

# ICSCC MEMO

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



# LATE NIGHT UNDER THE BRIGHT LIGHTS - ENDURO TIME!



## LETTER FROM THE PRESIDENT

Well, our 2025 spring race season is now complete. I want to give a shout out to our points keeper Soner Terek along with some help from Rod Davison up north in BC that had the year end points completed and posted on Sunday night right after the last race in Portland. These are located on the Conference website for your viewing pleasure. We have completed a list of the class champions and runners up that will soon be used to order up the year-end trophies. Trophies will be presented at the fall banquet.

Cascade Sports Car Club will be putting on the final enduro event. This is the 50<sup>th</sup> Annual Festival of Endurance on October 11<sup>th</sup>. There is still time to enter so if you have a few racing friends get them together and enter.

We don't have many rule changes this year but they are moving through the process. Currently I believe they are under review by the steward and they will receive final voting from the individual clubs soon thereafter.



Preparations continue for the fall meeting and banquet located again this year in Silverdale Washington on November 8<sup>th</sup>. After we get a little closer and have the food choices and hotel room links we will put out a blast to inform everyone via email.

Clubs are working on a tentative race schedule for the upcoming 2026 season and typically that is posted the day after the Fall meeting. I was pleased with how well this year's 2025 schedule worked out with no back-to-back weekends.

I have talked with a couple of racers this year in the paddock and they have offered up some advice to remember when you are done racing for the year, winterize your race car before it gets too cold and learn from their misfortune.

Thanks again to all the volunteers that help put on and make this entire race season happen. Hope to see everyone at the fall banquet.

- Duane Martinsen  
2025 ICSCC President

# STEWARD'S REPORT

Hello ICSCC family,

Well, the 2025 championship season is officially in the records books. Congratulations to all the champions in their classes. It was a pleasure working with all of you as your Steward this year – thank you for making my job enjoyable!

We still have the Cascade Festival of Endurance coming up on October 11<sup>th</sup>. I hope to see many of you at the track for this fun, one-day enduro event. We also still have the ICSCC fall banquet on November 8<sup>th</sup>.



I don't have anything for the penalty box, however there were a few competitors who were underweight during their qualifying sessions. Proposed rule changes are in the process of being compiled and will be sent out to each club by October 1<sup>st</sup>. As a reminder, each member and affiliate club should be holding a final rule change meeting to vote on each proposed rule change. Don't forget to have each ICSCC licensed driver sign and notate their license number (Enduro License holders are not eligible to vote). A Contest Board meeting will be scheduled and communicated to each club's Contest Board Representative by mid- to late October. During this meeting you will share the tally of your club's votes, and we will see which rules, if any, pass. Don't hesitate to reach out if you have any questions.

I think that's it for now!  
Steward Brian, out.

- Brian Anderson, 2025 ICSCC Steward

# NOVICE CORNER!

We had a great group of novices out at the Dash in Portland last weekend, and they brought plenty of energy to the paddock.

The new drivers jumped in with a lot of enthusiasm, asking good questions and really taking advantage of the mentoring and guidance available. Out on track, they kept it clean and safe, with steady progress showing from one session to the next. You could see their confidence grow each time they went out.

It was fun to watch them settle in and start to find their rhythm. Big thanks to the instructors and experienced racers who took the time to share advice and encouragement—it made a real difference.

Overall, the novice program at Portland was a highlight of the weekend, and it's exciting to see the next wave of racers getting their start in the club.

- Christine & Rob Scholl, ICSCC License Directors



PHOTO BY EMMA SUTHERLAND, [@EMMACORA.PHOTO](https://www.instagram.com/emmacora.photo) ON INSTAGRAM



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## CLUB INFO CORNER

### CASCADE SPORTS CAR CLUB

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[Website](#)

[CSCC Motorsport Reg Page](#)



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President: Coley Tipton

Email: [topdog@irdc-racing.com](mailto:topdog@irdc-racing.com)

[Website](#)

[IRDC Motorsport Reg Page](#)

### NORTHWEST MOTORSPORTS

President: Michael Conatore

Email: [president@northwestmotorsports.org](mailto:president@northwestmotorsports.org)

[Website](#)

[NWMS Motorsport Reg Page](#)



### SPORTS CAR CLUB OF BC

President: Wynn Hollingshead

Email: [president@sccbc.net](mailto:president@sccbc.net)

[Website](#)

[SCCBC Motorsport Reg Page](#)

# 2025 ICSCC EVENT SCHEDULE

## **ENDURANCE EVENTS**

Oct 11	Portland International Raceway	CSCC
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## **ICSCC AWARDS BANQUET & FALL MEETING**

Nov 8	Fall Meeting & Banquet	ICSCC
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# 50TH ANNUAL FESTIVAL OF ENDURANCE

SATURDAY, OCTOBER 11th 2025 @ 



2 HOUR

4 HOUR

8 HOUR

RACE  
OPTIONS

AM PRACTICE

NOON - 8PM

RACE



PRIZE \$\$ - 8 HOUR RACE



9AM - 11:15AM: PRACTICE

12PM: LE MANS START 2/4/8

2PM: 2 HOUR CHECKERED FLAG

4PM: 4 HOUR CHECKERED FLAG

5:30PM: TRACK CROSSING

8PM: 8 HOUR CHECKERED FLAG

8:20PM: AWARDS

**DO YOU HAVE A MINIMUM OF 4 HOURS OF  
WHEEL TO WHEEL RACING EXPERIENCE? IF  
SO, YOU MIGHT BE ELIGIBLE TO RACE IN  
THIS PORTLAND CLASSIC !! See Event Info**

COMPLETE EVENT INFO: [www.cascadesportscarclub.org](http://www.cascadesportscarclub.org)





# CASCADE SPORTS CAR CLUB'S 2025 FESTIVAL OF ENDURANCE



INCLUDES:

**50TH ANNUAL 8 HOURS OF THE CASCADES**

**4 HOUR ENDURO**

**NORTHWEST MINI ENDURO SERIES FINALE – 2 HOURS**

**Saturday, October 11th 2025**

This race is sanctioned by ICSCC, under the 2025 regulations as a non-championship race, organized by the Cascade Sports Car Club and held at Portland International Raceway. This is a non-chicane race. Race Chair Chris Heinrich 503-690-0939 may be reached until 10:00 pm.

**ENTRIES OPEN:** May 1, 2025

**ENTRIES CLOSE:** Postmark: October 9, 2025

**EARLY ENTRY DISCOUNT DEADLINE:** September 12, 2025

**ENTRY FORMS:** Available at [icscc.com](http://icscc.com) or [cascadesportscarclub.org](http://cascadesportscarclub.org)

**ONLINE REGISTRATION:** [www.cascade.motorsportreg.com](http://www.cascade.motorsportreg.com) for the primary Team Driver.

**Co-Drivers may sign up on motorsportreg after the primary driver has registered**

	<u>Before 9/12/2025</u>	<u>After 9/12/2025</u>
<b>ENTRY FEES: 2 HOUR</b>	\$350.00/team	\$400.00/team
<b>4 HOUR 8</b>	\$550.00/team	\$600.00/team
<b>HOUR</b>	\$850.00/team	\$950.00/team
<b>2 HOUR / 4 HOUR</b>	\$600.00/team	\$650.00/team
<b>2 HOUR / 4 HOUR / 8 HOUR</b>	\$950.00/team	\$1050.00/team
<b>Spectators &amp; Crew Members</b>	FREE	FREE

**THE FIRST EIGHT TEAMS TO ENTER THE 2/4/8 RECEIVE SPECIAL DISCOUNTS AS WE CELEBRATE THE 50th!!!**  
**THE DISCOUNTS VARY BASED ON THE ORDER OF SIGN UP: 1<sup>st</sup> Team - \$450, 2<sup>nd</sup> Team - \$400, 3<sup>rd</sup> Team - \$350, 4<sup>th</sup> Team - \$300, 5<sup>th</sup> Team - \$250, 6<sup>th</sup> Team - \$200, 7<sup>th</sup> Team - \$150, 8<sup>th</sup> Team - \$100. DISCOUNTS WILL BE APPLIED BY THE REGISTRAR.**

In order to be eligible to run this event all drivers must hold one of the following current licenses: ICSCC, IRR/AREA/ENDURO, SCCA, FIA, ASN, CACC, NASA. All other licenses must be reviewed and approved by the ICSCC License Director Rob Scholl before entry closure. Rob's contact information: [license\\_director@icscc.com](mailto:license_director@icscc.com) or 253-606-7718.

- Entries will be limited to the first 50 teams. Additional entries will be placed on a waiting list.
- Supplemental regulations are available at [icscc.com](http://icscc.com), [cascadesportscarclub.org](http://cascadesportscarclub.org), or can be emailed
- Registration and tech will be set up at PIR on Friday 6:00pm – 8:00pm.

Registrar contact: Jamie Anderson

Email: [registrar@cascadesportscarclub.org](mailto:registrar@cascadesportscarclub.org)

**IMPORTANT NOTICE:** The race will be run from the North Paddock. Track entry will be communicated to teams when information is available





# CASCADE SPORTS CAR CLUB'S

## 2025 FESTIVAL OF ENDURANCE



### 8 Hours of the Cascades

### 4 Hour Enduro

### Northwest Mini Enduro Series Finale ( 2 Hours )

### Saturday, October 11<sup>th</sup>, 2025

#### Enduro Classes (Reference Supplemental Regulations)

<u>4HR/8HR</u>	<u>2HR</u>	
<b>E0</b>	<b>ME0</b>	ST, STU, GT3, T2, P0
<b>E1</b>	<b>ME1</b>	EIP, FIP, GTL, AS, SE46, T3, STL, ST1, P1
<b>E2</b>	<b>ME2</b>	PRO3, ITS, PRO44, HIP, CT4, T4, SMX, ST2, ST3, P2
<b>E3</b>	<b>ME3</b>	SM, CSM, HT, ITA, ITB, ITC, PRO7, CR, ST4, ST5, P3
<b>EU</b>	<b>ME0</b>	SPO, SPM, SPU, GT1, GT2, SST, T1, ITE
<b>ESR</b>	(EU- OPEN TO ANY ABOVE CLASS RUNNING W/OUT LIMITED FUELING RULES)	
	<b>MSR</b>	Sports Racer class: open only to cars eligible to compete in ICSCC Sports Racing Classifications

#### Schedule

##### FRIDAY

6:00pm – 7:30pm

6:00pm – 7:45pm

##### SATURDAY

7:15am – 10:00am

7:45am 8:00am

9:00am - 10:00am

10:15am - 11:15am

11:40am

11:55am

**12:00pm – 8:00pm**

5:30pm - 5:35pm

8:20pm

10:15pm

Registration – Pro Tower (North Paddock)

Tech Inspection

Registration & Tech Inspection

Mandatory Crew Chiefs Meeting – Pit Stall #1

Mandatory Drivers Meeting – MotoX Grandstands

Practice Session 1

Practice Session 2

National Anthems

Cars due on LeMans Grid

Cascade Festival of Endurance–2hour/4hour / 8hour

Track Crossing

Awards

Gates Closed

**THANK YOU GOLD SPONSORS:** Skyline Scaffold, ACI Cartage Inc., & Retro Racing

# 2025 ICSCC CHAMPIONS

CLASS

DRIVER

BSR

DON SNYDER

CC4

CEM AYKAN

CT4

DANIELE HOVINGTON

EIP

TERRY OVERDIEK

FL

GEORGE DORAN

FM

MEL KEMPER JR

ITE

JOHN VOLPE

PRO3

MATT LOWELL

SE46

ROBIN ADRIANSE

SPM

RON TANEMURA

SPU

STEWART QUAM





# PHOTO FINISH: THE DASH XLI BY CSCC



PHOTOS BY DOUG BERGER  
[DBPICS.COM](http://DBPICS.COM)





# PHOTO FINISH: THE DASH XLI BY CSCC



PHOTOS BY DOUG BERGER  
[DBPICS.COM](http://DBPICS.COM)





# CLASS SPOTLIGHT: PRO3

BY JAMES CISSELL, PHOTOS BY: KARMEN TREBOLO / IG: @KNCAPTURESCARS

Welcome to PRO3, where every race is 30 minutes of nose-to-tail, door-to-door, fender-to-fender ACTION! And between races competitors chip in and help each other out. PRO3 started right here in the Pacific Northwest. And not even a pandemic could stop it.

In 1999, twins Wes and Ken Hill found their BMW E30 race cars no longer competitive in SCCA. So,

they created a new class—

PRO3--in the International Conference of Sports Car Clubs.

PRO3 raced provisionally in 2002, and as a fully sanctioned class in

2003--when Ken won the Championship. Pioneers Lance Richert, Bob Mearns, Dale Beunig, Bill Spornitz, Greg Miller, and Michael Olsen called themselves, "Friends Between Checkered and Green." There were just 6 drivers the entire first season.



Today, PRO3 averages over 30 cars per race! At the NASCAR Xfinity Race at PIR, we had 36 PRO3 cars. At our 20th Anniversary Race at Pacific in 2022, we had 49 PRO3 cars take the green flag and 47 took the checkered! With the ground-pounders we've had 61 cars on the track at the same time! Over 100 PRO3 cars have been built--79 are still around.

Yeah, it's competitive. And, based on the '87-'91 BMW E30, relatively affordable. Race-ready cars sell for as little as \$15,000. Engines last for years. And drivers receive over \$25,000 a year in cash, prizes, and discounts--from sponsors Toyo Tires, Redline Oil, Bimmerworld,





# CLASS SPOTLIGHT: PRO3

BY JAMES CISSELL, PHOTOS BY: KARMEN TREBOLO / IG: @KNCAPTURESCARS

Griot's Garage, 425 Motorsports, Racer on Rails, Advanced Auto Fabrication, and Don Kitch's Proformance Racing.

In addition to ICSCC Conference races, PRO3 gets invited to special races—like the NASCAR GASS races; BMW's 100th Anniversary at Laguna Seca; Indycar at PIR and Edmonton, Alberta; and the Pacific Northwest Historics, which has raised over \$10 million for Seattle Children's Hospital.



PRO3 is not your usual cut-throat racing. Though trophies are still awarded to individuals, for the PRO3 gang, this is more of a team sport. Thanks to drivers who share data and set-up tips, they just keep getting faster--and the racing gets better. When PRO3 started, the lap record at Pacific was 1:41. Today, the front runners are running in the 1:34s!

"Friends between checkered and green." PRO3 has been living that credo since 2002—when Wes and Ken taught us to give no quarter on-track, but between races—help each other out, and share our love for the sport. Because racing is fun. But racing with lots of friends is even better.



Call, text, or email to determine the right SA2020 helmet from our inventory

## "Prices too low to advertise on the new Snell 2020 helmets"

- n Snell SA2020 helmets will be available until 2031
- n You can take advantage of our selection of 2020 helmets to help us clear our inventory for the new SA2025
- n We have Arai, Bell, Pyrotec and Roux in stock now and they must be moved

Don't wait to get a new 2020 helmet while our inventory is good and you can save on a great new helmet. Call or come by today to get a great helmet at a great price.

### Roux

Roux offers features never before found in a helmet: Built in radio mic and speaker ear cups, Safety Helmet release system, installed cooling system, drink tube, HANS Anchors and more.



### 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.



### Arai

Arguably the safest helmet in the world. Only helmet to pass Snell certification the first time every time.



### Pyrotec

Airflow with corrugated ridges inside which allows for better heat transfer to keep you cooler and reduces fogging.



Largest selection of in-stock safety equipment in the NW.  
New inventory arriving weekly.



"Andy – thanks for your continued passionate support & being there to provide what the racing community needs." **Mike McAleenan** – Huracan GT3

"Could not ask for more quality of service. Unbelievable selection, Armadillo will get everything I need." **Flavio DioMede** – BMW 330

"Andy and crew are a quintessential part of NW Racing." **George Doran** – Formula Mazda

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



### 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](mailto:memo.rebecca@shaw.ca) a week before the end of the month.

### Call for Proposals – 2026 Memo Editor

Please submit all proposals for the 2026 memo editor position by Jan 15, 2026. Please forward to [president@icscc.com](mailto:president@icscc.com)

### 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

### 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](mailto:memo.rebecca@shaw.ca). Ads run for three issues and may be renewed by request. The memo is published ten times per year.

**ICSCC CONTEST BOARD RULE CHANGE PROPOSALS**  
**Proposals for Championship Season 2026**

YES	NO	Item #	Page #	Club	Section/Jurisdiction	Proposal
		1	79	NWMS	1317.A.1	<p>Intent - It is the intent of the PRO-3 class to create a restrictive formula for BMW cars designed to emphasize driver ability rather than design and preparation of the car. The spirit of the formula will not allow any modifications that would increase the cost of competition, nor lend to an unfair performance advantage. The following rules are not intended as guidelines for the class but an actual list of allowable modifications. Unless specifically listed here, assume other modifications are prohibited. <b>Any PRO3 car/driver entered in a Championship ICSCC race. Can be randomly inspected by their peers for the following technical rule enforcement. As per the current year ICSCC Competition rules and regulations C 1317. PRO3, 5a, 12a.</b> • Compression test via an acoustic compression ratio meter (whistler) • Cam lobe profile check verifying stock camshaft, tested via CNC'd fitment tool • Visual check for no adjustable cam timing components • Visual check of rocker arms • Visual check of top of piston via borescope • Visual check of flywheel verifying no lightened or aluminum components</p> <p>Upon finding any infraction for these items, the participant will be asked to correct the infraction in a reasonable amount of time. Preferably before the next race event. With no penalties of any kind to their current race weekend or future race weekends. If a participant chooses to not make changes to comply with the particular rule infraction. Or if they disagree and or would like to clarify the findings. An official protest can be filed with the ICSCC Stewards to come up with an official ruling on the situation.</p>
		2	80	IRDC	1317.B.2.(e)	<p>Aerodynamic aids (front/rear spoilers, side skirts, and flares) are not allowed except for those OEM parts available through BMW NA or equivalent <b>including Garagistic "MTech 2" front bumper (part # K0750)</b></p>



		3	81	IRDC	1317.B.5.(a)	<p>The engines used in Pro-3 will be stock BMW engines correct for the series in which they are installed. No internal engine modifications will be allowed except for those outlined in these rules. Engines may be bored to a maximum of .040 inch over standard bore size. Factory replacement pistons or their equivalent (with the exception of diameter) must be used. Cast or forged equivalent pistons shall provide the same dome/dish/valve relief configuration, ring groove width and spacing, pin height relationship, and weigh no less than factory standard bore pistons. Piston rings are unrestricted. Valve guide material is unrestricted. Where a factory specification for original cylinder head thickness can be proven, a tolerance of .025 inch less than the service limit will be permitted. Under no circumstances may the compression ratio be increased by more than one-half (.5) point. The application and/or use of any painting, coating, plating, impregnating substance (e.g., anti-friction, thermal barrier, oil shedding coatings, chrome, anodizing, etc.) to any internal engine surface is prohibited. Factory, OEM equivalent or heavy duty (part number m20rarmHD rocker arms, or BimmerHeads M20 Forged Steel Rocker Arms must be used but may be de-burred and/or polished to remove casting imperfections and improve reliability. Removal of material (lightening) beyond the minimum to accomplish this task is prohibited. ...</p>
		4	84	NWMS	1317.B.12.(d)	<p>The differential housing must be a stock OEM unit, correct for the body series. The ring/pinion gears are limited to the following OEM ratios: 3.07, 3.15, 3.45, 3.64, 3.73, 3.91, 4.10, 4.27, 4.44 and 4.45; and must fit in the stock housing. Limited slip devices are unrestricted. Any lubricant or additive may be substituted. Cooling covers, lines and radiators may be modified or added.</p>

		5	103	CSCC	E/C 1322. CT4 Section B	<p>Cars competing in CT4 shall meet the requirements in the table below:</p> <table><tr><td>CT4</td><td>Bore x Stroke (mm)/ Displacement</td><td>Max Wheel Size</td><td>Max Tire Size</td><td>Gear Ratios</td><td>Final Drive</td><td>Final Drive</td><td>Weight (lbs)</td><td>Notes</td></tr><tr><td>SCCA T4 (ALL)</td><td>Per SCCA GCR</td><td>Per SCCA GCR</td><td>Per SCCA GCR</td><td>Per SCCA GCR</td><td>Per SCCA GCR</td><td>Per SCCA GCR</td><td>Per SCCA GCR</td><td>Per SCCA GCR</td></tr><tr><td>SCCA ITA (ALL)</td><td>Per SCCA GCR</td><td>Per SCCA GCR</td><td>Per SCCA GCR</td><td>Per SCCA GCR</td><td>Per SCCA GCR</td><td>Per SCCA GCR</td><td>Per SCCA GCR Minus 150 lb</td><td>Per SCCA GCR except 150 lbs subtracted from minimum weight</td></tr><tr><td>SCCA ITS (ALL)</td><td>Per SCCA GCR</td><td>Per SCCA GCR</td><td>Per SCCA GCR</td><td>Per SCCA GCR</td><td>Per SCCA GCR</td><td>Per SCCA GCR</td><td>Per SCCA GCR</td><td>Per SCCA GCR</td></tr><tr><td>PRO3</td><td>Per ICSCC Competition Regulations</td><td>Per ICSCC Competition Regulations</td><td>See Notes</td><td>Per ICSCC Competition Regulations</td><td>Per ICSCC Competition Regulations</td><td>Per ICSCC Competition Regulations</td><td>2650</td><td>Dry tires shall be Toyo Proxes RA1 or RR and must be one of the following sizes: 225-50/14, 225- 45/15 or 225-50/15. Shaving of tires is allowed. Any wet tire is allowed when the racing surface is wet due to rain.</td></tr><tr><td>PRO44</td><td>Per ICSCC Competition Regulations</td><td>Per ICSCC Competition Regulations</td><td>245</td><td>Per ICSCC Competition Regulations</td><td>Per ICSCC Competition Regulations</td><td>Per ICSCC Competition Regulations</td><td>2600</td><td></td></tr></table> <p>(Add a new row to the above table which will add SCCA STL cars to CT4 with 200TW tires for the sake of lap time parity.)</p> <table><tr><td>SCCA STL (ALL)</td><td>Per SCCA GCR</td><td>Per SCCA GCR</td><td>Per SCCA GCR</td><td>Per SCCA GCR</td><td>Per SCCA GCR</td><td>Per SCCA GCR</td><td>Per SCCA GCR</td><td>Tires used shall be DOT legal with a 200TW or higher.</td></tr></table>	CT4	Bore x Stroke (mm)/ Displacement	Max Wheel Size	Max Tire Size	Gear Ratios	Final Drive	Final Drive	Weight (lbs)	Notes	SCCA T4 (ALL)	Per SCCA GCR	Per SCCA GCR	Per SCCA GCR	Per SCCA GCR	Per SCCA GCR	Per SCCA GCR	Per SCCA GCR	Per SCCA GCR	SCCA ITA (ALL)	Per SCCA GCR	Per SCCA GCR	Per SCCA GCR	Per SCCA GCR	Per SCCA GCR	Per SCCA GCR	Per SCCA GCR Minus 150 lb	Per SCCA GCR except 150 lbs subtracted from minimum weight	SCCA ITS (ALL)	Per SCCA GCR	Per SCCA GCR	Per SCCA GCR	Per SCCA GCR	Per SCCA GCR	Per SCCA GCR	Per SCCA GCR	Per SCCA GCR	PRO3	Per ICSCC Competition Regulations	Per ICSCC Competition Regulations	See Notes	Per ICSCC Competition Regulations	Per ICSCC Competition Regulations	Per ICSCC Competition Regulations	2650	Dry tires shall be Toyo Proxes RA1 or RR and must be one of the following sizes: 225-50/14, 225- 45/15 or 225-50/15. Shaving of tires is allowed. Any wet tire is allowed when the racing surface is wet due to rain.	PRO44	Per ICSCC Competition Regulations	Per ICSCC Competition Regulations	245	Per ICSCC Competition Regulations	Per ICSCC Competition Regulations	Per ICSCC Competition Regulations	2600		SCCA STL (ALL)	Per SCCA GCR	Per SCCA GCR	Per SCCA GCR	Per SCCA GCR	Per SCCA GCR	Per SCCA GCR	Per SCCA GCR	Tires used shall be DOT legal with a 200TW or higher.
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PRO44	Per ICSCC Competition Regulations	Per ICSCC Competition Regulations	245	Per ICSCC Competition Regulations	Per ICSCC Competition Regulations	Per ICSCC Competition Regulations	2600																																																														
SCCA STL (ALL)	Per SCCA GCR	Per SCCA GCR	Per SCCA GCR	Per SCCA GCR	Per SCCA GCR	Per SCCA GCR	Per SCCA GCR	Tires used shall be DOT legal with a 200TW or higher.																																																													
		6	103	CSCC	E/C 1322. CT4 Section B	<p>Update to PRO3 category line in CT4 table to allow for updated tire considerations.</p> <p>Cars competing in CT4 shall meet the requirements in the table below:</p> <table><tr><td>PRO3</td><td>Per ICSCC Competition Regulations</td><td>Per ICSCC Competition Regulations</td><td>See Notes</td><td>Per ICSCC Competition Regulations</td><td>Per ICSCC Competition Regulations</td><td>Per ICSCC Competition Regulations</td><td>2650</td><td>Dry tires shall be Toyo Proxes RA1 or RR and must be one of the following sizes: 225-50/14, 225-45/15 or 225-50/15. Shaving of tires is allowed. Any wet tire is allowed when the racing surface is wet due to rain. Tires: per ICSCC competition regulations section 1317 B.14.</td></tr></table>	PRO3	Per ICSCC Competition Regulations	Per ICSCC Competition Regulations	See Notes	Per ICSCC Competition Regulations	Per ICSCC Competition Regulations	Per ICSCC Competition Regulations	2650	Dry tires shall be Toyo Proxes RA1 or RR and must be one of the following sizes: 225-50/14, 225-45/15 or 225-50/15. Shaving of tires is allowed. Any wet tire is allowed when the racing surface is wet due to rain. Tires: per ICSCC competition regulations section 1317 B.14.																																																						
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