



ICSCC MEMO #3 MAY 2023

*The Official Publication of the
International Conference of Sports Car Clubs*

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FROM THE PRESIDENT

Hello all –

The 2023 race season has begun! After years of people complaining that it always rains at the season opener, we had a scorching Friday and Saturday in the high 70s followed by a nearly perfect 60 on Sunday. For those of us who have been hiding from the cold and rain during our delayed Spring, sunburn was the rule of the day! There was a good turnout of entries which felt like even more because of the tight paddock restrictions. With professional race series including Nascar, Indycar, and FIA Formula E having dates at Portland International Raceway this Summer there were infrastructure projects in progress that blocked access to some areas around the paved inside paddock and blocked off “the meadow” entirely so available real estate was in shorter supply. Thanks to all the attendees who worked together to make the best of the limited space and to the great volunteers of the Cascade Sports Car Club who put on a fun, competitive event.

As I mentioned in my report to the ICSCC Fall Meeting we have seen a real shift of drivers to tightly rule limited classes including the extremely well attended Pro3 and Spec Miata classes who each brought +/-30 entrants or more to contest their highly desirable championships. Both of those classes exuded pure excitement all weekend and the racing was close and entertaining. The buzz in and around the Pro3 competitors is something that continues from the first race of the season to the last and is a model of what amateur racing should be at its best. Thanks also to the Northwest Spec Miata Championship for the Conference races they choose to include in their season. It results in a huge boost in Group 2 attendance and results in very entertaining racing. There is nothing like

seeing the green flag drop and 30+ Miatas immediately jump six wide as they fly down to turn 4 (no chicane!) which can MAYBE accommodate three wide but is a heck of a lot more comfortable for two. Anyway, thanks to the big groups and everyone else who attended to kick the season off right. Even the humble author of this rambling narrative managed to get a car out to the first race (which has happened way less frequently that it should have over the last 20 years) and I had a blast. If you didn't make it out to the first race, you have a rare opportunity with lots of extra time to get your car ready for the next one which doesn't happen for a month. The International Race Drivers Club “Spring into Summer” event is next on the calendar with a Test and Tune on Friday, June 9th and racing on Saturday, June 10th and Sunday, June 11th at Pacific Raceways. Weather in the beginning of June is usually settling into a better pattern so plan on joining your racing friends and family and get your season started. We look forward to seeing you!



photos by Kevin Skinner



STEWARDS' CORNER

Greetings again,

By the time you read this our first event of the year will have been in the books. Based on pre-registrations it appears that there will be a fairly strong turnout. The weather forecast is also looking solid so we should have a great first weekend of the year. To help ensure things go as smoothly as possible on track this season, I'd like to spend some time reviewing expectations for overtaking.

The expectations for overtaking vary from organization to organization. Formula 1 has been growing in popularity as of late and it's important to note that a lot of racing moves you see on TV which are deemed acceptable in Formula 1 are not acceptable in Conference. One example is the prerogative of a car on the inside to run an outside car off track if the outside car is not ahead when exiting. This type of move is not allowed in Conference where Rule 1504 states: "Under all conditions, both the passed and the passing car shall be equally responsible for the safe passing of one by the other."

There are a lot of nuances that go into understanding a rule like 1504. The first thing to consider is the car being passed needs to know that a pass is occurring. How will the car being passed know that a pass is occurring? All cars in Conference are required to have mirrors so drivers being passed need to be aware of what is in their mirrors and drivers attempting an overtake must put themselves in a position that the car being passed can see them. Though it is not the end-all be-all on the subject, Appendix P of the SCCA GCR provides some useful guidelines on properly conducting an overtake and what a car being passed should be looking for. Once the overtaking driver has presented themselves to the driver being passed both drivers must leave racing room. It is important to point out that in Conference there is no situation where someone "owns" a corner. Also keep in mind that the Stewards will not be fretting over whether or not an overtaking car is three inches short of the A-pillar, discussions of that nature quickly fall into the category of racing incident.

Things are a little different for cars being lapped because there is a large speed differential. A driver being lapped needs to be predictable and make an effort to let the faster cars go by. Some anticipation should occur in these situations and my suggestion would be for the car being lapped to plan on leaving at least one car width at apex when the faster cars in the group are rapidly approaching.

If you're being lapped and not actively in a competitive race, letting up to allow the faster cars in the group to go by when you can afford to is a good move as well.

Another characteristic of a properly conducted overtake is that the cars should be on a similar trajectory. Incidents are less likely to occur when cars are on a similar trajectory. Should someone make a small mistake under these conditions and contact results, any damage should be minimal and there should be little detriment to pace. When an overtaking car has caved in the door of a car it intended to pass, things have gone majorly wrong.

The last point I'd like to make on the subject of racing room is that Turn 9 at PIR and Turn 10 at Pacific Raceways are part of straightaways. A car with any overlap in these areas must be given racing room. It is rather unsporting and unsafe to attempt to pin cars against the walls. This concept also should be applied to any "turn" that does not require slowing.



photos by Kevin Skinner



ENDURO CORNER

The 2023 ICSCC Endurance racing season is set with seven Northwest Mini Enduro Championship Series (NWMECS) races that are one hour in length and one two-hour season ending race. The 2-hour NWMECS finale counts as two single races so there are nine points races for the series championship. As of this writing, the season started a few days ago at Portland Int'l Raceway which had over 30 cars entered. There was some good racing under clear blue skies and summer-like temperatures. After Portland, the series shifts north to Pacific Raceways on June 10th and then right back to Portland the following weekend. After about a month break, the series goes back to Pacific Raceways on July 15th before heading east to Qlispe Raceway Park in Spokane two weeks later on July 29th. In August, the series is in Portland on 13th for a Sunday morning enduro and then two weeks later heads north to The Ridge on the 26th for the final one-hour event of the series. The NWMECS season concludes nearly two months later on October 14th in Portland for the lone 2-hour race on the schedule. So, to recap that is a total of eight weekends at four different racetracks!

The series rules remain relatively unchanged from 2022. With the 2-hour counting as two single races there are in essence nine championship races. For the Championship, your best six races count, and one needs to enter a minimum of five races in order to qualify for the Championship. In previous versions of the 2023 NWMECS rules there was a discrepancy of how many races count for the championship (one place said six and another place stated five). The updated series rules are posted in this issue of the Memo.

On October 14th Cascade will hold its annual Enduro which again will include a 4 hour race and an 8 hour race to go along with the 2 hour NWMECS finale. The race is now in its 48th year and is a fall favorite of many northwest racers. The event bookends the ICSCC racing season so plan to make the long off season a little shorter this year by attending the race.

Entering an enduro is a great way to maximize track time during a race weekend. An enduro is also a great opportunity for someone else to drive your car to help dial it in. We hope the veterans will continue to enjoy the camaraderie running an enduro brings. And if you've never done one before, we hope you'll give it a try.

We'll see you at the track!



photos by Kevin Skinner



2023 NORTHWEST MINI ENDURO CHAMPIONSHIP SERIES

What is it: Eight race series:		<u>DATE</u>	<u>TRACK</u>
	Round 1	4/29/23	Portland Int'l Raceway
	Round 2	6/10/23	Pacific Raceways
	Round 3	6/17/23	Portland Int'l Raceway
	Round 4	7/15/23	Pacific Raceways
	Round 5	7/29/23	Qlispe Raceway Park
	Round 6	8/13/23	Portland Int'l Raceway
	Round 7	8/26/23	The Ridge
	Round 8	10/14/23	Portland Int'l Raceway (2 Hour)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

FULL SET OF RULES:

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

Except as noted, the 2023 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 driver's six highest point totals together. Ties in final points shall be resolved on the basis of each driver's record of first place finishes; then, if necessary, second place finishes. If two or more drivers have accumulated the same number of first and second place finishes, they shall be considered tied for the Championship. If for example two drivers tie for the Championship, the next driver shall be considered to have finished in third place.

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

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

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

the mandatory pit window, two green flag laps will be added to the pit window. The clock will continue to run under race stoppage.

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

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

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

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

QUALIFYING PROCEDURES

ROUND 1 – APRIL 29, 2023: 15 minute qualifying session. The starting grid shall be set fastest to slowest

ROUND 2 – JUNE 10, 2023: 15 minute qualifying session. The starting grid shall be set fastest to slowest

ROUND 3 – JUNE 17, 2023: 15 minute qualifying session. The starting grid shall be set fastest to slowest

ROUND 4 – JULY 15, 2023: 15 minute qualifying session. The starting grid shall be set fastest to slowest

ROUND 5 – JULY 29, 2023: 15 minute qualifying session. Starting grid shall be set fastest to slowest

ROUND 6 – AUGUST 13, 2023: 15 minute qualifying session. Starting grid shall be set fastest to slowest

ROUND 7 – AUGUST 26, 2023: 15 minute qualifying session. Starting grid shall be set fastest to slowest

ROUND 8 – OCTOBER 14, 2023: * 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!



EVENT SCHEDULE

DRIVER TRAINING | HPDE | TIME TRIALS | TEST & TUNE

PORTLAND INTERNATIONAL RACEWAY
Thur, Apr 20TH | Tue, Jun 27TH | Tues, Aug 1ST

OREGON RACEWAY PARK
Sat, Sept 23RD



TEAMCONTINENTAL.COM



photos by Kevin Skinner

NOSTALGIC SERIES

TOURNAMENT AND CHAMPIONSHIP

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

A 3 WEEKEND, 9 RACE SERIES
FEATURING NOSTALGIC RACE CARS
THAT ARE AT LEAST 20 YEARS OLD

APRIL 29 & 30, 2023

JUNE 17 & 18, 2023

AUGUST 12 & 13, 2023

ALL RACES ARE HELD AT
PORTLAND INT'L RACEWAY



ICSCC
SCCA
SOVREN
LICENSES
ACCEPTED

THE CLASSES: FIVE 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



CASCADE SPORTS CAR CLUB

Presents

Rose City Opener XXXI

April 29th and 30th, 2023

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 2023 Competition Regulations as a championship race, organized by Cascade Sports Car Club and held at Portland International Raceway. Mike Smith, Race Chairman, may be reached at 360-518-3986 until 9 p.m. or by email at mikes@patriotfire.com

Online Registration will be available at

<http://cascade.motorsportreg.com>

ENTRIES OPEN: Upon receipt of this announcement

ENTRIES CLOSE: Postmark by: **April 26th, 2023**

ENTRY FEES:	<u>ICSCC or others</u> – (Saturday and Sunday)	\$385
	<u>Cascade Members</u> – (Saturday and Sunday)	\$365
	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 6

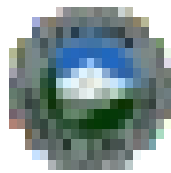
Grp #1 - A-B-C Prod, SPO-M-U, PRO3	Grp #6 - FV, FL, B-C-D-E-F SR, CC4, Novice O/W
Grp #2 - D-E-F-G Prod, SM, CSM, CR, PRO7, HT, ITX, PRO44	*** Grp #7 - Novice Closed Wheel
Grp #3 - CF, FF, FA, FM, FC	Grp #8 - Mini Enduro (1 Hour)
Grp #4 - GT1-2-3, AS, ITE, RS, ST, SST, SE46	Grp #9 - Nostalgic Series
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



CSCC Supplemental Regulations 2023

Infractions will result in penalties assessed to the driver

1. This event is organized under 2023 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. Standing on the pit wall is prohibited.
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. This includes all vaping devices.
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. Sound/Noise Policy: Oregon Law requires functioning mufflers to be used at PIR. 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. Typically, a vehicle that exceeds the limit will be black flagged and given one chance to make modifications or repairs to be below the limit. A second violation will mean a car will be removed from the event for the remainder of the day. On a following day, the vehicle in violation must re-tech and show what was done to remedy the violation before being allowed back on track. If the vehicle fails again, it is disqualified from the entire event.
16. Race engines may not be started prior to 8:30am and absolutely no revving prior to 9:00am.
17. 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.
18. Family & crewmembers of drivers are to contact the communication person at pre-grid with questions regarding their driver or car while on track.
19. 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.
20. Anyone caught dumping oil at the raceway will be fined and banned from the raceway. This is a PIR regulation.
21. 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.
22. Jack stands must be used whenever a person is working under vehicle. You must have metal or wood under the jack and jack stands.
23. 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.
24. 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.
25. Extension cords from the pit exit to tech/scales must be secured to the pavement at all times.
26. Staggered start and split start requests shall be submitted to the race steward at least one hour prior to the race.
27. **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.
28. 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).
29. **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.
30. 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.
31. The area to the north of the Pro Tower is reserved parking for ICSCC and CSCC officials.
32. Drivers are responsible AT ALL TIMES for their crew members and guests.
33. **Note:** All PIR policies are to be followed. A complete list can be found under "Policies" on the portlandraceway.com website. Listed above are some but not all of the policies.



CASCADE SPORTS CAR CLUB

Presents

Rose City Opener XXXI

April 29th and 30th, 2023

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 - 10:00am Qualifying Group 9

10:02am - 10:17am Qualifying Group 6/3

*10:30am - 10:45am Qualifying Group 1

10:47am - 11:02am Qualifying Group 2

11:10am - 11:25am Qualifying Group 4

11:30am - 11:45am Qualifying Group 5

11:45am - 12:40pm LUNCH !!!

12:00pm MANDATORY Drivers Meeting MotoX Grand Stand (Group 8 Meeting right after)

12:20pm MANDATORY NOVICE MEETING WITH LICENSE DIRECTOR

12:40pm - 1:00pm **Race Group 9**

1:05pm - 1:30pm **Race Group 6/3**

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

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

2:45pm - 3:10pm **Race Group 4**

3:20pm - 3:45pm **Race Group 5**

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 6/3

10:07am - 10:22am Qualifying Group 1

*10:30am - 10:45am Qualifying Group 2

10:47am - 11:02am Qualifying Group 4

11:10am - 11:25am Qualifying Group 5

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 6/3**

2:20pm - 2:50pm **Race Group 1**

3:00pm - 3:30pm **Race Group 2**

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

4:20pm - 4:50pm **Race Group 5**

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



CASCADE SPORTS CAR CLUB GEARGRINDERS

2023 Road Rally Schedule

Register: MotorsportReg.com

as of 11/22/22

Saturday Road Rally Series

February 18 – 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 18

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 15

May 13

June 10

July 22

August 19

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

Save with a Series Pass. \$120. 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 9 – Mountains to the Sea – 58th 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 Newport). Entry fee: \$50 per car for CSCC members, \$75 per car for non-members

October 28 – 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: \$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](#).

November 18 – Oregon Trailblazer – This year we welcome the return of an occasional Cascade tradition – a tricky TSD rally that challenges your team's driving and navigational skills. Expect tricks and traps. (The last Oregon Trailblazer Rally was in 2006.) Entry fee: \$20 per car for CSCC members, \$30 per car for non-members

For all 2023 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. Play the game that takes you places.

www.cascadegeargrinders.org

rally@cascadesportscarclub.org

[f](#) #CSCC Road Rally

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Please respect our volunteers - no calls or faxes after 9pm

**2023 Tentative ICSCC EVENT
SCHEDULE**

Championship Race Events

Date	Club	Track
April 29-30	CSCC	PIR
June 10-11	IRDC	PR
June 17-18	CSCC	PIR
July 15-16	IRDC	PR
July 28-30	NWMS	QRP
August 12-13	CSCC	PIR
August 26-27	IRDC	The Ridge
September 16-17	SCCBC	Mission

Endurance Events

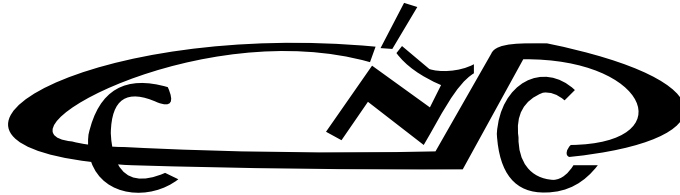
October 14	CSCC	PIR
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Driving Schools / Test & Tune

April 20	TC	PIR
June 9	IRDC	PR
June 16	CSCC	PIR
June 27	TC	Pir
July 14	IRDC	PR
August 1	TC	PIR
August 11	CSCC	PIR
August 25	IRDC	The Ridge
September 15	SCCBC	Mission
September 23	TC	ORP

ICSCC Awards Banquet, R.A.T's, Spring & Fall Meeting

March 19	RATS Virtual @ 9:00 AM	ICSCC
Nov. TBA	ICSCC Awards Banquet	ICSCC



Central Racing Association



Please go to icssc.com/forms/17_race_entry.pdf or [Race Entry Forms & Licence Applications](#)

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To place an ad in the Memo, contact the Memo editor at memo@icscc.com. Proof your ad when it first appears – it is presumed correct unless the editor is notified in writing.

Ads run for 3 issues then are automatically cancelled unless renewed. Numbers at the end of the ad show when it began: 1/15 means first issue of 2015; that ad will expire after issue #3 of 2015 (3/15). There are 10 issues per year.



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For photos prior to 2011, continue to view them at DotPhoto, but please do not order from there; instead, contact us directly and we will process your order.

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photos by Kevin Skinner

Racing photography by Doug Berger



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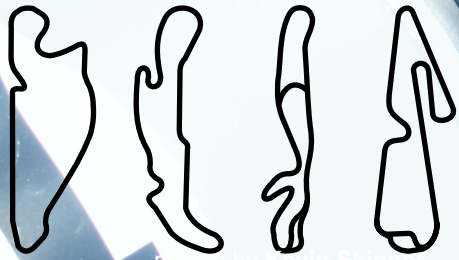
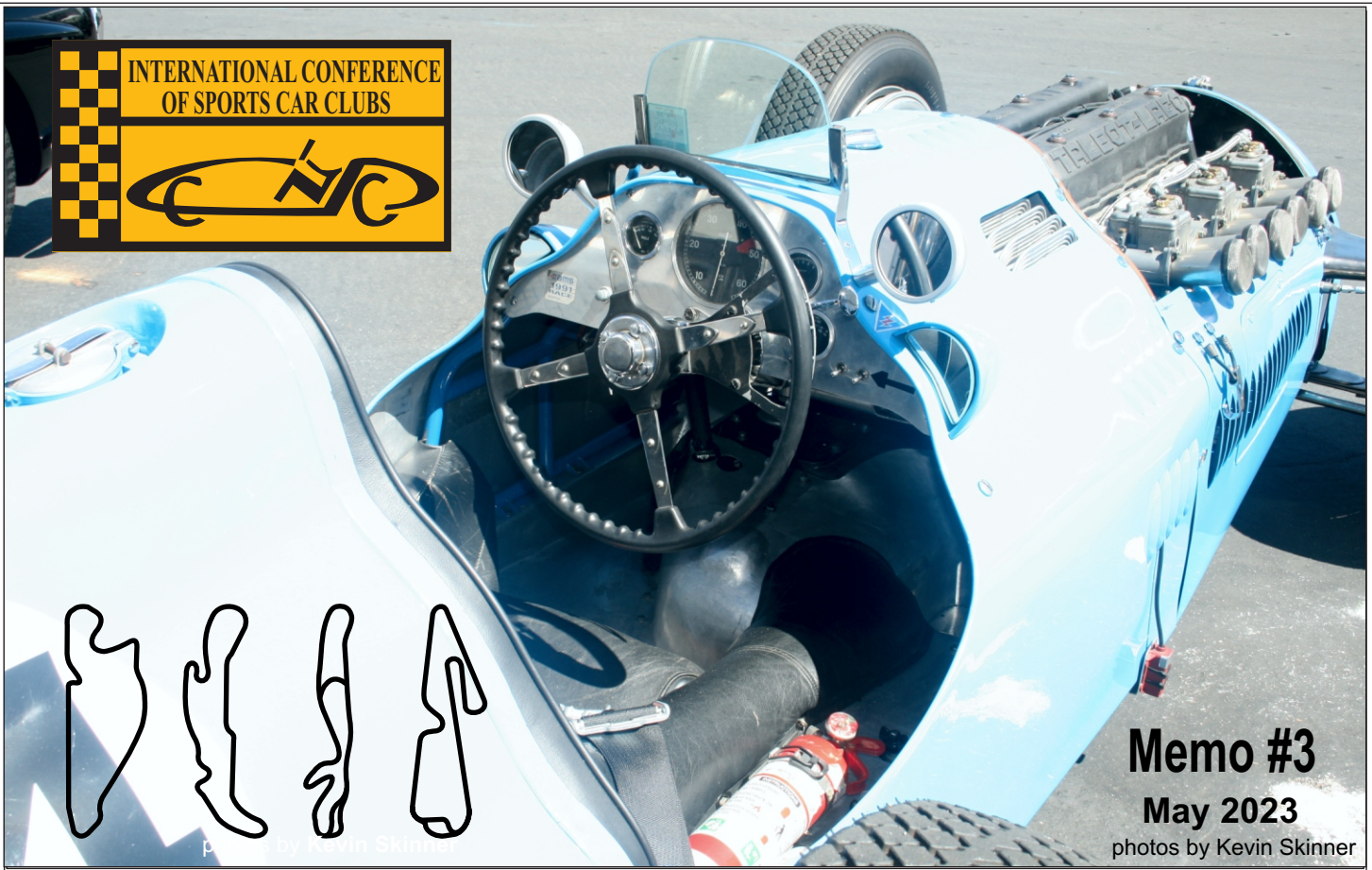


photos by Kevin Skinner

2023 MEMO PUBLICATION SCHEDULE

Memo is to be published on the first of each month

Please allow one week for memo submissions



Memo #3

May 2023

photos by Kevin Skinner

Order now while we still have stock, by April we may be out and unable to get more from our supplier until late in the season

“Now is the Time to Gear Up for the New Season”

Driver's suit getting old, faded and looking a little worse for the wear (or worse...it doesn't fit anymore)?



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