



# ICSCC MEMO #6 AUGUST 2023

The Official Publication of the  
International Conference of Sports Car Clubs



photos by Doug Berger



photos by Doug Berger



Central Racing Association





## STEWARDS' CORNER

Another event is in the books and it was quite a successful one out at Pacific Raceways. I'd like to commend all drivers in attendance for their great racing in a weekend that was largely incident free. That is an impressive feat when you have a large single class racing like PRO3 with 34 entries. The event also ran quite smoothly thanks to our hosts, IRDC and workers.

As always, there are opportunities for improvement. There was some confusion in the PRO3 pack during Sunday's race with cars traveling too slow and some in the wrong position during the formation lap. In order to keep doing split starts for PRO3, the pack needs to stay close together during the formation lap. Car should be no more than 3 car lengths apart while the pace car has its lights on. Once the pace car turns off its lights, car must form up. When the leaders reach the hot pit entrance cars must be moving at a constant speed in a tight formation. A tight formation will be judged as cars being within 3 ft of the car in front and no more than a half a car width out of line with the car in front.

It is also important to keep in mind that there are double yellow flags out during the formation lap and that means there is no passing on the formation lap. If you spin or lose your place for some other reason you must stay at the back of the grid and cannot return to your grid position. It is also not permissible to pass a moving car for any other reason.

Lastly, I'd like to briefly discuss protests. Protests are a necessary component in a functional racing organization. Competitors should feel comfortable filing protests and those that have been protested should not take it personally. Stewards are for the most part only able to respond to turn reports, radio calls, protests, and events they've personally witnessed. Ideally, all incidents would have a turn report or radio call.

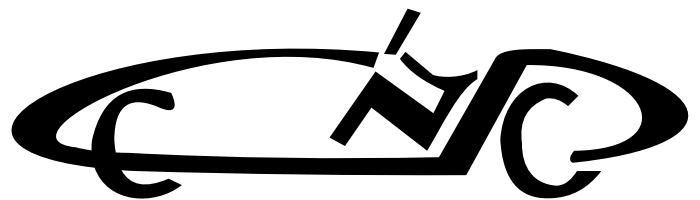
Unfortunately, turn workers have many responsibilities and are short staffed so the stewards are not aware of every infraction or incident that occurs on track. If another driver has damaged your car or committed an infraction that cost you a position, you are encouraged to file a protest. The protest ensures that incidents get investigated which helps everyone prevent future incidents.

If there are more workers, there will be fewer situations where a protest is needed in order for the stewards to investigate. During the driver's meeting at Pacific Raceways I asked to see if ten people would be able to bring one person out to help work corners at their next event. There were not any volunteers, let's see if we can improve on that. We cannot race without workers and the more workers we have the better it is for everyone.

Roldan



photos by Doug Berger







## ENDURO CORNER

The 2023 Northwest Mini Enduro Championship Series (NWMECS) is about at the halfway point. Just four weekends remain of which the final one is a two-hour race and counts as two single races. The remaining races are in Spokane (July), Portland and the Ridge (August), and then back at Portland (October).

Here are the drivers who are leading their classes at the halfway point. Grimsrud and Storgaard have a commanding lead in MSR. In ME0, Krause is plus 9 over Remfert while in ME1, Ecker is up 9 points on Dawson. The ME2 battle is tight with Groeneveld up 5 over Alleva and finally in ME3, Bienenrath is up big over the other cars in class. With half of the season still to go though, the championships are far from being decided!

The ICSCC race season officially ends October 14<sup>th</sup> at Cascade's Festival of Endurance. The 2, 4, and 8 hour races (all combined into one) are a great way to cap off the season! This race uses the historic LeMans start which most drivers can't get enough of! The 8 hour finishes in the dark and prize money is on the table again for the 8 hour portion if it has at least 25 entries. For 2 hour and 4 hour entries

(and broken 8 hour entries), there will be a track crossing at 5:30pm for those teams to exit the track and head home.

As a reminder, ICSCC's Enduro License gives experienced racers an avenue to be able to race endurance races (races at least one hour in length) with ICSCC. Whether you're a previously licensed driver or a driver who comes from the budget racing scene, there is a good chance you qualify for the ICSCC Enduro License. For only \$25, drivers with racing experience can be part of a team.

There are still plenty of opportunities to race with ICSCC in 2023 on both the endurance side and the sprint racing side so hope we see you at a race soon!



photos by **Doug Berger**



photos by **Doug Berger**



# CASCADE SPORTS CAR CLUB

Presents

## The Dash XXXIV

August 12<sup>th</sup> and 13<sup>th</sup>, 2023

### This is a Double Race – Chicane event

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**

These races are sanctioned by ICSCC, under the 2023 Competition Regulations as two separate championship races, 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: **August 9th, 2023**

<b>ENTRY FEES:</b>	<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 or Sunday or BOTH )	\$165
	Mini Enduro (1 Hour)	\$190
	Late Entry Fees	\$ 50
	<b>Pit/Spectator Passes</b>	<b>FREE</b>
	<b>* = GREAT VALUE</b>	

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”.

### Class Rotation: Group 5

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,	***	Grp #7 - Novice Closed Wheel
CR, PRO7, HT, ITX, PRO44		Grp #8 - Mini Enduro (1 Hour)
Grp #3 - CF, FF, FA, FM, FC		Grp #9 - Nostalgic Series
Grp #4 - GT1-2-3, AS, ITE, RS, SST, ST, SE46		
Grp #5 - ITA-B-C-S, GTL, CT4, E-F-H Imp. Prod	***	Novice C/W – See class box schedule





# CASCADE SPORTS CAR CLUB

## The Dash XXXIV

August 12th and 13th, 2023



### FRIDAY

5:00pm - 7:00pm Registration- 2<sup>nd</sup> 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 - 9:20am Qualifying Group 9 / Practice Group 7  
 9:25am - 9:40am Qualifying Group 5  
 9:50am - 10:05am Qualifying Group 6/3  
 10:10am - 10:25am Qualifying Group 1  
 10:35am - 10:50am Qualifying Group 2  
 10:55am - 11:10am Qualifying Group 4  
**11:10am - 12:45pm LUNCH !!!**  
**11:25am** MANDATORY Drivers Meeting MotoX Grand Stand (Group 8 Meeting right after  
**11:30am** MANDATORY Novice Meeting with License Director (Following Driver's Meeting)  
**11:30am - 12:45pm NOON TIME RIDES**  
 1:00pm - 1:20pm **Race Group 9**  
 1:25pm - 1:50pm **Race Group 5**  
 2:00pm - 2:25pm **Race Group 6/3**  
 2:35pm - 3:00pm **Race Group 1**  
 3:10pm - 3:35pm **Race Group 2**  
 3:45pm - 4:10pm **Race Group 4**  
 4:15pm - 4:35pm **Race Group 9**  
 4:45pm - 5:00pm Qualifying Group 8  
 5:15pm Novice Debrief w/License Director  
**5:00pm DINNER!!!**

**Grp 1** A-B-C Prod, SPO-M-U, PRO3  
**Grp 2** D-E-F-G Prod, CR, PRO7, HT, PRO44, ITX  
**Grp 3** CF, FF, FA, FM, FC  
**Grp 4** GT1-2-3, AS, ITE, RS, SST, ST  
**Grp 5** ITA-B-C-S, CT4, GTL, 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

**\* Novices in Group 7 have a Saturday morning practice session in with Group 9. In with Groups 1 other sessions. Groups will be assigned by the License Director.**

**\*Note\* - Start times are when the first from grid, end times are checkered flag**

### SUNDAY

7:30am - 10:30am Registration  
 7:30am - 11:00am Tech Inspection  
**8:00am** MANDATORY Novice Mtg  
 9:00am - 10:00am **Race Group 8**  
 10:10am - 10:30am **Race Group 9**  
 10:40am - 10:55am Qualifying Group 5  
 11:00am - 11:15am Qualifying Group 6/3  
 11:25am - 11:40am Qualifying Group 1  
 11:45am - 12:00pm Qualifying Group 2  
 12:05pm - 12:20pm Qualifying Group 4  
**12:20pm - 1:45pm LUNCH !!!**  
**12:30pm** MANDATORY NOVICE MEETING WITH LICENSE DIRECTOR  
**12:35pm - 1:35pm NOON TIME RIDES**  
 1:50pm - 2:20pm **Race Group 5**  
 2:30pm - 3:00pm **Race Group 6/3**  
 3:10pm - 3:40pm **Race Group 1**  
 3:50pm - 4:20pm **Race Group 2**  
 4:30pm - 5:00pm **Race Group 4**



The **INTERNATIONAL RACE DRIVERS CLUB**

***Love and Thunder on the Ridge -2023 Tribute to the Volunteers***

**A Double Race Weekend Plus, Round 7 of the  
Northwest Mini Enduro Championship Series**

**The Ridge Motorsports Park, August 26 & 27 2023**

These events are hosted by the International Race Drivers Club at The Ridge Motorsports Park under sanction of the International Conference of Sports Car Clubs, governed by 2023 ICSCC Competition Regulations.

ENTRIES OPEN:

ENTRY FORMS:

ONLINE REGISTRATION:

Upon receipt of this announcement

[www.icsc.com](http://www.icsc.com)

[www.motorsportsreg.com](http://www.motorsportsreg.com)

ENTRY FEES:

IRDC members ( <b>Single Day</b> , Saturday or Sunday)	\$240
Non-IRDC members ( <b>Single Day</b> , Saturday or Sunday)	\$260
IRDC members ( <b>Both Days</b> )	\$425
Non-IRDC members ( <b>Both Days</b> )	\$450
Additional Race Groups	\$150
Round 7 NWMECS, a special race event one-hour Mini-Enduro	\$300
Round 7 NWMECS, a special race event one-hour Mini-Enduro (with anything)	\$220
Friday Test & Tune	\$225
Spectators and Crew members	FREE + Our Thanks!

Motorsportsreg will charge your credit card when registered.

IRDC REGISTRAR:

Linda Blackburn tel 360-513-9769

[irdcreg@gmail.com](mailto:irdcreg@gmail.com)

RACE ELIGIBILITY:

All drivers 18 years old and over with a valid unrestricted competition license issued by ICSCC, SCCA, CACC, FIA, ASN, or NASA. Other licenses may be approved by the ICSCC License Director.

The Race Chairman Karl Seeger can be reached at 206-999-1320 or [IRDCracechair@outlook.com](mailto:IRDCracechair@outlook.com)

FRIDAY TEST AND TUNE:

Race car test and tune event, rotating groups. Novice license holders authorized by the ICSCC License Director are welcome. Paddock entry restricted to participants, officials and volunteers until 4pm.

TECHNICAL INSPECTION:

Entries with a 2023 Annual Tech sticker on your logbook can complete your race tech form at registration and receive your weekend tech sticker then and there and be good to go. Drivers without 2023 Annuals must have your car and apparel inspected by an authorized tech official. Tech officials will be roaming Friday evening or bring your car and gear to the scale station area for inspection.

NON-CHICANE RACE:

Since The Ridge Motorsports Park has not been certified by ICSCC to support the chicane this will be a non-chicane race. If the chicane gets certified by ICSCC we will consider it for future races.





## Saturday – August 26th, 2023 – Rotation 6

7:30am	6:00pm	10.5 hrs.	Registration open
7:30am	12:30pm	5 hrs.	Technical Inspection
8:00am	8:30am	30 mins.	Volunteer's meeting – near registration

7:20am	7:50am	30 mins.	Novice Track Tour/Orientation
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<b>7:50am</b>	<b>8:25am</b>	<b>35 mins.</b>	<b>Mandatory Novice Meeting</b>
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**Mandatory Novice Meeting**

**Novice Drivers will be assigned in the appropriate Championship Group Per License Director!**

9:05am	9:25am	20 mins.	Group 3/6	Qualifying
9:35am	9:55am	20 mins.	Group 1	Qualifying
10:05am	10:25am	20 mins.	Group 2	Qualifying
10:35am	10:55am	20 mins.	Group 4	Qualifying
11:05am	11:25am	20 mins.	Group 5	Qualifying
11:35am	11:55am	20 mins.	Group 8	NWMECS Round #7 Qualifying

11:55am	12:55pm	1 hr.	Lunch
<b>12:10pm</b>	<b>12:30pm</b>	<b>20 mins.</b>	<b>Mandatory Drivers Meeting – In front of registration</b>
<b>12:56pm</b>	<b>1:06pm</b>	<b>10 Mins.</b>	<b>Russ Seewald Tribute Lap</b>

Lunch

**Mandatory Drivers Meeting – In front of registration**

**Russ Seewald Tribute Lap**

Participation Information at Drivers Meeting or Contact Race Chair

1:11pm	1:46pm	30 mins.	Group 3/6	Championship Race
1:54pm	2:29pm	30 mins.	Group 1	Championship Race
2:37pm	3:12pm	30 mins.	Group 2	Championship Race
3:20pm	3:55pm	30 mins.	Group 4	Championship Race
4:03pm	4:38pm	30 mins.	Group 5	Championship Race
4:46pm	5:46pm	1 hr.	Group 8	NWMECS Round #7 Race

**Novice Post-Race Meeting**

Group 1 = A-B-C Prod, SPO-M-U, PRO-3

Group 2 = D-E-F-G Prod, CR, PRO-7, HT, SM, CSM, PRO44, ITX

Group 3 = CF, FF, FA, FM, FC

Group 4 = GT1-2-3, AS, ITE, RS, ST, SE46, SST

Group 5 = ITA-B-C-S, GTL, E-F-H Imp Prod, CT4

Group 6 = FV, FL, B-C-D-E-F SR & Novice Open Wheel

Group 7 = Novice Closed Wheel – **See License Director**

Group 8 = Northwest Mini Enduro Championship Series – NWMECS





## Sunday – August 27th, 2023 – Rotation 6

7:30am	12:00pm	4.5 hrs.	Registration open	
7:30am	10:00am	2.5 hrs.	Technical Inspection	
8:00am	8:30am	30 mins.	Volunteer's meeting – near registration	
9:05am	9:25am	20 mins.	Group 3/6	Qualifying
9:35am	9:55am	20 mins.	Group 1	Qualifying
10:05am	10:25am	20 mins.	Group 2	Qualifying
10:35am	10:55am	20 mins.	Group 4	Qualifying
11:05am	11:25am	20 mins.	Group 5	Qualifying
11:25am	12:25pm	60 min.	Lunch	
12:30pm	1:05pm	30 mins.	Group 3/6	Championship Race
1:15pm	1:50pm	30 mins.	Group 1	Championship Race
2:00pm	2:35pm	30 mins.	Group 2	Championship Race
2:45pm	3:20pm	30 mins.	Group 4	Championship Race
3:30pm	4:05pm	30 mins.	Group 5	Championship Race

Group 1 = A-B-C Prod, SPO-M-U, PRO-3

Group 2 = D-E-F-G Prod, CR, PRO-7, HT, SM, CSM, PRO44, ITX

Group 3 = CF, FF, FA, FM, FC

Group 4 = GT1-2-3, AS, ITE, RS, ST, SE46, SST

Group 5 = ITA-B-C-S, GTL, E-F-H Imp Prod, CT4

Group 6 = FV, FL, B-C-D-E-F SR & Novice Open Wheel







**NASCAR TEAMWORK AWARD**  
*~Darryl LeBlanc FoPIR President*

I missed sharing a story in our last newsletter. It's worth taking a moment to include it here...

Back in January, several FOPIR leaders attended the NASCAR Safety and Operations summit in Concord, North Carolina. Over 500 attendees from tracks around the country that host Cup, Truck and Xfinity races attended seminars and breakout sessions. We learned a lot about the latest NASCAR safety and operations procedures, and maybe just as importantly - made a lot of connections with our peers at other tracks.

The highlight of the NASCAR conference was the presentation of a special "Teamwork" award that recognized FOPIR, PIR and Green Savoree (race promoter). With so many tracks represented, it was an honor to be recognized by NASCAR. In case you didn't know, it has become increasingly difficult for tracks across the country to staff a full team that includes roles such as firefighters and safety, flagging and scoring, race control, starters, pre-grid, registration, sound monitoring and more. But FOPIR provided a fully staffed team to host the inaugural 2022 NASCAR Xfinity race at PIR, which greatly impressed NASCAR management. The teamwork award recognized that we overcame staffing hurdles that other tracks have stumbled to address. We followed that up with a spectacular 2023 race a few weeks ago that showed that last year's worker count was no fluke. NASCAR is thrilled with the quality of work and the quantity of workers that FOPIR delivered. We hope this helps Portland land a full "Cup" race in the near future. Stay tuned!

# 2023 NORTHWEST MINI ENDURO CHAMPIONSHIP SERIES

<b>What is it:</b>		<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:** 1<sup>st</sup> – 12, 2<sup>nd</sup> – 10, 3<sup>rd</sup> – 9, 4<sup>th</sup> – 8, 5<sup>th</sup> – 7, 6<sup>th</sup> – 6, 7<sup>th</sup> – 5, 8<sup>th</sup> – 4, 9<sup>th</sup> – 3, 10<sup>th</sup> & 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 6<sup>th</sup> 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.



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 – 1<sup>st</sup> only; three to five in class – 1<sup>st</sup> & 2<sup>nd</sup>; six or more – 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>

**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](http://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](http://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 20<sup>TH</sup> | Tue, Jun 27<sup>TH</sup> | Tues, Aug 1<sup>ST</sup>

## OREGON RACEWAY PARK

Sat, Sept 23<sup>RD</sup>



TEAMCONTINENTAL.COM



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photos by Doug Berger



photos by Doug Berger

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





# CASCADE SPORTS CAR CLUB GEARGRINDERS

## 2023 Road Rally Schedule

Register: [MotorsportReg.com](https://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](https://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](https://www.cascadegeargrinders.org)

[rally@cascadesportscarclub.org](mailto:rally@cascadesportscarclub.org)

[f](#) #CSCC Road Rally

**Memo Classified Ad Policies:**

Non-commercial ads are free to Conference licensed drivers, officials, and workers.

To place an ad in the Memo, contact the Memo editor at [memo@icscc.com](mailto: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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has photos of your car  
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Tour our website and you can see all the photos from an event in one place, pick the ones you like, and order them online.

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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.

**Racing photography by Doug Berger**



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We offer the largest selection of photos from ICSC events, visit us online at:



E-Mail: [doug@dbpics.com](mailto:doug@dbpics.com)



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photos by Doug Berger



photos by Doug Berger

**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**

<b>Date</b>	<b>Club</b>	<b>Track</b>
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**

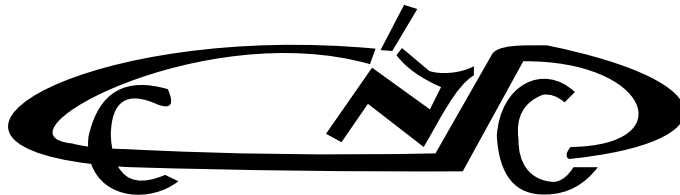
October 14	CSCC	PIR
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**Driving Schools / Test & Tune**

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



photos by Doug Berger

**Memo #6**  
**August 2023**

Now you have great options...

# Stay Cool in the Heat of the Summer

## The Standard used by many racers

The compact Cool Shirt Club 12 System provides the advantage of system for those racing applications that have limited space and is perfect for road racing — a favorite among ICSCC and SOVREN drivers! The compact Cool Shirt Club 12 System keeps you cool and alert so you look and feel your BEST even when track temperatures exceed 100V F. The 12 quart system complete with ice chest, pump, hoses, mounting tray, and black cotton shirt is specially priced at just \$700, a savings of \$20 off MSRP.



**COOL SHIRT**



Techniche Hybrid Vest

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Personally tested at the Spokane ChumpCar race by Armadillo Andy: "It was about 85 outside and 100 in the car. I wore the vest under my suit and after my 1-1/2 hour stint the vest still had some frozen material. The vest kept me cool so I could focus on not being hit by other ChumpCars."

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