



FEBRUARY-MARCH 2023

SISKIYOU SUMMITS

**Siskiyou Sports Car Club
Autocross Racing**



Event Dates:

3/4 & 3/5 Test & Tune

3/31 - 4/2 Spring Enduro

2023 Rogue Challenge Series:

5/6 & 5/7 RCS Events 1&2

6/17 & 6/18 RCS Events 3 & 4

7/1 & 7/2 RCS Events 5 & 6

8/5 & 8/6 RCS Events 7 & 8

9/2 & 9/3 RCS Events 9 & 10

9/29 - 10/1 Fall Enduro

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HEY RACERS, FAMILY & FRIENDS!

The 2023 SSCC racing season is here! To kick the season off right, this first issue of our newsletter for is packed with information you'll want to know for the upcoming season. We'll review how to get ready for the first event, our annual Test N Tune, and the Spring Enduro as well.

Registration for the TEST & TUNE is currently open at: <https://www.motorsportreg.com/events/rogue-challenge-series-autocross-test-tune-jackson-county-sports-park-489219>

On February 15, the board made the tough decision to cancel the Cascade Lakes Hillclimb for 2023. Between issues with the venue and other factors, it came down to an assessment of how we could best serve the club and our racers. We hope everyone understands.

As we do each year, we're actively recruiting sponsors for the 2023, if you know of anyone that might be interested, please have them contact one of the board members for an application.



**EAT
SLEEP
RACE
REPEAT**











Helmet Classification Labels for 2023

This means that Snell 2005 helmets are now obsolete, as well as ECE and EC4 helmet certification labels. They cannot be used.



2023 HELMET CERTIFICATION LABELS

accepted at Solo & RallyCross

<p>SNELL SA2020</p> 	<p>SNELL M2020D M2020R</p> 
<p>SNELL SA2015</p> 	<p>SNELL M2015</p> 
<p>SNELL SA2010 SAH2010</p> 	<p>SNELL M2010</p> 
<p>SNELL EA2016</p> 	<p>FIA 8859-2020 8860-2018 8860-2018-ABP 8859-2015 8860-2010</p> 
<p>SNELL K2020</p> 	
<p>SNELL K2015</p> 	<p>SFI 31.1/2020 31.1/2015 31.1/2010 41.1/2020 41.1/2015 41.1/2010</p> 
<p>SNELL K2010</p> 	

2023 SCCA Solo Rules section 4.3.1 – 2022 SCCA RallyCross Rules article 3.2.P

Revised 01/09/2023



The following are some guidelines and tips to review & remember. We all want to have fun and test the limits of our machines, but the safety of everyone at the track is most important consideration.

- Wash the car. (It's totally optional, but a clean race car is a happy race car!)
- While we have a lunch truck at the track, you might bring snacks and water, and sunscreen.
- There must be no loose items in the vehicle. This will be checked during Tech.
- You must remove any hubcaps or wheel trim rings, that could come loose during your runs.
- Check the tightness of the battery bracket or mount.
- Check the tightness of the lug nuts, and the overall condition of the tires. badly worn or bald tires will not be allowed.
- Have enough fuel available to race and get back to where you're staying (or a gas station!).
- Bring some cash with you above the entry fee. You may need for a spot of fuel or something to eat if the lunch truck isn't there.
- Spectators can watch for free and are welcome at our events, but the insurance waiver must be signed by anyone attending our events.
- Get plenty of rest..."Morning comes around faster than you think." Signed, Mom.

The day of the event, before the Drivers Meeting:

- Arrive as early as possible, a half hour before practice or driver's meeting at a minimum. An hour or so would be better, until you know the raceday routine. This allow plenty of time to get settled and unpack.
- If it's your first time, just ask around. There are a lot of racers who are happy to show you the ropes.
- When you pay entry fee, be sure pick your car number and be sure of your class.
- If you're not a club member, and eligible for "Self-Tech", your car **MUST** be inspected by one of our Tech Inspectors. Have all loose items out of the vehicle and race numbers on the car. If you need to, you can borrow some white shoe polish and write on the driver's side rear window, or use masking tape.

Drivers Meeting:

- An explanation of the safety rules of the event, and the consequences for not following them.
- Run Groups and Work Assignments are given by the competition director. If you're unsure of your work tasks, please ask someone

Once competition begins:

- Paddock speeds are limited to 5mph or less. Strive for less in this case, things get pretty hectic in the paddock.
- Always be on the watch for black or red flags.
 - A black flag means you must **SLOW DOWN IMMEDIATELY** and exit the track via the exit lane, and the make contact with a competition director.
 - A red flag means you must safely stop as quickly as possible and get **OFF** the racing line, then wait for a track official or worker to communicate with you.
- Working the track is requested by all competitors unless prior arrangements have been okayed by a competition director or club official. If you're a novice, request working a station with an experienced racer.

Once competition ends:

- If you can, please stick around for a bit and help clean up.
- Head on home...unpack, clean up, relax, and tell everyone about your first autocross!!

1982 BANDIT Hill Climb Special/Autocrosser FOR SALE

Car was built in the late 70s/early 80's by Jerry Kieft. The car has a rich history and won many hill climbs on the east coast, setting many records in the 80's & 90's. Google "Jerry Kieft Bandit hillclimb" for additional information about the car and history.

Engine:

- Carbureted 13b Mazda Rotary- Built by Pineapple Racing
- Previous owner claimed the motor was built for 13,000rpm and 300whp
- Weber IDA48 carb
- Racing Beat Manifold
- 2 Hayabusa radiators
- Oil Cooler
- Electric Water Pump

Transmission:

- VW Brazilian Bus transaxle (1989 Kombi Furgao)
- 4 speed, reverse is removed
- Weddle gears

Tires & Wheels:

- Custom 2 piece wheels
- Avon Tires
- 4x100 bolt pattern

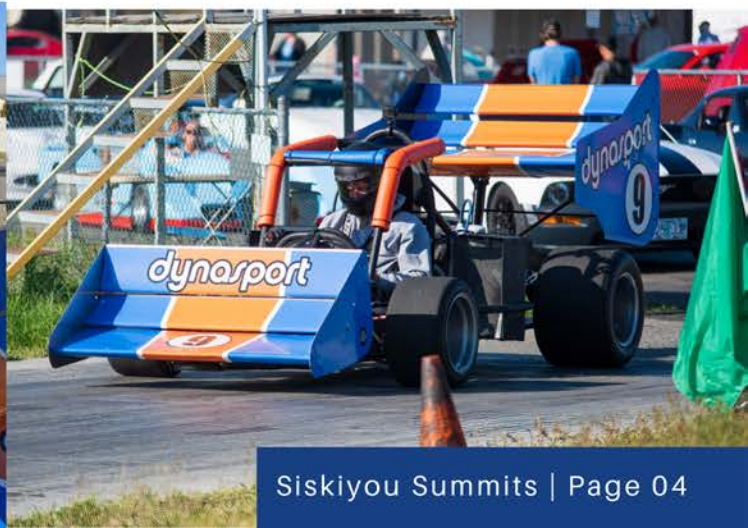
Chassis:

- Full cage, including footwell
- Approximately 1300 lb. total vehicle weight
- 2 LARGE 3-element adjustable wings
- 3.5 gallon fuel tank
- Eibach Springs and Koni adjustable shocks
- Pushrod Suspension

Car runs and drives well. Needs carb tuned. Included with sale is a 1.5" 3 ring binder full of info from the previous owners. Front wheels may need replacing due to leaking air. Drivable but front wheels lose air in a day or so. Recent Changes include new tachometer, oil temp gauge and sender, and draining and replacing all the fluids, as well as new batteries. The car is fast and is a ton of fun. It needs TLC and someone to clean up some wiring issues.

If interested, contact:

Brent DeWolf at <brentsdewolf@gmail.com>



2023 OFFICERS

President: Jared Haaland
Secretary: Kim Neal
Treasurer: Cari Hinesly
Competition Directors:
Brent DeWolf and Jacob Bafia
Tech Inspectors: Dan Dalen and Cris Kroneberger.
Assistants: Michelle Nutter, Cathy Nolan
Board of Directors at Large: Jim Cox, Steve Van Wattering, Whitney DeWolf

Special Thanks to:
Webmaster
Cary McCallister

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Submission ideas are welcome at:
ssccmedfordnewsletter@gmail.com

Photo Credits:
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<https://ssccmedford.org/>

SSCC Membership:
Single \$25 Family \$35
Regular Event Pricing
Saturday: Members \$40 Non Members \$45
Sunday: Members \$30 Non Members \$35

ANNOUNCEMENTS AND UPCOMING EVENTS:

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3/31 - 4/2 Spring Enduro

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SSCC monthly meetings are the 3rd
Wednesday of each month

[See below for Zoom video link]

<https://us02web.zoom.us/j/89362248603>

Meeting ID: 893 6224 8603

One tap mobile

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+13462487799,,89362248603# US (Houston)

Meeting ID: 893 6224 8603



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