



ICSCC MEMO #5

JULY 2023

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



FROM THE PRESIDENT

The Conference championship season continues to move forward at a good clip with six championship events already in the books. The initial two events, CSCC's "Rose City Opener XXXI" and IRDC's "Spring into Summer" seemed to be a bit better attended than some early races in previous years but were still plagued by a substantial number of entries that signed up but then didn't attend. The volunteers who work VERY hard to make these events happen make plans to handle the number of people who sign up so they are not only disappointed not to see drivers who never arrive, they also may incur some unnecessary loss when purchasing the things expected at an event. Sometimes folks grumble a bit about generic trophies. Remember these can be a substantial cost to the hosting club and they are often kind of forced into buying things that aren't "race specific" so the unused ones can be awarded at future races rather than given away or trashed because they have a date or event name printed on them that has come and gone.

Then we got to the third weekend of the season – CSCC's "Chicane Challenge XXXI". Many of the dedicated racers that keep Conference alive have been racing with us for a very long time and it was an interesting stroll down memory lane to return to the outside "South" paddock. It served us well when we had a lot more entries than we do today but for some reason I was concerned that it would have trouble accommodating us now. When I started 20+ years ago Conference Production was still strong and some of those cars wore license plates and drove to the track to be raced. Many of the race cars arrived on a relatively small open trailer pulled by a single cab pickup, SUV, or even a station wagon. My first year I borrowed my younger brother's van and pulled my 16' open trailer carrying a '79 RX7 to the track that I scraped up \$2400 bucks to purchase. We raced inexpensively, took up a lot less space, and had every bit as much fun as we do now because most of us had a burning desire to race as often as we possibly could. I would say that burning desire still exists is damped a bit by the reality, effort, and expense of the kind of racing that is prevalent now.

Setting up in the South Paddock really reminded me how much things have changed. My 34 foot long motorhome (one of the small ones in comparison, lol) with slide outs on

both sides pulling a 24' enclosed trailer with a 4' tongue puts me over 60 feet long and with the car out and awnings up I must take up three times more space than when I started all those years ago. Another difference? The weather never stopped me from racing back then either. I raced a car that suffered from low torque coming off the corners so I always looked forward to the rain because I was comfortable in it and believed it gave me an advantage over more powerful cars. Fast forward to today and if there is any real hint of rain in the forecast half of those who entered don't even make the tow.

Before any of you who have been kind enough to read my ramblings so far take offence because you think I am throwing stones at my fellow racers, let me assure you I am among the worst offenders. Since 2008 when I purchased a GT1/SPO car I have literally been out in any real sustained rain just once – the IRDC race at the Ridge Motorsports Park that was the wettest race weekend I have ever experienced and too funny and scary to go into here. To those of you who fight incredible battles in our spec and pro classes in conditions that would stop a mailman, you have my eternal gratitude for keeping Conference alive with your entries. At any rate we had a nice Saturday in Portland and some good racing but with heavy rain predicted for Sunday I woke up in my aforementioned indulgent motorhome, looked out, and saw that about 2/3rds of the cars had slipped out overnight and the paddock was pretty spacious! To be fair that race was in the middle of a stretch with Pro events that had local racers as support classes, competing events from other organizations, was back to back with the previous IRDC weekend, and in a part of the calendar that seems to have multiple racing opportunities every weekend. I leave you with a gentle reminder – your entries are a vote for survival to the clubs you support.

We are in the middle of a month long break without races and I am already looking forward to the next couple of events coming up with IRDC and NWMS. Make sure and put Spokane on your schedule this year, they are incredibly welcoming, do a heck of a job with very few people, and run a great event that deserves our support. I will be at both, please feel free to stop by and say hi! I look forward to seeing everyone!



STEWARD'S CORNER

After an extended break two more Conference race weekends have successfully been completed. Rain made an appearance for both of these events bringing some added complexities and challenges. At PIR lightning struck just after Group 1 started their race which resulted in a black flag all and a significant delay before racing could resume. Due to PIR rules and OSHA requirements, we are required to pause racing for 30 minutes after the last thunder/lightening event within a certain range of the track. Unfortunately, the lightening didn't go away quickly and the 30-minute clock had to be repeatedly restarted.

The rain also made it challenging for drivers to see the waiving black flags and most did not return to the hot pits as required. As drivers, it is a fundamental responsibility to actively direct our eyes to each turn station on every lap and observe any flags that might be displayed. This responsibility remains in all conditions including inclement weather. That said, it's fairly certain that all drivers have or will miss flags during their racing career. The consequence of missing a flag will often be minor, but it can also be catastrophic. In some cases, observing the flags is the only thing that can prevent major a catastrophe. That is the importance of being able to see the flags at all times. Does missing a flag make you a bad driver? No – literally everyone has missed at least a flag or two. I've missed more than two so I certainly understand that it can be difficult at times. Usually this occurs in the first lap or two of a race when there are a lot of things going on. When this occurs, it is important to remind ourselves that we must do better by making a conscious effort to check each flag station. It is not okay absolve ourselves of the responsibility to see flags because of whatever conditions made it difficult to see the flags at the time.

Flags can be difficult to see and better technology exists. T12 at PIR has an electronic display and I think everyone saw it. When IndyCar comes to PIR they bring enough of these displays to cover the whole track. It would be great to have these for all of our races. If you're interested in using such a system gather your fellow racers and lobby the tracks or

maybe explore a plan for Conference to acquire a set and bring them to each race. The cost of such a system appears to be about \$8000 per display.

Before signing off, I'd like to share a thought of appreciation for our workers. For all of my years as a driver I would look at a schedule and think about how I could sleep in or leave early after my race. I've recently experienced that workers do not have these options. Workers must begin every day by 8am and cannot leave until after the last race is completed. This level of dedication had not crossed my mind before, but it is important to think about.

Roldan



photos by Doug Berger



photos by Doug Berger

Penalty Box

Race 1-2

- Group 1 #94 Pass Under Yellow \$50 Fine + Loss of 1 Lap
- Group 3/6 #42 Avoidable Contact \$100 Fine + Loss of 1 Lap
- Group 9 #18 Over Driving Resulting in Contact \$50 Fine + Probation for 2023

Race 3-4

- Group 1 Protest by #08 for Pass Under Yellow. Protest Upheld
- #141 Pass Under Yellow \$50 + Loss of 1 Lap
- #141 Pass Under Waving Black \$50 + Loss of Qualifying Times
- #78 Pass Under Waving Black \$50 + Loss of Fast Lap
- #82 Pass Under Waving Black \$50 + Loss of Fast Lap
- Group 3/6 #42 Avoidable Contact \$100 + Loss of 1 Lap

Race 5-6

- Group 1 #229 Unsafe Re-Entry \$100 + Loss of Qualifying Times
- #237 Pass Under Yellow \$100 + Loss of 1 Lap
- #151 Unsafe Re-Entry \$100 + Loss of 1 Lap
- #191 Not Exiting for Waving Black \$100 + Loss of 1 Lap
- #95 Not Exiting for Waving Black \$100 + Loss of 1 Lap
- #95 Not Exiting for Waving Black \$100 + Loss of 1 Lap
- #55 Not Exiting for Waving Black \$100 + Loss of 1 Lap
- #105 Not Exiting for Waving Black \$100 + Loss of 1 Lap
- #119 Not Exiting for Waving Black \$100 + Loss of 1 Lap
- #213 Not Exiting for Waving Black \$100 + Loss of 1 Lap
- #229 Not Exiting for Waving Black \$100 + Loss of 1 Lap
- #71 Not Exiting for Waving Black \$100 + Loss of 1 Lap
- #244 Not Exiting for Waving Black \$100 + Loss of 1 Lap
- #75 Not Exiting for Waving Black \$100 + Loss of 1 Lap
- #94 Not Exiting for Waving Black \$100 + Loss of 1 Lap
- #151 Random Inspection – Passed
- Group 4 #58 Avoidable Contact \$100 + Loss of 1 Lap
- #20 Reported Speeding in Pits – Warning
- Group 8 #186 Over Driving Yellow – Warning

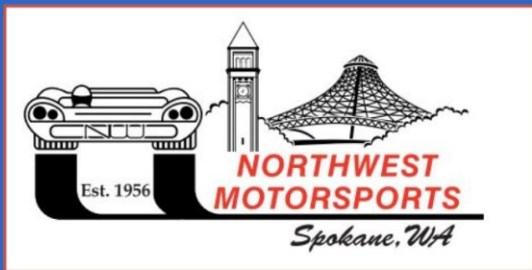


photos by Doug Berger

NORTHWEST MOTORSPORTS | 2023

GRAND PRIX TRIPLE RACE WEEKEND

2.3 MILE ROAD COURSE



 **JULY 28-30, 2023**

BRICK OVEN PIZZA PARTY



All racers, crew, and family's are welcome to join us on **Friday night** around 6:00 PM

RACEWAY LOCATION



750 N Hayford Rd,
Airway Heights, WA 99001

Registration and Pricing Available now

[NWMS -- NORTHWEST GRAND PRIX
- motorsportreg.com](http://NWMS--NORTHWESTGRANDPRIX-motorsportreg.com)

Test and Tune

Hosted by Turn 2 - July 27th \$250

Register here - MotorSportReg.com

This is an ICSCC sanctioned race weekend hosted by
NWMS under the 2023 Competition regulations



Our Contact: NWMSspokane@gmail.com

2023 NORTHWEST MINI ENDURO CHAMPIONSHIP SERIES

What is it:		<u>DATE</u>	<u>TRACK</u>
Eight race series:	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.

NWMS Supplemental Regulations 2023

- 1) Open to all cars eligible under ICSCC regulations.
- 2) This event is organized under 2023 ICSCC Competition Regulations and all who enter QRP(Qlispé Raceway Park) are subject to them. Northwest Motorsports reserves the right to refuse entry to this event at any time.
- 3) Registration Hours: 4:00 pm-6:00 Thursday, 7:00 am-12:00 pm Friday, 7:00 am-12:30 pm Saturday, and 7:30 am-10:00 am Sunday
- 4) Express Tech is available at registration for drivers with a 2023 Annual Tech, and/or safety gear/gear tech sticker.
- 5) People under the age of 16 years old are not allowed in the hot pits, pre-grid or on victory laps. Children less than 12 years old must have direct adult supervision at all times.
- 6) A current minor release form, signed by an authorized adult must be on record for all minor participants at QRP.
- 7) Alcoholic beverages will only be allowed in the spectator area and only after the track closes.
- 8) The scales will be open one hour before any qualifying or race session.
- 9) Users of bicycles and small-motorized vehicles may have riding privileges revoked at any time by the Race Chairman. During hot track hours, no one under the age of 12 years old is allowed to operate bicycles or scooters.
- 10) Refueling is not allowed in pre-grid. Fueling in the hot pits requires a crewmember assigned to operate a fire bottle. Excess spillage (greater than 5" in diameter) will result in a fine of \$100.
- 11) No smoking in hot pits, pre-grid or any QRP building.
- 12) Paddock area, all fire lanes and pre-grid roads must remain clear.
- 13) Damage to the track, grounds, buildings, etc regardless of the cause, will be charged to the driver responsible. Damage to any equipment or devices used by the sanctioning body (ICSCC) or sponsoring club (NWMS) to conduct this race, regardless of the cause, will be charged to the driver responsible.
- 14) All entrants for this event should have in their possession an empty, sealable container or containers, capable of holding 2 gallons, to be used to remove all oil, cleaners, brake fluid, etc from QRP. There will not be waste-oil drums provided.
- 15) Anyone caught dumping oil at the raceway will be fined and banned from the raceway.
- 16) No tires are to be left at QRP. Any tires left at QRP will result in a fine of \$100 per tire.
- 17) The racing "hot pits" are defined as that area under the control of Hot Pits personnel. It is required that any person over the "pit wall" during practice, qualifying or races shall wear long pants, shirts that cover shoulders, and shall not be barefoot or wear open toed/heeled shoes. At one minute warning, pre-grid becomes a "hot" area. At that time, pre-grid must be cleared of all crew, support personnel and spectators.
- 18) All cars that are towed into the paddock are subject to being dropped off in impound. Drivers must wear all required driver's safety equipment before they are allowed to enter track, while they are on track, beyond positive protection, under flat tow, or in the hot pits area.
- 19) Blendline - you are required to stay on the right side of the white blend line until the blend line ends. This is required every time you enter the racetrack other than race out lap with race official splitting cars.
- 20) Everyone is required to wear a wristband for entry into track. After Friday, no one will be allowed to enter without a wristband (\$1 fee per wristband replacement).
- 21) Drivers are responsible at all times for their crew.
- 22) Drivers meetings will be held on the hillside east of the QRP buildings.
- 23) 5 mph speed limit in the paddock.
- 24) Pets are welcome, but must be leashed at all times and under the control of someone 18 years of age or older. Please clean up after your animal.
- 25) Authorized vehicles only on the race course at any time. No motorized vehicles of any kind permitted at any time on the racecourse without permission or authorization from ICSCC officials.
- 26) The race schedule may be altered by the Race Chairman due to emergency conditions.
- 27) Staggered start and split start requests shall be submitted to the Race Steward at least one hour prior to the race.



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!

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

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

“NOSTALGIC SERIES”

THIS IS A STRICT NO CONTACT SERIES WHERE THE GOAL IS TO HAVE FUN WHILE SHOWCASING SENTIMENTAL CARS FROM THE PAST. MINIMUM PENALTIES FOR AT FAULT CONTACT ARE PROBATION FOR THE REST OF THE SERIES UP TO SUSPENSION FROM THE SERIES FOR ONE YEAR. IF WHILE ON PROBATION A DRIVER HAS CONTACT, THEY WILL BE IMMEDIATELY EXCLUDED FROM THE SERIES FOR A MINIMUM OF 13 MONTHS, LOSE ALL POINTS, AND BECOME INELIGIBLE FOR THE CHAMPIONSHIP.

SAFETY:

ICSCC minimum safety standards as set forth in Section 11 of the current year ICSCC Competition Regulations shall apply. Cars that meet Vintage racing organization's standards may be accepted with proof that the car has been approved to race by those organizations.

MODIFICATIONS:

There shall be no minimum weight for the Nostalgic Series thus no need to scale after the races. Production class cars shall fit the spirit of “Production” cars thus modifications should be similar to those allowed in ICSCC Improved Production classes (SCCA Production). Most current ICSCC classes other than most GT, SP, and ITE cars are considered within the spirit of Production cars. Cars such as the Caterham 7 and Factory Five Roadster fit into the spirit of the Nostalgic Series. Furthermore, the Cascade Competition Board reserves the right to include any car into the series they feel meets the spirit of the series.

TIRES:

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

DRIVER CONDUCT:

This is racing; however, car to car contact will not be tolerated. Drivers are expected to leave the racing room and to be aware of their surroundings. They should avoid contact whenever possible. There is the potential for a wide disparity of speed and types of cars so situational awareness is paramount.

GRIDDING FOR RACES:

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

SPLIT STARTS:

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

OTHER:

Except for what is listed above, rules and procedures will follow the current ICSCC Competition Regulations. [Questions about the series, contact: racing@cascadesportscarclub.org](mailto:racing@cascadesportscarclub.org)



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



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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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Racing photography by Doug Berger



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2023 MEMO PUBLICATION SCHEDULE

Memo is to be published on the first of each month

Please allow one week for memo submissions

**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

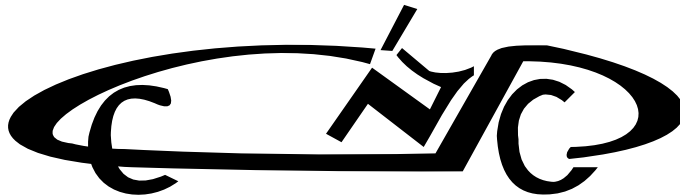
October 14	CSCC	PIR
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Driving Schools / Test & Tune

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 [icsc.com/forms/17_race_entry.pdf](https://www.icsc.com/forms/17_race_entry.pdf) or [Race Entry Forms & Licence Applications](#)

INTERNATIONAL CONFERENCE
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Memo #5
July 2023



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