

ICSCC MEMO

The Official Publication of the
International Conference of Sports Car Clubs



LETTER FROM THE PRESIDENT

I hope everyone had a great holiday season so let's see if I can perform some catch up on new changes for 2025. You have already seen in the most current memo that we had twelve rule changes proposed with two failing and ten passing from the fall meeting. We also reviewed our process on how we are handling the doctor's forms for race physicals. Typically, we would wait until the new year to change the year to the top of the form. Since it is not as easy to get into the doctor as in years past we decided to not have a date at all. We placed new verbiage that the form date is good for six months after the doctor's signature date. This will allow flexibility in getting your physical performed prior to the new year. Let's help our License Registrar by applying for your 2025 license early. We did also raise the license price to \$100 but if you were on the second year of a two year license you will see no change until the following year.



This year's fall banquet will be on November 8th and at the same location as last year. The hotel will be making improvements to the hotel and services as they are changing from Best Western to a Doubletree hotel. Our 2025 race schedule has been approved and posted on the Conference website. The clubs and tracks worked together to come up with a schedule that has no back-to-back weekends. This should hopefully help the drivers and volunteers. So, if you are thinking of running for a championship this could be your year with plenty of time to work on your car between race weekends. This year's season will have fifteen races as SCCBC will not be holding a race at Mission. We also have a new memo editor for 2025 so welcome aboard Rebecca Paquette. I have already seen some online postings from her but if you are taking pictures during the race weekends either on track or the paddock, please share these with her and see your own work in the Conference memo. Last year's assistant steward Brian Anderson will be this year's Steward and assisted by Steve Paquette. So, in closing get that car prepped for the new season as it will be here before you know it.

-Duane Martinsen, President ICSCC

LETTER FROM THE EDITOR

Hello everyone, I'm excited to introduce myself. My name is Rebecca Paquette and I'm lucky enough to be your memo editor for 2025. You can find me at all of the races this year, and I'd love to meet you all. I'm easy to spot – look for the bulldogs, they love making new friends and never say no to a belly rub!



I started volunteering with IRDC last year and was so welcomed by the racing community that I wanted to give back! I want to make the memo a place of community for everyone involved in ICSCC – drivers, volunteers, board members, workers, family members attending and community members interested in getting involved.!

I've set up an online portal, which you can find below via the QR code or the links. From the portal you can get involved in a number of ways. Submit your race and track photos for future issues, submit a shout-out to someone who went above and beyond or you think just deserves an extra high-five, contact me and view past editions.

I'll have copies of the memo at the races and I'd love to get your input if there's something you'd like to see! The season is fast approaching, so I'll see you all at the track!

-Rebecca Paquette, Memo Editor

GET INVOLVED WITH YOUR MEMO!

- [View past memos](#)
- [Submit your photos for publication!](#)
- [Want to advertise in the memo?](#)
- [Want to give a shout-out? Send a shout-out to a volunteer, driver, official or crew member and see it in the next issue!](#)
- [Contact the memo editor](#)



Scan the QR code to access the above links. Submit photos and shout-outs right from the track!

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Jamie Anderson
Email: registrar@cascadesportscarclub.org

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Email: pr@icscc.com



**Cascade Sports Car Club
and
Oregon Region SCCA**
present



2025 ANNUAL TECH DAY!

- ☒ **ICSCC & SCCA ANNUAL TECH INSPECTIONS**
- ☒ **NEW CAGE INSPECTIONS / ROLL BAR STAMP AVAILABLE**

**SATURDAY, MARCH 22ND
11AM - 3PM**

Questions? Call 360.518.3986

Portland International Raceway
South Paddock
1940 N Victory Blvd
Portland, OR 97217

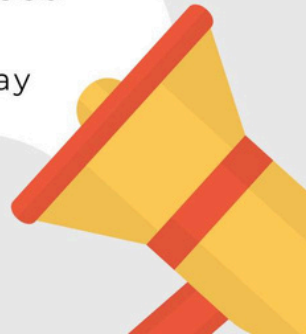


PHOTO BY DOUG BERGER

Publication Schedule

The memo will be published on the first of each month. Please send any submissions to the editor at memo.rebecca@shaw.ca a week before the end of the month.

2025 ICSCC EVENT SCHEDULE

CHAMPIONSHIP RACE EVENTS

DATE	TRACK	CLUB
April 26-27	Portland International Raceway	CSCC
May 17-18	Pacific Raceways	IRDC
June 14-15	Portland International Raceway	CSCC
June 28-29	Pacific Raceways	IRDC
Aug 1-3	Qlispé Raceway Park	NWMS
Aug 23-24	The Ridge Motorsports Park	IRDC
Sep 20-21	Portland International Raceway	CSCC

ENDURANCE EVENTS

Oct 11	Portland International Raceway	CSCC
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DRIVING SCHOOLS/ TEST & TUNE

April 25	Portland International Raceway	CSCC
May 16	Pacific Raceways	IRDC
June 13	Portland International Raceway	CSCC
June 27	Pacific Raceways	IRDC
July 31	Qlispé Raceway Park	NWMS
July 31	Portland International Raceway	TC
Aug 22	The Ridge Motorsports Park	IRDC
Sep 19	Portland International Raceway	CSCC

ICSCC AWARDS BANQUET, R.A.T'S & FALL MEETING

Mar 15	R.A.T.'s Meeting (Online)	ICSCC
Nov 8	Fall Meeting & Banquet	ICSCC

CLUB INFO CORNER

CASCADE SPORTS CAR CLUB

President: Brian Anderson

Email: thebuckstopshere@cascadesportscarclub.org

[Website](#)

[CSCC Motorsport Reg Page](#)



INTERNATIONAL RACE DRIVERS CLUB

President: Coley Tipton

Email: topdog@irdc-racing.com

[Website](#)

[IRDC Motorsport Reg Page](#)

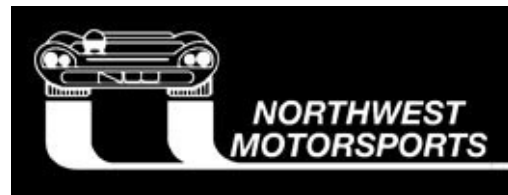
NORTHWEST MOTORSPORTS

President: Michael Conatore

Email: president@northwestmotorsports.org

[Website](#)

[NWMS Motorsport Reg Page](#)



SPORTS CAR CLUB OF BC

President: Wynn Hollingshead

Email: president@sccbc.net

[Website](#)

[SCCBC Motorsport Reg Page](#)

2025 ICSCC LICENSING

1 Year Competition License - \$100

2 Year Competition License - \$200

Applies to:

ICSCC 2025 International Road Race License (IRR) - Gold Card

ICSCC 2025 Area Road Race License (ARR) - Silver Card

ICSCC 2025 Observation License (OBS) - White Card

ICSCC 2025 Novice License (NOV) - White Card

You will need each of these License Requirements BEFORE you start your online application because some of them will need to be uploaded as part of it:

1. All licenses listed above require that you also join an ICSCC Member or Affiliate Club with the same duration as the 2025 ICSCC Competition license you are applying for. The Member and Affiliate Club list can be found here: https://www.icsccl.com/club_contacts.php. Make sure you have a picture of your membership card or payment receipt so you can upload it when requested as a part of the ICSCC License application.
2. If applying for a 1 or 2 year ICSCC 2025 International Road Race License (IRR) Gold Card you will also need to have a doctor perform a physical examination. Have him fill out the ICSCC Physical Exam Form and stamp it at the bottom so you can scan or carefully photograph it and upload it when requested by the application. That form can be found here: https://www.icsccl.com/forms/25_med.pdf. NOTE: Drivers 70 and older are not eligible for a 2-year IRR License due to the requirement for a Physical Examination every year.
3. If applying for a 1 or 2 year ICSCC 2025 Novice License (NOV) White Card you will need a certificate verifying that you have completed a Novice School acceptable to the ICSCC License Directors. Have this ready to upload as part of your application.

Although not required for ARR, Observation, or Novice licenses – A physical examination is always highly recommended!

All applications will be reviewed by our License Registrar Linda Bostrom. If you have any questions about the application process please feel free to contact her at license_registrar@icsccl.com, she is happy to help.

If you are applying for an Observation or Novice License, she will immediately inform our License Directors Rob Scholl and Christine Horn so they can plan to make your entry into ICSCC racing easy, fun, and safe. Both Observation and Novice applicants will want to establish good communication with the License Directors prior to attending your first event with us as they will be helping you acquire the knowledge and experience to be promoted to unrestricted IRR or ARR licensing. Rob and Christine can be reached here: license_director@icsccl.com. Our Novice Guide and General Novice Info can be found here: <https://www.icsccl.com/novice.php>.

Note: When upgrading from an Observation or Novice license to an International or Area Road Racing License it will be converted without additional cost whether 1 or 2 year duration as soon as authorized by the License Directors.



PHOTO BY DOUG BERGER



PHOTO BY WES GRIFFITH



PHOTO BY DOUG BERGER



PHOTO BY DOUG BERGER

PORTLAND INTERNATIONAL RACEWAY P 2025

VOLUNTEER FAIR

**SATURDAY
MARCH 22nd
9:00 AM -
11:00 AM
AT PIR**

JOIN OUR FAMILY - BE A PART OF THE ACTION - HAVE FUN!







Race season is just around the corner and your help is needed! If you have ever wanted to get involved in motorsports, volunteering at amateur and pro car racing events at PIR is just the ticket!

CLICK THE LINK OR SCAN QR CODE TO SIGN UP!

Responsibilities range from Flagging and Emergency to Timing and Sound; there are many ways to become involved. We will teach you everything you need to know!







“NOSTALGIC SERIES”

WEEKEND TOURNAMENT & CHAMPIONSHIP SERIES

WHAT IS IT: A 3 weekend, 9 race series for Production cars, Formula cars, and Sports Racers that are at least 20 years old.

2025 SCHEDULE: (1) April 26–27 (2) June 14–15 (3) September 20–21
(ALL RACES ARE HELD AT PORTLAND INTERNATIONAL RACEWAY)

CLASSES: PO – Production cars w/open modifications (engine swaps/aero)
P1 – Production cars 1999cc and under, P2 – Production cars 2000cc – 2999cc,
P3 – Production cars 3000cc – 3999cc, P4 – Production cars 4000cc and over,
F – Formula cars, SR – Sports Racers. Turbocharged or Supercharged cars multiply displacement by a factor of 1.4 Rotary powered cars: 12A – P2 13B – P3

POINTS, WEEKEND TOURNAMENT WINNERS, AND SERIES CHAMPIONSHIP:

PER RACE – Earn 1 point for each race lap completed plus 4 bonus points for 1st in class, 3 bonus points for 2nd in class, and 2 bonus points for 3rd in class.

Points from all three races of the weekend will be added together to determine the **WEEKEND TOURNAMENT WINNERS** for each class.

Trophies will be awarded based on the number of cars in class: 1–2 cars in class – 1st only, 3–5 cars in class – 1st and 2nd, 6 or more cars in class – 1st, 2nd, and 3rd.

The **SERIES CHAMPIONSHIP** for each class will be determined by adding the points from a driver's best 7 races together. Ties will be determined by the number of 1st place finishes. Must enter a minimum of 6 races (two weekends) in order to qualify for the Nostalgic Series Championship.

Championship trophies will be awarded as follows: To the class champion in classes that average at least 1 entry (9 total class entries for the series) and to the top three in classes that average at least 4 entries (36 total class entries for the series).

THIS IS A STRICT NO CONTACT SERIES WHERE THE GOAL IS TO HAVE FUN WHILE SHOWCASING SENTIMENTAL CARS FROM THE PAST. THE MINIMUM PENALTY FOR AT FAULT CONTACT IS PROBATION FOR 12 MONTHS. 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.

“NOSTALGIC SERIES”

CONTINUED

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 (P1-P4) shall run on DOT approved tires. PO, 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 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.

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

ENDURO CORNER

The 2025 Northwest Mini Enduro Championship Series (NWMECS) season is set with five races that are one hour in length and two that are two-hours in length. The 2-hour races count as two single races so there are nine points races for the series championship. The season kicks off April 26th at Portland Int'l Raceway. After Portland, the series shifts north to Pacific Raceways on May 17th and then back to Portland on June 14th. After more than a month break, the series heads to Spokane and Qlispe Raceway Park on August 2nd for the first 2-hour race of the season. From there the series heads to the Ridge on August 23rd and then nearly a month later back to Portland on September 21st for the sole Sunday race on the calendar. Three weeks later on October 11th, still in Portland, is the 2-hour series finale. The schedule is nicely spread out this year with all the races at least three weeks apart. The schedule and full set of rules are included in this Memo.

As you'll read, the series' rules remain relatively unchanged from last year but there are a few minor class changes to focus on. There is also an allowance for cars racing on 180 or higher treadwear tires in some of the classes. With the 2-hour races 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. Again, this is all spelled out in the rules.



On October 11th 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. This will be the 50th anniversary of the event and one you'll want to put on your calendar! This race is a great way to cap off the racing season!

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!

-Chris Heinrich, Cascade Sports Car Club

*50th Anniversary of Cascade Sports
Car Club's Festival of Endurance featuring
the 8 Hours of the Cascades*

SATURDAY, OCTOBER 11th 2025

PORTLAND INTERNATIONAL RACEWAY



- *Le Mans Start and Nighttime Finish*
- *2-hour and 4-hour race options available (or race in all three)!!*
- *Early Entry Discounts – Up to 50% savings (early bird gets the worm)!!*
- *Registration opens May 1, 2025*
- *Real Pit Stops*
- *Prize \$\$*
- *Tow \$\$ - Teams towing from 500 + miles away receive a \$250 entry fee reduction*
- *Teams from Canada pay in Canadian dollars*
- *Crew members and spectators get in for FREE*
- *Extremely generous cancellation policy*
- *Drivers with prior racing experience may qualify for ICSCC's Enduro Competition License (Only \$25). License application can be found [HERE](#)*

2025 NORTHWEST MINI ENDURO CHAMPIONSHIP SERIES

		Date	Track
What Is it: Seven race series:	Round 1	4/26/25	Portland Int'l Raceway
	Round 2	5/17/25	Pacific Raceways
	Round 3	6/14/25	Portland Int'l Raceway
	Round 4	8/02/25	Qlispé Raceway Park (2 Hour)
	Round 5	8/23/25	The Ridge
	Round 6	9/21/25	Portland Int'l Raceway
	Round 7	10/11/25	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 two 2 hour races, 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: MEO – SPO, SPM, SPU, GT1, GT2, GT3, ITE, ST, SST

ME1 – EIP, FIP, GTL, RS, AS, SE46, ST1, P1

ME2 – PRO3, ITS, PRO44, HIP, CT4, ST2, ST3, P2

ME3 – SM, CSM, CR, PRO7, HT, ITA, ITB, ITC, ST4, ST5, P3

MSR – SPORTS RACER CLASS (OPEN TO ICSCC ELIGIBLE SPORTS RACERS)

Production classes (P1 – 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 the class. P1– 185 to 245HP, 12.0–15.5 WT:HP; P2– 135 to 185HP, 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 1321.H of the ICSCC Competition Regs. A dyno form is not required. WT is minimum race weight with driver. Cars racing on 180 or above treadwear tires may deduct 1.0 from their WT:HP ratio if meeting the P1 – P3 specifications. Cars with lap times significantly outside of the typical sub-class range for a class may be reclassified by the Race Steward. ICSCC sub-classes listed shall follow class 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.

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 2025 ICSCC Competition Regulations will apply.

Classes follow ICSCC class rules except for the Production class (P1-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 two drivers tie for the Championship, the next driver shall be considered to have finished in third place.

****Championship points standings available on www.icscc.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 26, 2025: 15 minute qualifying session. The starting grid shall be set fastest to slowest

ROUND 2 – MAY 17, 2025: 15 minute qualifying session. The starting grid shall be set fastest to slowest

ROUND 3 – JUNE 14, 2025: 15 minute qualifying session. The starting grid shall be set fastest to slowest

ROUND 4 – AUGUST 2, 2025: * 2 Hour race, no pole points; however, there may be a qualifying session to set the grid

ROUND 5 – AUGUST 23, 2025: 15 minute qualifying session. Starting grid shall be set fastest to slowest

ROUND 6 – SEPTEMBER 21, 2025: 15 minute qualifying session. Starting grid shall be set fastest to slowest

ROUND 7 – OCTOBER 11, 2025: * 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!

We have the largest selection of in-stock safety gear in the NW

"Who Wants to Start the Season with new Safety Equipment?"

5 Reasons to invest in new gear for 2025

- A modern suit is comfortable, light weight and looks great
- Your old suit is faded, and maybe doesn't fit right any longer
- New gloves are extremely comfortable and will give a better grip on the wheel
- Shoes that don't fit right won't give you the pedal feel you want and need
- New helmets are light weight and safer than an old SA2015 helmet

Add lightweight underwear, a smooth flat seamed balaclava, and socks that offer excellent heat transfer protection and you've got exactly what you need for the 2025 season.

Order new gear by 1 April...

and get a FREE 4 oz bottle of Molecule Wash specifically formulated to effectively clean your performance fabrics in all types of washing machines

Driver's Suits



Bell

An American tradition, worn by the top professional drivers. Designed for whatever type of car you drive from sedans to formula cars. The 2020 Bell helmets are incredibly lightweight with options such as forced air, aerodynamics, or carbon fiber.



HANS

The original and best choice for driver head and neck safety. Used by more drivers than any other frontal head restraint in the world.



Safety Gear for your car too

– window nets, fire systems, electrical kill switches, and seat harness



"Armadillo has fair pricing, stands by their products, and is always at the track for those last-minute needs." **Mark McClure – Formula Mazda**
 "Armadillo racing continues to keep the Puget Sound region up to date with the latest in motorsports." **Mike McAleenan – Lamborghini Huracan**
 "We are so fortunate to have this business to support us. None Better, totally committed to customers." **John Rankin – Beach Sports Racer**
 "Andy is very helpful and willing to go the extra mile for local racers, even if "local" means across the border." **Macolm Ross – 2000 Gulf Rabbit**
 "Armadillo Racing is the best small business in the NW. Andy's passion for racing and quality of products offered is why AR is integral to racing in the NW." **David Bennett – Formula Mazda**

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 Visit our new mobile friendly website to shop or subscribe to our acclaimed weekly newsletter.



PHOTO BY DOUG BERGER

Memo Classified Ad Policies:

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

To place an ad in the Memo, or if you have any questions, contact the Memo Editor at memo.rebecca@shaw.ca. Ads run for three issues and may be renewed by request. The memo is published ten times per year.

Memo Commercial Advertising Rates:

Full page: \$80 per issue for a full year, or \$110 per issue.

Half page \$50 per issue for a full year, or \$70 per issue

Quarter page: \$30 per issue for a full year, or \$40 per issue

One-eighth page: \$20 per issue for a full year or \$25 per issue



PHOTO BY WES GRIFFITH

2025 ICSCC RULE CHANGES** – COMPETITION REGULATIONS

*Please see the complete 2025 Competition Regulations online
at https://www.icsc.com/references/comp_regs_2025.pdf*

- Sec 3 – 302. F. Competition Licenses may be purchased annually at a fee of **\$100.00** for 1 year or **\$200.00** for 2 years. See Section 305 for Enduro License fees. 2 year IRR licenses must have a physical expiration date that expires on or after the Competition License expiration date. Lost or stolen licenses may be replaced for a fee of \$25.00. There are no additional license fees for upgrades in the same calendar year i.e. upgrading from Novice or Observation to IRR. **(Fall 2024)**
- Sec 13 – 1309. **A. In addition to the tires allowed by SCCA rules, any tire with a maximum cross section of 275 and a minimum UTQG rating of 100 may be used.**
- B. In addition to the wheels allowed by SCCA rules, any wheel with a maximum diameter of 18 inches, and a maximum wheel width of 10.5 inches may be used.**
- Sec 13 – 1311. **Deleted, November 2024.**
- Sec 13 – 1317. B. 2 (f) **The factory brake duct and fog light area can be reconfigured, for brake cooling purposes, but can not exceed the factory outer area of the brake duct opening/inlet (22 square inches) and can not exceed the factory outer area of the outlet (7.5 square inches). Any excess opening to the fog light and brake duct area must be covered with non venting material. The stock engine tray may be removed.**
- Sec 13 – 1317. B. 12. (b) Any stock transmission, including automatics, correct for the body series may be used. **In addition, the ZF S5D 320Z transmission may be used.** Internal transmission components and gears may not be modified. Shift linkage may be modified or replaced. Transmission cooling lines and radiators may be modified or added. Any lubricant or additive may be substituted.
- (c) Only OEM drive shaft and drive shaft components **appropriate to the transmission or body style** may be used. The drive shaft vibration damper attached between the transmission and drive shaft may be removed.
- (e) Engine, transmission, and rear differential mounting material is unrestricted. Drive train mounts of alternate material and design may be used, but there can be no change to the engine's fore, aft, rotational or vertical location from stock. Drive train mounts must attach in their stock location using the stock mounting brackets. With the exception of the transmission brackets as outlined herein, the brackets may not be modified to permit use of an alternate mount. An alternate transmission mounting bracket may be

used in the event the rear factory mounting tabs have been broken off, **or to adapt the ZF S5D 320Z transmission**, provided the alternate mounting bracket maintains the stock position and configuration of the transmission and serves no other purpose.

Sec 13 – 1321. A. 2. It is required that all entrants declare wheel horsepower and torque numbers as well as have their vehicle dynamometer certified before a minimum weight can be assigned by the Race Steward. Dynamometer test results must be accompanied by a signed and completed Dyno Certification Form (Section J). The entrant may declare a wheel horsepower and torque number greater than those shown by the dynamometer certification results. **A one race weekend waiver per season may be granted by the Race Steward. If granted, the Race Steward shall determine a minimum weight for the car using information provided to them by the driver of the car granted the waiver.**

3. A minimum race weight will be calculated based on the following formula and the maximum horsepower and torque declared on the Dyno Certification Form.

The calculated weight ratio used in the formula is determined by the following factors:

Super Sport Touring (SST): 7.5

Sport Touring (ST): 10.0

Sport Touring 1 (ST1): 12.5

Sport Touring 2 (ST2): 15.0

Sport Touring 3 (ST3): 17.5

Sport Touring 4 (ST4): 20.0

Sport Touring 5 (ST5): 22.5

Sec. 14 - **PRODUCTION CARS - Deleted** See Appendix Q Part B - Conference Production rules for which some classes reference i.e., Club Rabbit

Sec 15 – 1505. Leaving the course. **One or more** wheels off course, if done for advantage or in a dangerous manner, **may** constitute a chargeable offence.

APPENDIX L SAFETY PRECAUTION GUIDELINES - SEVERE WEATHER

- LIGHTNING AND THUNDER Activities shall be suspended when lightning is seen, thunder is heard, or it is deemed lightning is a probable threat to the premises. The Chairperson of the

event shall designate a representative to monitor the situation if thunderstorms are in the forecast.

In general, a significant lightning threat extends outward from the base of a thunderstorm cloud about 6 to 10 miles. It's important to account for the time it will take for everyone to get to safety. If you see lightning. The ability to see lightning varies

depending on the time of day, weather conditions, and obstructions such as trees, mountains, etc. In clear air, and especially at night, lightning can be seen from storms more than 10 miles away provided that obstructions don't limit the view of the thunderstorm.

If you hear thunder. Thunder can usually be heard for a distance of about 10 miles provided that there is no background noise. Traffic, wind, and precipitation may limit the ability to hear thunder to less than 10 miles. If you hear thunder, though, it's a safe bet that the storm is within ten miles.

If the skies look threatening. Thunderstorms can develop directly overhead and some storms may develop lightning just as they move into an area.

Seek safe shelter

There is no place outside that is safe when a thunderstorm is in the area. Stop the activity immediately and get to a safe place immediately. Substantial buildings with wiring and plumbing provide the greatest amount of protection. Office buildings, schools, and homes are examples of buildings that would offer good protection. Once inside, stay away from windows and doors and anything that conducts electricity such as corded phones, wiring, plumbing, and anything connected to these. Note that small outdoor buildings including dugouts, rain shelters, sheds, etc., are NOT SAFE. In the absence of a substantial building, a hard-topped metal vehicle with the windows closed provides good protection.

Activities may resume 30 minutes after lightning is last seen or thunder is last heard

Because electrical charges can linger in clouds after a thunderstorm has seemingly passed, experts agree that people should wait at least 30 minutes after the last thunder before resuming outdoor activities.

**** THIS IS A SHORTENED VERSION, TO VIEW THE FULL LIST OF CHANGES, INCLUDING CHANGES TO THE APPENDICES, CLICK HERE**

SPORTS CAR CLUB OF B.C.
DRIVER TRAINING MARCH 23rd, 29-30th

