. Pizza for FREE, (you purchase your own drinks), AND RAFFLE PRIZES! Come join the fun!



PLAN TO JOIN US AT THE FEBRUARY 2024 CASCADE SPORTS CAR CLUB FREE PIZZA FEED.
M&M's and Raffle Prizes also! Plus friends and fellow Racers.

The new helmet requirement will be SA2015 or newer starting THIS year, 2024.

Brian Anderson, 2024 [CSCC President](http://www.cascadesportscarclub.org)



2023 Cascade Sports Car Club Awards Social at Tye Yacht Club, Portland, OR



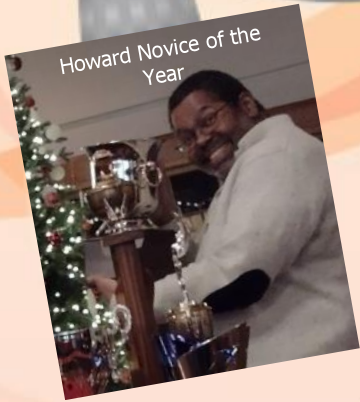
Serious story. Fish story! Funny story ;) What Story?



Kasey, Drivers Services



Thank you, Addie, for Hosting CSCC Social



Howard Novice of the Year



Race Chair Mike, Race Registrar, Jamie



Soldiers on Singletrack, our 2023 Dash Recipients. Great partnering with you.



Flag Chief, Kurt



Sabrina and Cody 1st Place Saturday Rally Driver & Nav



Linda, heartbeat of Cascade



Your 2024 Cascade Board of Directors (L to R)
Brian, Cody, Steve, Howard, Linda, Susan, Bob, Chris L, Robert



Enduro Chair, Chris



Pre Grid, Julie



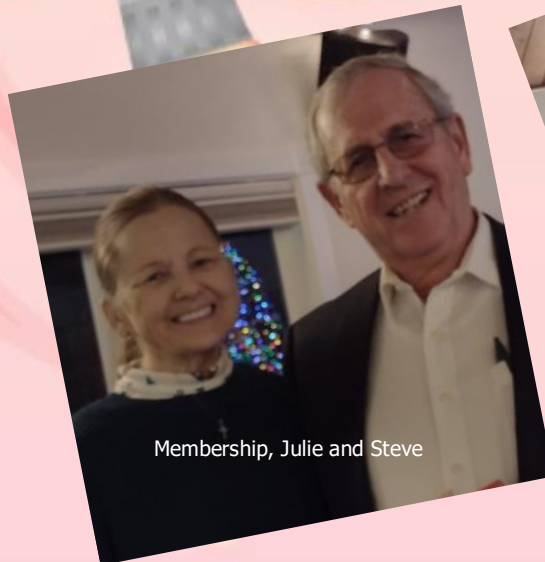
Starter, Kim



Pace Car, Tim



Webmaster, Registration, points keeper, Jamie!



Membership, Julie and Steve



Race Chair, Mike



Big thanks from Race Chair, Mike to Torm and Dave



Brian receives Jim Swanson Memorial Driver of the Year Award



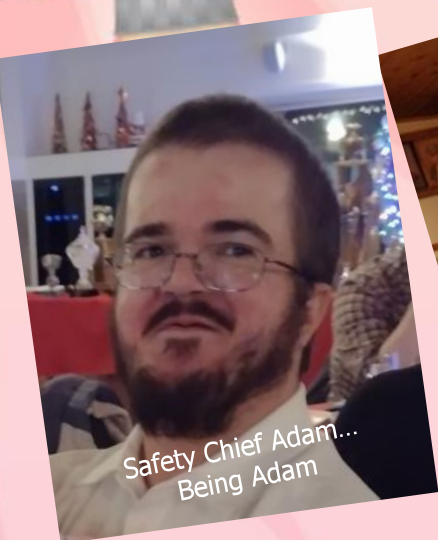
Robert receives Worker of the Year Award



Timing Linda, Race Chair Mike



Outstanding Membership, Jamie



Safety Chief Adam... Being Adam



Susan and Ashlee "sparkle"



Volunteer Chair, Gail Known to sneak 50 pounds of treats On the airplane!



Getting the party started.....



Cody and Sabrina with CSCC Rally Championship Unequipped (aka SOP) Driver and Navigator



Thank you to Dave



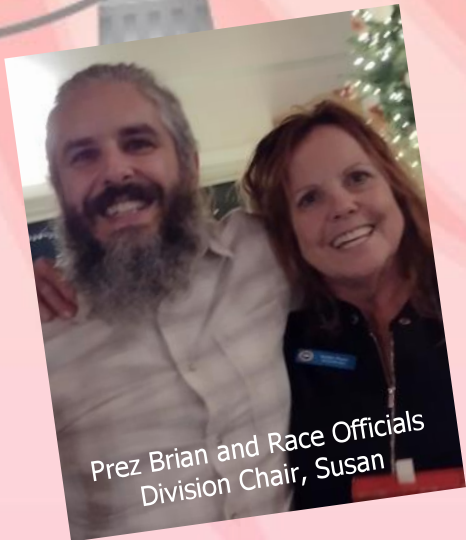
Robert, President's Cup



Robert gives Robert a well deserved Thank you

Keith Ball received the William Dunnick Memorial Most Improved Driver

Darryl Becker, Jr. received the Crash and Burn Award



Prez Brian and Race Officials Division Chair, Susan



Scott receives his take-home trophy



Sabrina and Cody with (L to R) Mountains to Sea Trophy and CSCC Rally Champions Unequipped (SOP) Driver & Navigator

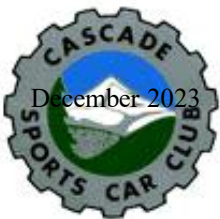
Volunteer News

Hi, everyone. We are looking forward to another GREAT season of Racing. And it all happens because of our WONDERFUL volunteers. Thank you, in advance, for your time and talent.

We would like to invite you to attend the March 16th Volunteer Recruitment Fair at PIR. This is an opportunity for you to bring friends to the Track who might be interested in volunteering with CSCC at Portland International Raceway. This has been a well attended event the past couple years.

We will also need some volunteers March 15, 16, and 17 at the annual Portland Roadster Show. This is another good way to introduce people to Cascade Sports Car Club and to all we do in the Northwest Racing community. We have so many PRO events coming up this year, as well, so we might be able to interest a few more people to join our corps.

Our first Cascade Race weekend is April 26, 27, and 28 with the Rose City Opener. We hope to see you there. Thanks.



CASCADE SPORTS CAR CLUB ANNUAL MEMBERSHIP RENEWAL

Dear Cascade Members,

Memberships expire at the end of December each year. It's time to renew for 2024 (unless you paid for two years starting the 2023 year). Check your current membership card. It has your expiration date shown. 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 link that goes directly to the renewal page at MotorsportReg (same as shown below).

When renewing, please verify that all your contact information is correct. The club is increasingly using electronic communication and having the correct contact information is crucial. New membership cards will go out mid-January.

Link to the 2024 MotorsportReg renewal page, msreg.com/2024CSCCRenewal

Thank you,

Steve and Julie Powell
CSCC Membership
spowell1@bctonline.com
503-970-3190

**The new helmet requirement will be
SA2015 or newer starting THIS year,
2024.**

CASCADE SPORTS CAR CLUB

<http://www.cascadesportscarclub.org>

President BRIAN ANDERSON

thebuckstopshere@cascadesportscarclub.org

Vice President Robert Paxman vicepresident@cascadesportscarclub.org	Secretary Linda Blackburn secretary@cascadesportscarclub.org	Treasurer Bob Peters treasurer@cascadesportscarclub.org 503-365-8680	Director 1 Chris Lounsbury director1@cascadesportscarclub.org
Director 2 Steve Powell director2@cascadesportscarclub.org	Director 3 Cody Garvin director3@cascadesportscarclub.org	Director 4 Susan Thorn director4@cascadesportscarclub.org	Director Alternate Howard Hamilton altdirector@cascadesportscarclub.org

CASCADE CONFERENCE REPRESENTATIVES

E-Board Rep. Chris Heinrich eboard@cascadesportscarclub.org 503-690-0939	E-Board Alt. Rep. Dave Dunning eboardalt@cascadesportscarclub.org	Competition Committee Brian Anderson competition@cascadesportscarclub.org	Contest Board Rep. Brian Anderson contest-board@cascadesportscarclub.org 971-404-6739	Contest Board, Alt. Howard Hamilton contest-boardalt@cascadesportscarclub.org 408-455-4599	Race Officials Div. Rep. Susan Thorn ROD@cascadesportscarclub.org 352-200-0839
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CASCADE RACE OFFICIALS

Race Chairman Mike Smith racechair@cascadesportscarclub.org	Asst. Race Chairman OPEN	Starter Kim Kuzma McFarland starter@cascadesportscarclub.org	Communications Bonnie Aarseth & Teresa Hanken communication@cascadesportscarclub.org	Timing and Scoring Linda Blackburn tim-ing@cascadesportscarclub.org 360-513-9769
Tech & Scales Robert Paxman tech@cascadesportscarclub.org Asst. Robert Klaus 503-781-9235 (RK's#)	Driver Services Kasey Klaus driverservices@cascadesportscarclub.org	Registration Jamie Anderson registrar@cascadesportscarclub.org	Pre-Grid Julie Riehl pregrid@cascadesportscarclub.org 360-513-6728	
Safety Adam Jacobsen safety@cascadesportscarclub.org 360-751-5152	Flag Chief Kurt Pohs flag-ting@cascadesportscarclub.org 360-584-2058	Equipment Manager Scott Goodrich equipment@cascadesportscarclub.org 360-606-9447	Pace Car Tim Stanley pace-car@cascadesportscarclub.org 503-693-8139	Volunteer Coordinator Worker Registration Gail Fetterman volunteer@cascadesportscarclub.org
Announcer OPEN	Paddock Marshall OPEN	Course Marshall OPEN		Hot Pits OPEN

CASCADE COMMITTEE CHAIRPEOPLE

Drivers Training Chair Brett McKown trackdayhnde@cascadesportscarclub.org	Auspuff Cathy Peters 503-602-1968 auspuff@cascadesportscarclub.org	Marketing Linda Blackburn marketing@cascadesportscarclub.org	Webmaster Jamie Anderson webmaster@cascadesportscarclub.org	Gear Grinders Monte and Victoria Saager rally@cascadesportscarclub.org
Activities Coordinator Kim Kuzma McFarland activities@cascadesportscarclub.org	Historian OPEN	Membership Steve & Julie Powell 503-970-3190 membership@cascadesportscarclub.org	Points Keeper Jamie Anderson pointskeeper@cascadesportscarclub.org	Enduro Committee Chris Heinrich enduro@cascadesportscarclub.org

CASCADE SPORTS CAR CLUB, INC AUSPUFF PUBLICATION

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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 at **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! General meetings will continue to be broadcast via ZOOM.

BOARD MEETINGS: Cascade Board will hold their monthly Board meeting at **5:30pm, just before the Saturday General Meeting.** There is always the chance this meeting may change. Anyone is welcome to request an invitation to attend, or to place something on the agenda. Please contact the President, [Brian Anderson](#), before the meeting day for either request.

2024 CASCADE RACE SCHEDULE

Rose City Opener April 27-28, 2024
Chicane Challenge June 15-16, 2024
The Dash August 10-11, 2024
49th Enduro October 12, 2024

2024 HPDE/TRACK DAY SCHEDULE

April 26, 2024
June 14, 2024
August 9, 2024

2024 SPECIAL EVENTS

NASCAR Xfinity May 31-June 1, 2024
Formula E June 28-30, 2024
Rose Cup July 13-14, 2024
SVRA July 27-28, 2024
Grand Prix of Portland Aug 23-25, 2024

GEARGRINDERS 2024 RALLY SCHEDULE

Feb 17 Rally School
March 23 – Rally June 22 – Rally
April 20– Rally July 20 – Rally
May 25– Rally Aug 17 – Rally

SPECIAL EVENTS

Sept 21 – Mountains to the Sea Rally
October 26 – Ghouls Gambol

OTHER EVENTS

PIR Recruitmant Fair March 16
Roadster Show March 15-17
PIR Swap Meet April 2-6



STEWARD'S CORNER

The following three pages are the Proposed Rule Changes for the ICSCC . These can be found in the October '23 [Memo #8](#). They have been "copied and literally pasted together here" ~your Edi-

A great season of championship road racing has been completed. Thanks to everyone for their participation! Rule change proposals are below.

YES	NO	Item #	Page	Club	Section/Jurisdiction	Proposal
		402.	14	Stewards	Race Administration	Conference Race Steward. The Race Steward shall be elected by the ICSCC Executive Board and shall preside over the Contest Board, to assure a consistent interpretation of the ICSCC Competition Regulations during a racing season. The Race Steward shall serve for one year. The Race Steward shall personally attend all major Conference events, but may not be an active competitor. All actions of the Race Steward are subject to the approval of the Executive Board. <u>If the position of Race Steward goes unfilled, former race stewards may serve as Race Steward on a per event basis and may participate as active competitors. Race Stewards participating as active competitors should recuse themselves from matters involving their race group when practicable.</u>
PASSED						
		402.A.5.	14	Stewards	Responsibilities of the Race Steward	To give advice and encouragement based on his/her own experience in and knowledge of motor racing, provided it is understood that it is not done in any official capacity — <u>information only and does not constitute a ruling.</u>
FAILED		402.A.9.	15	Stewards	Responsibilities of the Race Steward	<u>As time permits</u> , the Race Steward shall <u>should</u> visually inspect at least one car at random during each Championship event.
FAILED		403.B.	16	Stewards	Assitant Race Steward	Either the Race Steward or the Steward's representative shall be present at the race course at all times during a racing event, including the hours that registration and technical inspection are open <u>when the track is hot.</u>

PASSED		703.F.	28	Stewards	Scheduling of Events	Special and/or feature races shall not be scheduled in a manner that interrupts the continuity of the ICSCC championship race program within a race weekend. <u>Special races equal to or shorter than championship races may fill the slot vacated by a group that has been combined. Additional Special or feature races and special races of greater length than championship races</u> shall be the <u>first or last</u> race of the day after all championship/novice races are completed, unless approved by the E Board. Special races may be held on any day of the race weekend. With the exception of ICSCC Novice races, any non-Championship race shall be considered a special race. Championship races shall not be shortened to facilitate special races. Lap times from Special Races (i.e Sprint Races) where all competitors from all Championship race groups are able to enter, may count as an additional qualifying time at the Member Club's discretion. The Race Announcement must make this clear to the driver's and under no circumstances will a Special Race be the only qualifying session for the Championship race. Rule 714 shall apply, "Cars may be weighed following any timed qualifying session, provided that all cars in the class that participated in the session are weighed." (Fall 2016)
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	707.	28	Stewards	Races	<p>All cars will be called to an area designated pre-grid (false grid) for the purpose of placing each car in its proper starting position. If the cars are unduly delayed in being called to the grid, drivers shall be given adequate warning as to when the race will begin. All cars must be on pre-grid by the 5 minute warning. Any car failing to arrive at pre-grid before the 5 minute warning shall lose its grid position and be placed at the back of the grid, 2023 ICSCC Competition Regulations 29 unless said car competed in the race immediately preceding. <u>In the case of a grid designated to execute a split start, the car will be placed at the back of the starting group containing cars with the same or similar classes.</u> A car competing in back-to-back races will be allowed to grid in its qualified grid position any time up to the 1 minute warning, after which time it must be placed at the back of the grid. The 5-minute warning cannot be given earlier than 5 minutes before the scheduled race start unless stated in the Race Event Supplemental Regulations and published in the race schedule. No engines may be running on pre-grid between the 5 minute warning and the 1 minute warning, except for practice and qualifying. At the 1 minute warning the pregrid area must be cleared of all support personnel. Any race car being worked on after the 1 minute warning will lose its grid position and be released at the back of the grid. At the 1 minute warning, all cars must start with their on- board starter (auxiliary power sources OK) on pre-grid. Cars failing to start on their on-board starters or otherwise unready as the grid is cleared will be held in the pre-grid area until the field has cleared the pre-grid area. These car(s) may then be push started, if necessary, and allowed to join the back of the field on the pace lap, provided said rejoining can be done safely. If the grid is past the point where rejoining can be done safely, once the race has commenced and the grid is cleared the pit exit point, a push start will be allowed, if necessary, and the vehicle will start from the rear of the grid. If the race does not commence after the first pace lap, the vehicle may be allowed to join the back of the field on the subsequent pace lap(s), provided said rejoining can be done safely. A car started at the back of the grid shall remain at the back of the grid during the pace lap(s) and shall not resume its original grid position. A car losing its grid position while on the opening pace lap (laps) may only re-enter at the back of the grid and may not regain its original grid position. In the event a car loses its grid position on the opening pace lap(s), the grid line (left or right) will advance forward assuming the open position.</p>
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PASSED

The new helmet requirement will be SA2015 or newer starting THIS year, 2024.

These three pages are the Proposed Rule Changes for the ICSCC . These can be found in the October '23 [Memo #8](#). They have been "copied and literally pasted together here" ~your Editor, Cathy

FAILED	708.A.	29	Stewards	Gridding Procedures	All classes except Novice will be gridded with positions determined by the competitors' fastest lap times in all qualifying and race sessions during the event as recorded by official timers. With the prior approval of the Race Steward, a split -start may be utilized. Novice races will be gridded at the discretion of the License Director, taking lap times and driving experience into consideration. It is recommended that qualifying positions, times and classes be posted at least 1 hour prior to each race event. All cars in all classes to be allocated an equal amount of track time for qualifying.
PASSED	911.	36	Stewards	Course Impound	Course impound. Each competitor in Conference Championship events shall remain at the race course with his/her automobile for a minimum of one hour after his/her race or may leave only with special permission of the Race Steward. Cars and drivers involved in accidents or body contact must remain at the track until results are finalized or with permission from the Race Steward.
PASSED	1110.D.	47	Stewards	Lights and Electrical System	Circuit Breakers. All cars, except those exempt herein and by the SCCA GCR , shall be equipped with a functional master circuit breaker (master switch) which cuts all electrical circuits except fire extinguishing and life support systems. It shall be located so as to be both easily visible and easily accessible from the exterior of the car if the car were overturned. Master electrical switches shall only have one motion to turn off (i.e. turn left but not push and turn left to turn switch off). The off position shall be clearly indicated at the switch location.
PASSED	1317.B.11.(b)	78	IRDC	PRO3- Cooling	Wire Mesh screens with a minimum opening of 3/16" 1/8" may be fitted to protect the engine radiator and oil cooler. All screens must be fitted behind all bodywork.

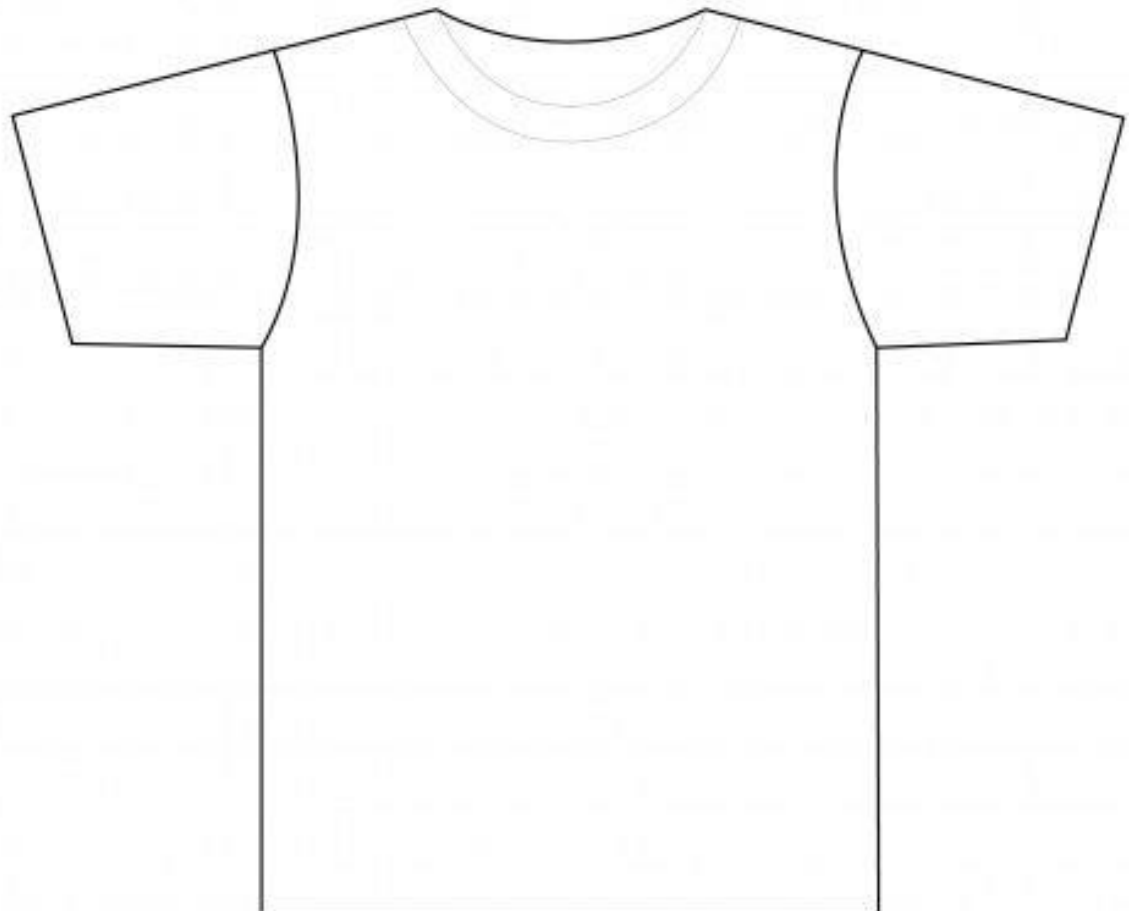
PASSED	1317.B.16.(b)	80	IRDC	PRO3- Suspension & Steering	Shock absorbers may be replaced provided they attach to the original mounting points. The number and type of shock absorbers shall be the same as stock. The interchange of gas and hydraulic shock absorbers is permitted. Remote reservoir shock absorbers are prohibited. External adjustments of shock control shall be limited to two (2). No shock absorber may be capable of adjustment while the car is in motion. MacPherson struts may use substitute struts, and/or may use alternate inserts. Spring ride height location may be altered from stock. Remote reservoir struts and/or inserts are prohibited. Springs of any origin may be used, provided they are of the same number and type as originally fitted, and that they shall be installed in the original locations using the original system of attachment. The joining of two or more coil springs by any means is prohibited. Devices to limit droop are permitted as long as it is the only service they provide. Helper springs shall be permitted so long as their sole purpose is to maintain contact between the spring and spring perch under droop. Spring rate shall be limited to 15 lbs/in. Tender springs are prohibited. Spacers, including threaded units with adjustable spring seats, may be used with coil springs. Coil-over threaded body/struts are permitted. Minimum ride heights shall be 5" measured from the flat of the rocker panel, not including the pinch weld, jack points, or suspension mounting hardware.
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front

Would YOU like to design the 2024 Dash T-shirt? The Marketing Committee is looking for YOUR ideas! Don't be shy, give it a try! Designs need to be presented to Linda by March 31, 2024. Print this page and start sketching. Submit as many possibilities as you would like.



back



ALAN NIES AT
WORK IN HIS
STUDIO AT 1722
SPOKANE ST SE
PORTAND, ORE
602-616 1661

Lake Oswego Library Presents

SERIGRAPH PRINTS OF THE GREAT RACING CARS AT PLAY



SHOW WILL BE IN THE STAIR WELL GALLERY DURING JANUARY 2024

706 4TH STREET

Excerpt from FOPIR November/December Newsletter edited by Darrell LeBlanc

FOPIR Pavilion

As we close out 2023, FOPIR has raised almost \$200,000 towards the new FOPIR pavilion that will be built next to the Fast Track Café in the south paddock. The final design drawings are complete and we are looking to buy steel and start the fabrication in the winter months. Construction won't be far behind. Many thanks to everyone who has contributed to this effort.

Friends of PIR is now accepting donations online or by check. Several user groups have made some great donations to FOPIR. Please keep FOPIR in mind when making end-of-year donations. We appreciate your continued support.

Mail donations to:
FOPIR
PO Box 55626
Portland, OR. 97238-5626

Or online at
www.friendsofpir.com
LIKE US ON FACEBOOK

Geargrinders News

January 2024



Feb. 17 Rally School

Jump start the 2024 rally season with Rally School. Understand rally procedures and protocols. Interpret route instructions. Pick up tips for success. Even seasoned rally veterans attend Rally School to tune up rusty rally skills.

Rally School is two-part. The first part is virtual rally school via Zoom on Friday evening, Feb. 16. The second part is the road rally. The rally starts Saturday morning, Feb. 17, with first car out at 10:01 a.m. This practice rally is designed to help you learn how to play the game that takes you places.

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



Entry fee is \$25 per car for CSCC members, \$35 per car for non-members.

Registration is open through midnight **Feb. 14**:
<http://msreg.com/CSCCRallySchool24>

Members save with a **Series Pass** – entry in seven events for the price of six. A Series Pass includes entry in Rally School and all six Saturday Series rallies for just \$150. <http://msreg.com/CSCCSeriesPass24>

Members save even more with a **Season Ticket** – entry in all events in the Series Pass plus Mountains to the Sea and Ghouls Gambol for just \$210.
<http://msreg.com/SeasonTicket24>

Series Pass and Season Ticket holders register just once and run the same car number with the same start time at each rally. Cascade membership is [available online](#).

Geargrinders Report to the Board – 2023 Yearend and 2024 Budget Approval

Look back at 2023

Overall, the 2023 rally season was a bit better than in both attendance and profit.

Attendance averaged 19.2 entries per event, an improvement over an average of 18.1 entries in 2022. The two events with the most entries were the Rally School in February with 27 entries and the Ghouls Gambol Rally with 25 entries. The six events in the Saturday Rally Series averaged 19.5 entries per rally.

Prepaid entry packages continued to be popular in 2023. Nine Season Tickets and four Series Passes provided a guaranteed number of entries at most rallies, and they promoted club membership since you had to be a member to purchase a prepaid entry package.

Entry fees remained unchanged in 2023, staying at the same level since at least 2018, maybe longer. The Geargrinders 2023 budget projected we would end the season with a \$113 loss. However, more entries produced slightly more revenue than expected. More revenue combined with slightly lower expenses produced a profit of \$199 for the 2023 season. We finished in the black!

Geargrinders News (continued)

Look ahead at 2024

Making sure Cascade rallies are affordable, easy to enter, and fun to run continue to be goals for the 2024 season.

As noted, rally entry fees have not changed in several years. As seen in 2023, current revenue and expenses can produce a breakeven outcome, assuming attendance remains stable. But we cut a lot of corners and skimp on benefits to rallyists, such as event prizes, to achieve that breakeven.

Your Geargrinders Chairs recommend increasing the entry fee in 2024 by \$5 per car for all rallies except Mountains to the Sea and increasing the Mountains to the Sea entry fee by \$10 per car. This increase will fund upgraded event prizes and cover expected increased costs for use of the Richta GPS Checkpoints app.

Attendance is projected to increase slightly from an average of 19.2 cars per rally in 2023 to 19.8 cars per rally in 2024. We believe this attendance projection is achievable, but much will depend on outreach, as well as fuel costs and competition with other activities. Both retention of current and recent rallyists as well as outreach to new participants will be critical to increasing attendance.

Insurance cost remains an unknown for 2024. Rumors from other road rally organizations suggest that event insurance may increase in 2024, which would change the financial landscape. The 2024 Geargrinders budget request assumes insurance cost will remain stable, which we hope is true.

For more information, see the [Geargrinders Report to the Board](#).

2024 Geargrinders Rally Program

Nine rallies are planned in 2024. Once a month, from February through October, the 2024 Cascade Geargrinders road rally program will offer a Saturday drive in the country while playing the game that takes you places.

Rally School, six Saturday Series rallies, and Ghouls Gambol are all three- to four-hour events. These rallies start and end in the Portland area. The entry fee is \$25 per car for Cascade members, \$35 per car for nonmembers.

The Mountains to the Sea Rally is an all-day road rally, starting in the Portland area and ending at the beach (maybe Gearheart). Watch for something new and exciting this year, including Saturday evening festivities and possible second day activities. The entry fee is \$60 per car for Cascade members, \$85 per car for nonmembers.

For 2024 Cascade 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](#).

Check for updates: <http://www.cascadegeargrinders.org/>





CASCADE SPORTS CAR CLUB GEARGRINDERS

2024 Road Rally Schedule

Register: MotorsportReg.com

as of 12/14/23

Cascade Sports Car Club's Road Rally program (aka Cascade Geargrinders) organizes time-speed-distance road rallies in and around Portland, Oregon.

What is a TSD road rally? A game that takes you places. A scenic drive on country roads. A fun autosport competition for teams of all levels.

Saturday Road Rally Series

February 17 – 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 driving skills and navigational knowledge.



March 23

Saturday Series rallies are beginner friendly TSD 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 20

May 25

June 22

July 20

August 17

Entry fee: \$25 per car for CSCC members, \$35 per car for non-members

Save with a [Series Pass](#). \$150. Includes entry in 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. CSCC membership is [Available online](#).

Special Events

September 21 – Mountains to the Sea – 59th anniversary of Cascade's classic rally. Full-day tour-style time-speed-distance road rally, offering a scenic route that is fun to drive, starting in Portland and ending at the Pacific Ocean (perhaps Gearhart). Entry fee: \$60 per car for CSCC members, \$85 per car for non-members

October 26 – Ghouls Gambol – This daytime rally explores autumn colors around Portland's foothills and farmland. Optional decorated car show. Caution: May include tricks and treats. Ends at Spirit of Halloweentown in St. Helens. Entry fee: \$25 per car for CSCC members, \$35 per car for non-members

Save more with a [Season Ticket](#). \$210 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 all 2024 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](#).



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 [#CSCC Road Rally](#)

2023 Oregon Trailblazer Rally Results

The 2023 Oregon Trailblazer, aka The Beaver Cleaver, held on Nov. 18, was the most challenging event in the 2023 rally program. This tricky TSD was designed to test rally driving and navigational skills.

About the rally

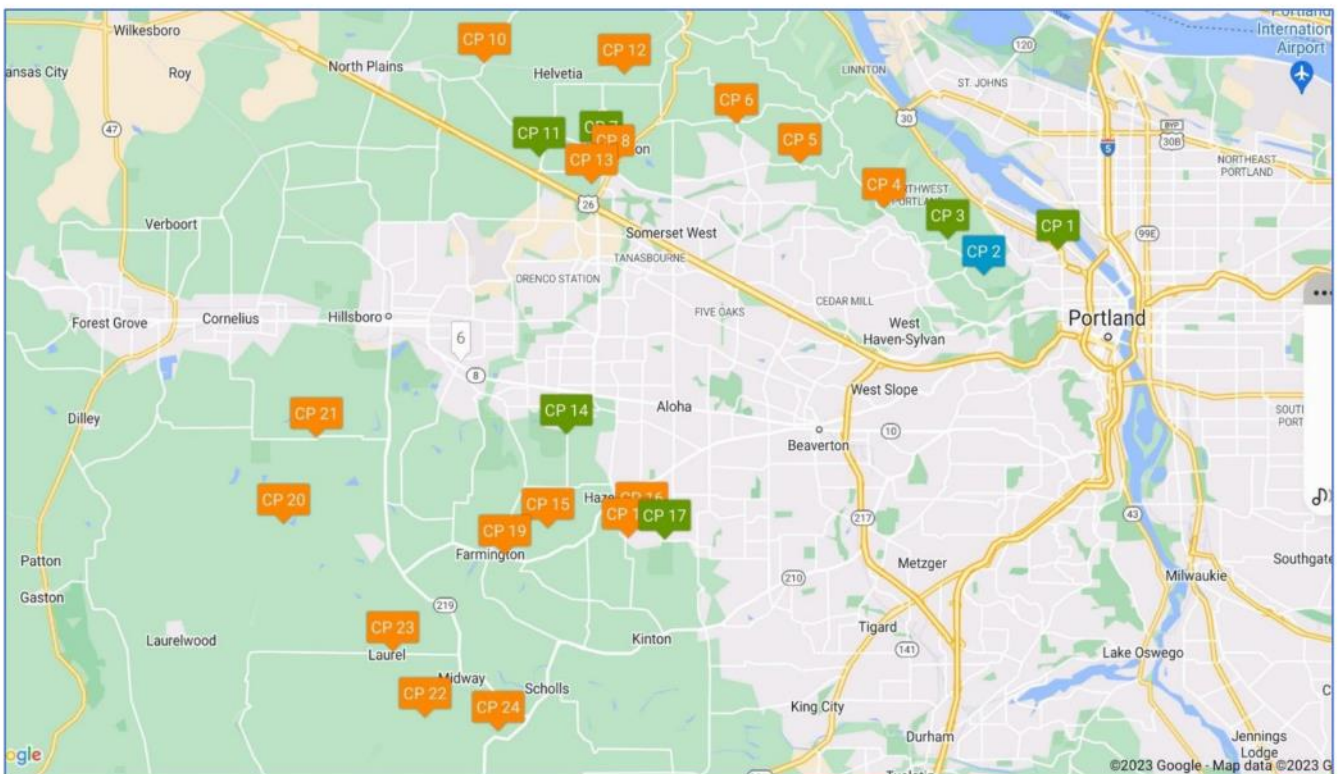
The rally route was about 100 miles long from the start in northwest Portland to the ending location near Hillsboro. It took a bit over four hours to complete the rally, including a scenic break. The course was mostly paved, with less than five miles of fine Oregon gravel. The weather was more than pleasant.



2023 Oregon Trailblazer Rally
aka The Beaver Cleaver

From the start in northwest Portland, the route followed Lovejoy and then Cornell over the West Hills, through Forest Park, and out Skyline to Germantown, Cornelius Pass, into the West Union area and the infamous Bendemeer / Old Pass Bermuda Triangle. More on that in a minute. After peacock encounters on Beck Road, the route took a spin through Helvetia and Valley Vista (maybe, if you were on course).

After a transit across Hillsboro, the rally restarted from the Reserve Vineyards and Golf Club. A few checkpoints later, the event took a scenic break at the Cooper Mountain Nature Park. The course then continued through the Farmington, Scholls, and Laurel areas south of Hillsboro – a great network of rally roads – before arriving at the finish at the Midway Firehouse Pizza south of Hillsboro.



Orange=Checkpoint or Route Control Green=Restart

Geargrinders News (continued)

The Beaver Cleaver included only five TSD timed legs (Legs 4, 5, 6, 15 and 16). The remaining 13 leg scores are on and off course route controls. Missing an on course route control or encountering an off course route control earned 30 penalty points (maximum leg score). Route controls occurred only in free zones, sections of the rally in which no speeds were specified and no checkpoints were located.

Challenges

The Cascade Sports Car Club Road Rally program (aka Geargrinders) consists mostly of simple tour-style rallies, with the occasional easy rally trap designed to appeal to beginning level rallyists. The Beaver Cleaver Rally is not one of those. Rather it is filled with tricks and traps, among other things, designed to test the driver and navigator skills.

This trick-and-trap-style rally was conducted in accordance with Cascade's [Road Rally Rules](#) as amended by [Supplemental Rally Rules](#) specific to this event. As advertised, familiarity with main road rules was most helpful, as many of the challenges were based on main road. To up the ante, main road determinants (MRDs) not included in our standard rules were made available. Further, MRDs could be added and deleted throughout the rally, so the MRDs were variable instead of the fixed list Cascade rallyists are used to. And that's just the beginning.

The what's, the why's, and the where's

Teams started the rally from Dealers Supply in northwest Portland with a short odometer calibration transit to Forest Park, followed by three typical TSD legs. The restart location was in West Union at the intersection of Bendemeer and West Union roads where teams began a free zone.

Add MRD A: LEFT on BENDEMEER.

15. Begin FREE ZONE at STOP.
16. TURN ONTO OLD PASS.
17. S AFTER STOP. ITIS.
18. L on CORNELIUS PASS OR observe "GERMANTOWN".

After executing NRI 16, MRD A returns you to the same stop sign as NRI 15. The trap is to execute NRI 17 at the same intersection as NRI 16 to leave the main road ONTO OLD PASS by going straight. But Supplemental Rule 4.1 says you may not execute two consecutively numbered route instructions at the same intersection (referred to as an *Aristotle* violation).



Off course teams encountered **Route Control 8** on Cornelius Pass Road shortly after executing the first half of NRI 18. On course teams followed the main road ONTO OLD PASS, used NRI 17 to leave the main road (MRD A) by going straight at Bendemeer, then later executed the second half of NRI 18.

Rally legend has it that the *Aristotle* trap was originated in a Chicago rally named "The Greek" which featured an interesting selection of philosopher-based "rules".

After traveling on Old Cornelius Pass and along Skyline, the next bit of trickery was the old, familiar "ELLIOTT" spelling trap. Off course **Route Control 9** lay in wait for those who took the bait and turned on Elliot.

Geargrinders News (continued)

The next bit of trickery looked like this:

21. L on BECK. At unpaved (county line) watch for peacocks for the next 3.5 miles.

Add MRD H: RIGHTMOST

22. L on first JACKSON.

The first JACKSON turned out to be the second, but the first one after traveling for 3.5 miles as instructed (Jackson School, rather than Jackson Quarry). Off course cars encountered **Route Control 10** on Jackson Quarry Road.

There really were peacocks along the rally route, reliably in the road, stubbornly refusing to move until a vehicle was nearly upon them.



This completed the first of the trick and trap portions, with a time-of-day restart at the intersection of Helvetia and Groveland.

25. L at STOP at HELVETIA.

Add MRD C: LEFT AFTER " + "

26. R at PHILLIPS.

Introduce Note A: R AFTER " + ".

27. Cancel Note A at "COFFEY" OR Cancel Note A at "RUNNERS".

28. **Delete MRD C** at "STOP" at West Union after unpaved then proceed straight ONTO CENTURY. Drive with care next 1.65 miles. May overlap.

Delete MRD H.

Completion of NRI 25 added another MRD to the ever-expanding list. It came into play after NRI 26 when you passed the referenced crossroad premarker sign followed by a crossroad where the road to the right was unpaved and the road to the left was paved. Supplemental Rule 2.2 states that unpaved roads exist only if an active route instruction includes the word unpaved. So, since unpaved did not exist for this first occurrence of the crossroad sign, the correct course is to refuse the Note and follow the MRD to the left at the crossroad. Shortly after, the sign for NRI 27 (Coffey) is passed cancelling the Note and activating NRI 28, and now unpaved does exist. A loop returns you to the same crossroad, from the other direction, and now, with this second sighting of a crossroad sign, MRD C can take you on the unpaved road. On course **Route Control 12** on Valley Vista rewarded those who refused the temptation to use Note A.

NRI 28 also set up the next trap – requiring you to travel the 1.65 miles prior to deleting MRD H. Delete it early and you turned the wrong way at a T and visited off course **Route Control 13**.

Geargrinders News (continued)

Teams then transited from one side of Hillsboro to the other, ending at the Reserve Golf Course parking lot for a time-of-day restart. A pair of TSD legs then took you to the Cooper Mountain Nature Park for a short break (restrooms).

45. R after "SPEED 40" into Cooper Mountain Nature Park. (Restrooms)
Proceed through parking lot, then L at "STOP" to exit park. Begin FREE ZONE.

Introduce Note B: L on STONECREEK. Cancel Note B.

46. L on SUNCREST. (Comes up quick.)
47. TURN on WHISPERING FIR AFTER STOP. ITIS

Question: Do you see "WEIGHT LIMIT 13 TONS"? Yes No



NRI 46 takes teams left on Suncrest where they encounter a "STOP" at an apparent T, but it's not a STOP. The road to the right is an obvious dead end, so there is no intersection. (STOP is defined as an intersection.)

Within seconds Whispering Fir appears as a side road on the left. But without a STOP, it must be refused. The T intersection of Inglis and Grabhorn is the referenced STOP; teams follow the main road to the left. On course **Route Control 18** was there to reward those who refused the turn at Whispering Fir. Traveling down Grabhorn, the Note for Stonecreek is executed, resulting in a correct usage of NRI 47 (as a right rather than a left), a route that also produced the on course answer "YES" to the **Question** (scored as a route control).

And now things were about to get spicy!

48. Observe "SPIRIT HORSE FARM".

Add MRD D: TEE

49. R on TILE FLAT.

Introduce Note G: R to exit roundabout on RIVER. Cancel Note G.

50. Observe "GREEN SLOPE" OR observe "231ST".

51. Observe "RIVER" OR observe "  '.

52. L on FARMINGTON. ITIS.

53. R on 219.

After seeing the Spirit Horse Farm sign, the MRD TEE came into play. This MRD defines the main road as left at T for an odd-numbered route instruction and right at T for an even-numbered one. Seems simple, but wait, there's more. The definition for a T was also changed to include not just an intersection in the shape of the letter T as approached from the base, but also any road whose name starts with the letter T. Oh, brother!

Geargrinders News (continued)

A fortunate convenience, NRI 49 went right at a T. The coincidence of it being both a T (T-shaped) and a technical T (Tile Flat) may have been missed by some. But since the NRI is odd-numbered, the main road went left at this intersection, allowing execution of the NRI.

While looking to execute NRI 50, the next intersection encountered is the crossroad of Clark Hill and Tile Flat – a crossroad is now a T! The active NRI is 50 – even – so the main road is right at this intersection. After going right on Clark Hill, on course teams found “GREEN SLOPE”, changing the main road at a T to left for the odd-numbered NRI 51. They followed the main road left at the T on Farmington. Further down Farmington is Tile flat to the left. The active NRI is still odd so a left at the T is again in order. Prior to arriving again at Clark Hill, the tractor sign for NRI 51 makes an appearance, changing the T to right for the next NRI. And at Clark Hill AND Tile Flat the main road goes right.

On course teams used Note G. NRI 52 was done in different locations for on and off course, with off course teams encountering **Route Control 19** on Farmington Road.

- 54. L on FIRDALE.
- 55. R at "STOP" on UNGER after unpaved. ITIS.
- 56. TURN OR S.
- 57. L on DOBER OR observe MILL.

When an ITIS instruction and the next NRI (by number) can both be executed at the same place, which one do you do? The rules are quite clear that an ITIS NRI can be executed only if it occurs prior to the next NRI (RRR 6.12). Since both NRI 55 and NRI 56 can be executed at the stop sign on Firdale at Unger, on course teams skipped the ITIS NRI 55 and executed NRI 56 by going left. Although you can't go straight at this T intersection, you can turn by going left since the main road is right because the active NRI 56 is even numbered.

NRI 57 got teams back on the same track. Off course teams encountered **Route Control 20** on Dober.

And just in time.

- 58. S AFTER "GOLF COURSE" OR observe "DUYCK'S PEACHY-PIG".
- 59. R at STOP (on 219).

The first half of NRI 58 is the trap. The S in question is on Tongue Lane at the intersection of Johnson School Road as a sideroad on the right, and, as all rallyists should know, you can't execute the instruction S (straight) at a T (which includes roads whose name begins with the letter T). The on course route stayed right at the T (even-numbered active NRI) and found the Peachy-Pig sign. Guess what the off course got. Yup, **Route Control 21**. NRI 59 got them all back together.

Route Control 22 was not used, as a section of the rally containing a number switch trap was deleted prior to the event to make sure everyone could finish the rally in the daylight.

- 60. R on BALD PEAK then L on CAMPBELL.
Introduce Note D: Observe unpaved MCNAY.

Delete MRD D.

Add MRD I: RIGHTMOST.

Geargrinders News (continued)

61. L at second STOP at CAMPBELL after "CEMETERY". (Yes, that's two stops at Campbell.)

Introduce Note E: R on WOLSBORN.

Delete MRD I.

62. R at STOP on LAUREL.

Cancel Note D.

Yes, that's a lot of stuff going on. In NRI 61 you are looking for two STOPS at Campbell after a cemetery sign. The first stop sign you encounter on Campbell after seeing the Mt. Olive Cemetery sign is at a T intersection where your stop sign includes a sign reading right turn permitted without stopping. The rules are quite clear that to be a STOP the contestant must be legally obligated to stop (RRR 6.25). Since the main road is right (by MRD I), you are not legally obligated to stop, so you cannot count this intersection as a STOP. Teams that counted it as the first stop took the wrong second stop.

On course teams followed the main road to the right, following a loop that took them to their first stop at Holly Hill and Campbell and brought them back to the previous intersection, but this time looking for a left at the second stop, so this time you are required to stop. So that's your second stop at Campbell. Off course teams got the benefit of **Route Control 23**.

And finally...

63. R at STOP ONTO 219. (Take the short route)

Introduce Note F.

64. R on VANDERSCHUERE.

Let's take a minute and review the active Notes.

Note E: R on WOLSBORN.

Note F: Stay left after "SLOW". Cancel Note F.
Cancel Note E.

It may not be obvious, but the act of executing and then cancelling Note F prevents you from cancelling Note E. So, the on course route uses Note E to travel on Wolsborn. By now you can imagine how the off course worked out. One final off course **Route Control 24** completed the day's scoring. The event finished with 5 timed TSD legs (no traps), 14 Route Controls, and 1 Question (scored as a route control).



2023 Oregon Trailblazer winners Brandon Harer and Larry LeFebvre

Congratulate the top finishers!

A small but dedicated field of teams dodged off course route controls in pursuit of The Beaver Cleaver's on course route. Congratulations to all who ran this event!

First overall and first in the Equipped category is the team of **Larry LeFebvre and Brandon Harer**.

Second overall and first in the SOP class is the team of **David and Marcus Gattman**.

Third overall and second SOP is the team of **Barbara Jacobs and Kasey Klaus**.

Fourth overall and third SOP is the team of **Alex Castaneda and Eric Hanson**.

Fifth overall and first in the Novice class is the team of **Cassie and Jacob Lloyd**.

These teams received a car wash coupon and big chocolate candy bars. The taste of victory is always sweet. But it's also about the fame and glory of winning or even just finishing.

Geargrinders News (continued)

Cascade Sports Car Club's 2023 Oregon Trailblazer Rally

The Beaver Cleaver



November 18, 2023

Rallymasters: Monte and Victoria Saager

Car #	Team	Class	Vehicle	Score
Equipped: (GPS and Unlimited)				
3	Larry LeFebvre / Brandon Harer	UNL	2006 Mini Cooper S (Blue and white)	62
5	S. Forsman / E. Fillman-Sullivan	GPS	1997 Subaru Impreza (Blue)	DNS
9	Tymen Rattray / Alissa Ingram	GPS	2016 Subaru WRX (Grey)	DNS
21	Robert Morseburg / Cheri Eddy	UNL	2007 Honda Civic (Bronze)	DNS
SOP: (stock)				
1	David Gattman / Marcus Gattman	SOP	2021 Subaru Crosstrek (White)	228
13	Barbara Jacobs / Kasey Klaus	SOP	2020 Ford Fusion (Red)	291
19	Alex Castaneda / Eric Hanson	SOP	2022 Chevrolet Bolt EUV (dark grey)	297
7	Lee Nielsen / Marc Nielsen	SOP	2005 Toyota 4Runner (Black)	DNS
Novice: (stock)				
11	Cassie Lloyd / Jacob Lloyd	NOV	2017 Toyota Yaris iA (Dark Blue)	311
15	Emma Bristol / Aksel Bristol	NOV	2021 Subaru Outback (Grey)	DNF
17	Joel Bristol / Susan Bristol	NOV	2017 Honda Ridgeline (Blue)	DNF

DNS = Did not start DNF=Did not finish

[Beaver Cleaver results with leg scores](#)

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[f #CSCC Road Rally](#)

The first Oregon Trailblazer Rally was May 13-14, 1961. The last known prior offering was May 13, 2006. It was offered annually and then sporadically over the intervening years. Hopefully this year's revival will encourage future Geargrinders organizers to offer this trick-and-trap style event on a regular basis.

And that's a wrap for the 2023 Oregon Trailblazer – Beaver Cleaver edition.



2024 Event Schedule (Tentative)

"Rotn" is race group rotation: in "rotn 2," for example, Group 2 is first on the weekend's schedule.

= Meeting = Endurance race = Championship race = Non-race track event

January 13	ICSCC Spring Meeting	All	Online
April 26	Driver Training/Test and Tune	CSCC	PIR
April 27-28	Race	CSCC	PIR
May 10	Driver Training/Test and Tune	IRDC	PR
May 11-12	Race	IRDC	PR
May 24	Driver Training/Test and Tune	SCCBC	Mission
May 25-26	Race	SCCBC	Mission
June 14	Driver Training/Test and Tune	CSCC	PIR
June 15-16	Race	CSCC	PIR
July 5	Driver Training/Test and Tune	IRDC	PR
July 6-7	Race	IRDC	PR
July 19	Test and Tune	IRDC	The Ridge
July 20-21	Race	IRDC	The Ridge
August 9	Driver Training/Test and Tune	CSCC	PIR
August 10-11	Race	CSCC	PIR
August 29	Driver Training/Test and Tune	NWMS	QRP
August 30 - Sept 1	Race	NWMS	QRP
October 12	2024 Festival of Endurance	CSCC	PIR



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- Tom Cruise actor/racer, on the forward to Jeff Gordon's biography.



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- ★ "A terrific way to start the upcoming season. An amazing amount of information delivered in an easy-going, off-season setting. A great, mental and practical start to the new season." **Dan Durr** - 1968 BMW B sedan
- ★ "I got my money's worth in the first 15 minutes, and that was just the start! Best investment anyone interested in racing can make." **John Rankin** - Beach Mk 48
- ★ "Best Ever! Lots of good information, very entertaining, very worthwhile." **George Doran** - Formula Mazda
- ★ "My driving had become stale. This seminar gave me tools that I needed to improve." **Erik Dolson** - Vintage Corvette
- ★ "My favorite seminar guest in the past was Leo Mehl but Don Miller's talk was both informative and entertaining and quickly became a close 2nd to Mr. Mehl. I really enjoyed listening and learning from him." **Roger Caddell** - National technical trainer for AiM Sports



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