

ICSCC Memo No. 6

August 2024

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



FROM THE PRESIDENT



As I write, we have completed two more race weekends. Both were held by IRDC.

The first was the IRDC Summer Classic held July 6-7.

Then IRDC held its final race of the year at the Ridge. The Love and Thunder tribute to the volunteers was held July 20-21.

That only leaves two race weekends remaining on the schedule; The Dash at Portland International Raceway held by CSCC which is a double race weekend; and the final race of the year NWMS Triple Gran Prix, which is a triple race weekend held at Qlispé Raceway Park. I realize it is a little bit of a haul for some of us to travel to Spokane, but, I'm hoping the weather will be mild due to the later race date.

Some groups will be combined, which will allow for more competition on the track and finishing much earlier in the day to also beat the heat.

Come out and support both clubs.

As far as my adventures go, I attended the Summer Classic at Pacific Raceways and on the second lap of qualifying I experienced a loud banging noise just as I went through T1.

Turn workers also let me know I had a good fireball under the car. I wasn't quite sure if I could coast to the escape road at 3A so I turned in to the paved area at the end of the drag strip.

Received a nice tow back to the paddock.

Engine seemed to run fine and the clutch had a firm pedal but the car had no forward momentum.

What is going on here?

I jacked up the right side of the car as I talked to Steve Adams who paddocked next to me. We both took a gander under the car and the rear piece of a two-piece driveshaft was missing.

I also noticed large slashes in my exhaust pipe.

That explains the fireball.

As I was contemplating what to do our starter Ralph Hunter rolled up with a big smile.

He asked if I was missing anything and at the same time, he pulled my rear driveshaft from his car.

It was toast.

I think Steve was also happy as now he did not have to listen to a rotary engine for the rest of the weekend.

I stayed around for the day chatting with folks and watching the afternoon races.

The car sat in the race trailer as I finished working on my 928, which needed engine mounts and an oil pan gasket. I do not wish this job on anybody and even though I have a lift, it still did not seem like I had enough hands.

I also enjoyed the 40 years of dirt and small oil leaks. This is the best combination for getting messy when cleaning parts.

With my race car not yet repaired, I attended the race at the Ridge. On Friday afternoon I helped out by teching some cars.

Saturday morning, we were still a little short on volunteers to work the corners.

Since I have worked many corners over the years, I talked to our flag chief Thomas Liesner and he placed me in T13 with Amelia.

Amelia has been a turn marshal for several years and it was nice that she was in charge.

I have never worked T13 before and it is an incredible view. First off, you are raised well above the racers, which provides a great view from T12 all the way to start finish.

Saturday was very hot and Sunday was just about right.

Even though T13 is difficult to gauge how much speed you can bring into the corner, all drivers behaved well.

Saturday the cars seemed to be more spread out, but on Sunday the racing was tight.

In G1 the top four cars were within a few seconds of each other until the very end.

G2 had the top seven or eight cars close until the end until the end when Will Schrader, Adam Smalley and Eric Jones pulled away.

G3/6 had the Formula Mazda's battling it out and three Caterham's raced so tight for 30 minutes that you could have thrown a blanket over all three of them.

Every lap they seemed to change leaders. Very fun to watch.

I had a wonderful time and if your car is not ready to go, please come out and work a corner. It's a good chance to meet the folks behind the flags.

As mentioned earlier, only two race weekends remain so come on out and support Cascade and Northwest Motorsports.

Duane Martinsen
2024 Conference President

VOLUNTEER CORNER



Photos courtesy Rob Scholl and Christine Horn

Rob Scholl and Christine Horn are co-license directors instructing novice drivers for ICSCC.

By Schellene Clendenin

Head to any Conference race in the past few weeks and you may have seen Rob Scholl and Christine Horn zipping through the grid on their Sparco scooters with a clipboard in hand chatting up novice drivers.

Or, you may catch them on track, inside a PRO3 BMW E30 race car mingling with those same novice drivers as they make their way down the back straight.

As co-license directors for the International Conference of Sports Car Clubs, the couple have partnered up to train novice drivers on the fine points of competitive racing.

You might say they take a hands-on approach to their jobs.

In June the pair took over the position from past director, Bill Ecker, though Ecker will remain available to advise when needed.

After 5 years - to include Desert Storm - as a Marine, Scholl spent more than three decades in law enforcement as a career cop where he spent a lot of his time behind a wheel, eventually becoming an emergency vehicle trainer for the Kent Police Department, training drivers at Pacific Raceways when the track was quiet.

After he retired from Law Enforcement, Scholl bought an old gray and orange beater 1990 BMW E30 PRO3 race car. His goal; to begin racing in the PRO3 class at Conference.

Before he got on track with his old beater PRO3 race car, Scholl fell into a deal he could not refuse. It was a beautiful, freshly-built, 1985 BMW E30 PRO3 race car with light blue and orange Gulf Livery.

"It was one of the prettiest and nicest PRO3 cars out there," Scholl said.

It did not last long, in his third novice race in the rain at Pacific Raceways, the car spun in turn 10, also known as "The Kink" and hit a wall at 90 mph.

The car was wrecked beyond repair.

Scholl got help to get it in his trailer and brought it home, transferring the only surviving body part - the trunk lid - to the old gray and orange BMW.

He continued to race, eventually achieving another dream when he purchased a 2019 Ford Performance/Multimatic GT4 Mustang from Ian Lacey Racing out of Utah. Scholl currently races both cars when his race budget allows. He most recently won the RC3 class at the annual Rose Cup at Portland International Raceway.

Horn, who works with the City of Kent, Washington, said she began racing after Scholl shared his enthusiasm for the sport, suggesting she get out on the track and try it out.

She took a one-day High Performance Driver Education (HPDE) course followed by the one-day Competition Race Licensing class two months later with a goal of driving the perfect line, not racing. The licensing class concluded with a mock race in which Horn discovered her competitive side and some unexpected courage and curiosity.

"It was a great experience in door to door passing," she said. And the format helped her build confidence in her driving skills. A good thing since unbeknownst to her, she was signed up for her first race two weeks later.

Enter Don Kitch, owner and chief instructor for ProFormance Racing School. Kitch liked the pair right away, inviting them to return as instructors.

And now as the co-license director she brings this style of training to Conference races, hopping in the 1990 BMW E30 and driving alongside the novice drivers.

The practice gives her a front row seat to watch the novice drivers in action and helps build confidence of the new drivers.



The 1990 BMW E30 and 2019 Ford Performance/Multimatic GT4 Mustang.

MESSAGE FROM THE STEWARD



Hi All.

Another couple events are in the books and we quickly coming to the conclusion of the championship season.

The Ridge provided for some nice warm weather and fun racing. There were a few issues during the weekend, regarding the sound meter, the scales, the track's timing loop, etc., but we managed to get through it successfully.

We were also quite limited on personnel for the corner stations and the safety trucks. We only had one safety truck manned for the weekend and when cars decided to stop going forward on either end of the track while the truck was extracting a car from a tire bundle in the middle, it led to ending the race early.

If you know anyone who wants to get involved and get close in on the action, give them an invite, we all really could use the help. If there are too few people outside the cars to manage the corners and the safety trucks an event cannot proceed.

On a similar tangent, it really grates me when drivers yell at or get temperamental with the people trying help them, whether it be driver services, scales, pre-grid, timing and scoring, etc.

Maybe you should ask yourself if there is something you could be of help.

Perhaps a session at the scales.

Maybe run the Provision Results from timing and scoring to Driver Services.

How about helping tech a few cars Friday evening?

There is almost always one or two people that do the entire course set up and take down each weekend.

RACE OFFICIALS DIVISION

Just a brief note from your ROD Director.

For those Volunteers that have signed up to be a member of the Race Officials Division you will be receiving an email asking for your input for proposed changes.

Yes, that means that I have been reading through the Competition Regulations and the Policy and Procedures again.

For those of you that have

not signed up, (yet), you will not receive an email.

If you wish to find out what your Director is up to ["Join the ROD."](#)

It would be great to get everyone's input and opinions.

Contact your Club Representative or the ROD Director for a Membership Form.

Michael Evans
ROD Director

In addition, a few more hands would make much shorter work of getting the supplies out to the corners.

I suspect that the day a fire bottle or two is needed, you will be thankful someone placed it out on a corner.

Same for the scales. They are heavy and get massively hot in the sun. How about a little support in the mornings and evenings.

One track, we have to take the scales down Saturday evening for drag racing. We are a club, you are not customers.

Step off soap box.

As the season rolls down to the last two championship weekends, the weather will probably be hot once again and this seems to coincide with the drivers who miss seeing yellow and black flags.

Lets all hydrate early, be physically well, see the flags, and make short work for the Stewards.

I would also like to point out that many championship battles are taking place.

In our multi-class race groups it is definitively worth seeing who is fighting for a season ending points championship and looking at how you might fit into that. I think a little driver etiquette in certain situations will go a long way.

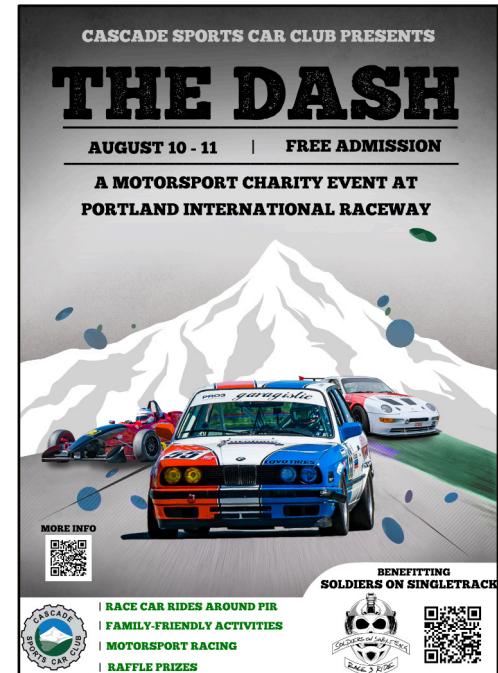
It is also time to start submissions for rule changes to the club of your reckoning.

I recommend canvassing the paddock to gain support of any rule change you may propose.

Also, it's time to submit nominations for annual awards.

See you soon.

Cheers,
Rick Delamare



The poster for "THE DASH" features a black and white background with a stylized illustration of a race track. In the foreground, a red and blue race car is shown driving towards the viewer. In the background, there are white mountains and a green track. The text on the poster includes:

- CASCADE SPORTS CAR CLUB PRESENTS
- THE DASH**
- AUGUST 10 - 11 | FREE ADMISSION
- A MOTORSPORT CHARITY EVENT AT PORTLAND INTERNATIONAL RACEWAY
- MORE INFO
- RACE CAR RIDES AROUND PIR
- FAMILY-FRIENDLY ACTIVITIES
- MOTORSPORT RACING
- RAFFLE PRIZES
- BENEFITTING SOLDIERS ON SINGLETRACK

A LETTER FROM THE EDITOR



Photo by Becky Pengraph

The first time I was invited to split cars, I was a little apprehensive.

Which lasted all of a hot minute.

I remember word for word what Becky Pengraph told me as we followed the pace car out on track, looking for the two circles in the asphalt that I still use to mark where I stand.

“Ask the drivers if they want driver’s left or driver’s right (it’s almost always driver’s right),” she reminded me.

“Use big gestures.

“Look each driver in the eyes as they come toward you.

“Stay calm.”

I’d already been prepped by both Becky and Grid Chief Julie Riehl, watching each bend at the waist to put her face closer to driver eye level, smoothly pointing with one hand, the other behind her back, then switching to the other quickly and seamlessly, nodding as each car followed her

finger, left or right.

From the first time I donned the fashionable pink vest and Minnie Mouse gloves, I’ve been hooked.

Standing in the middle of a track listening to engines roar as cars bear down on you, hurtling out of the grid like rockets, can be daunting.

Or exhilarating, depending on how much adrenaline you can tolerate.

I have a pretty high tolerance.

Sometimes, when the grids are upwards of 40 cars, or the cars rattle my teeth as they roar by, the rush is intense.

It’s not a job for the faint of heart.

And there’s not one grid better than the other. From Trans Am, to open wheel cars, Spec Racer Fords to PRO3, and don’t get me started on Spec Miata’s, I am a fan.

In the intervening years, I’ve welcomed a fair few grid workers to walk out to the circles in the tarmac and stand behind me as the cars clip by. Like Julie and Becky before me I’ve given the same speech countless times.

“Keep your hands behind your back, stay calm, be alert, watch for the all clear to head back.”

Newbies are never rushed, and splitting is never a requirement for the job, but most of those who try it, can’t wait to come back for more.

Then there is the inevitable whoop and dance at the tail end of the advancing pack before heading back on to Grid to put the next group of drivers in their places, then turn around to do it all over again.

I gotta go. Control just called the 5 and it’s my turn to split.

Schellene Clendenin

Memo Editor



Photo by Doug Berger

2024

ICSCC EVENT SCHEDULE

Championship Race Events

Race Schedule

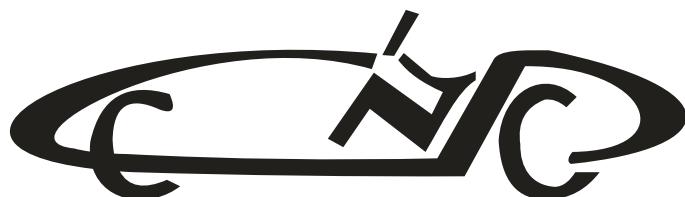
Date:	Club:	Track:
Aug. 10-11	CSCC	PIR
Aug. 30-Sept. 1	NWHS	QRP

Driving Schools/Test & Tune

Date:	Club:	Track:
Aug. 9	CSCC	PIR
Aug. 29	NWHS	QRP

Enduro

Oct. 12 CSCC PIR



NORTHWEST
MOTORSPORTS



Central Racing Association



Please go to icscc.com/forms/17_race_entry.pdf or Race Entry Forms & License Applications

CARS ON COURSE



Photos by Doug Berger



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Photo by Doug Berger



CASCADE SPORTS CAR CLUB

Presents

The Dash XL

August 10th and 11th, 2024

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 2024 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 7th, 2024	
ENTRY FEES:	<u>ICSCC or others</u> – (Saturday and Sunday)	\$415
	<u>Cascade Members</u> – (Saturday and Sunday)	\$395
	Saturday Only or Sunday Only	\$280
	ICSCC or others (3 Races – Saturday & Sunday & Mini Enduro)	\$535* 3-1 combo
	<u>Cascade Members</u> (3 Races – Saturday & Sunday & Mini Enduro)	\$515* 3-1 combo
	Additional Race Entry (Saturday or Sunday or BOTH)	\$175
	Mini Enduro (1 Hour)	\$200
	Late Entry Fees	\$ 50
	Pit/Spectator Passes	FREE
	* = GREAT VALUE	

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 2

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

August 10th and 11th, 2024



FRIDAY

5:00pm - 7:00pm Registration- 2nd Floor of the Tower
 5:00pm - 8:00pm Tech – At Scales (located near the pedestrian bridge along the pit wall)

SATURDAY

7:30am - 1:30pm Registration (See location above)
 7:30am - 2:30pm Tech Inspection (See location above)
 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 2
 9:50am - 10:05am Qualifying Group 4
 10:10am - 10:25am Qualifying Group 5
 10:35am - 10:50am Qualifying Group 6/3
 10:55am - 11:10am Qualifying Group 1
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
12:50pm NATIONAL ANTHEMS
 1:00pm - 1:20pm **Race Group 9**
 1:25pm - 1:50pm **Race Group 2**
 2:00pm - 2:25pm **Race Group 4**
 2:35pm - 3:00pm **Race Group 5**
 3:10pm - 3:35pm **Race Group 6/3**
 3:45pm - 4:10pm **Race Group 1**
 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, SM, CSM, PRO44, ITX
Grp 3 CF, FF, FA, FM, FC
Grp 4 GT1-2-3, AS, ITE, RS, SST, ST, SE46
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

SUNDAY

7:30am - 10:30am Registration
 7:30am - 11:00am Tech Inspection
8:00am MANDATORY Novice Mtg
8:50am NATIONAL ANTHEMS
 9:00am - 10:00am **Race Group 8**
 10:10am - 10:30am **Race Group 9**
 10:40am - 10:55am Qualifying Group 2
 11:00am - 11:15am Qualifying Group 4
 11:25am - 11:40am Qualifying Group 5
 11:45am - 12:00pm Qualifying Group 6/3
 12:05pm - 12:20pm Qualifying Group 1
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 2**
 2:30pm - 3:00pm **Race Group 4**
 3:10pm - 3:40pm **Race Group 5**
 3:50pm - 4:20pm **Race Group 6/3**
 4:30pm - 5:00pm **Race Group 1**

* Novices in Group 7 have a Saturday morning practice session in with Group 9. In with Groups 1-5 for all other sessions. Groups will be assigned by the License Director.

Note - Start times are when the first car is released from grid, end times are checkered flag times

GRAND PRIX TRIPLE RACE WEEKEND

Northwest Motorsports | 2024

 AUG 30-31
SEP 1, 2024

RACEWAY LOCATION

 750 N Hayford Rd,
Airway Heights, WA 99001



TEST AND TUNE

Hosted by Turn 2 -
August 29th

BRICK OVEN PIZZA PARTY

All racers, crew, and families are welcome to join us on Friday evening

REGISTRATION OPEN NOW

Our Contact:

NWMSSPOKANE@GMAIL.COM

WELCOME SOVREN MEMBERS & VINTAGE RACERS

Saturday
Car Show



Please look into our zero
contact run group.

2024 Triple Grand Prix Race Weekend

Schedule - Rotation 3

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, CC4, & Novice Open Wheel
Group 7	Novice Closed Wheel - See License Director
Group 8	Northwest Mini Enduro Championship Series, NWMECS
Group 9	Vintage/Nostalgic Series
Group 10	Northwest Formula Continental Championship

Friday August, 30

Start	End		
7:00 AM	12:00 PM		Registration Open
7:30 AM	6:00 PM		Tech Inspection
8:00 AM	8:30 AM	30 mins.	Novice Track Tour
8:30 AM	8:50 AM	20 mins.	Mandatory Novice Driver's Meeting
9:00 AM	9:25 AM	25 mins.	Group 3/6 Qualifying
9:35 AM	10:00 AM	25 mins.	Group 1 Qualifying
10:10 AM	10:35 AM	25 mins.	Group 9 Qualifying
10:45 AM	11:10 AM	25 mins.	Group 4/5/2 Qualifying
11:20 AM	12:30 PM	1 hr 10 mins.	Lunch
11:30 AM	12:15 PM	45 mins.	BMW Sponsor Rides
11:30 AM	12:00 PM	30 mins.	Mandatory Drivers Meeting
12:00 PM			<u>Novice Drivers Meeting Mandatory</u>
			Anthem
12:45 PM	1:15 PM	30 mins.	Group 3/6 Race
1:23 PM	1:53 PM	30 mins.	Group 1 Race
2:01 PM	2:31 PM	30 mins.	Group 9 Race
2:39 PM	3:09 PM	30 mins.	Group 4/5/2 Race
3:17 PM	3:42 PM	25 mins.	Open Wheel Short Course Practice
3:50 PM	4:15 PM	25 mins.	Closed Wheel Short Course Practice



Saturday August, 31

Start	End		
7:00 AM	12:30 PM		Registration Open
7:30 AM	6:00 PM		Tech Inspection
8:30 AM	9:00 AM	30 mins.	Mandatory Novice Driver's Meeting
9:00 AM	9:25 AM	25 mins.	Group 3/6 Qualifying
9:33 AM	9:58 AM	25 mins.	Group 1 Qualifying
10:06 AM	10:31 AM	25 mins.	Group 9 Qualifying
10:39 AM	11:04 AM	25 mins.	Group 4/5/2 Qualifying
11:12 AM	11:37 AM	25 mins.	Group 8 Qualifying
11:45 AM	12:45 PM	1 hr.	Lunch
11:50 AM	12:30 PM	40 mins.	BMW Sponsor Rides
12:00 PM			<u>Novice Drivers Meeting Mandatory</u> Anthem
1:00 PM	1:30 PM	30 mins.	Group 3/6 Race
1:38 PM	2:08 PM	30 mins.	Group 1 Race
2:16 PM	2:46 PM	30 mins.	Group 9 Race
2:54 PM	3:24 PM	30 mins.	Group 4/5/2 Race
3:32 PM	4:32 PM	1 hr.	Group 8 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, CC4, & Novice Open Wheel
Group 7	Novice Closed Wheel - See License Director
Group 8	Northwest Mini Enduro Championship Series, NWMECS
Group 9	Vintage/Nostalgic Series
Group 10	Northwest Formula Continental Championship



Sunday September, 1

Start	End		
7:30 AM	10:00 AM		Registration Open
7:30 AM	10:00 AM		Tech Inspection
8:30 AM	9:00 AM	30 mins.	Mandatory Novice Driver's Meeting
8:30 AM	8:45 AM	15 mins.	Group 10 Qualifying
8:53 AM	9:08 AM	15 mins.	Group 3/6 Qualifying
9:16 AM	9:31 AM	15 mins.	Group 1 Qualifying
9:39 AM	9:54 AM	15 mins.	Group 9 Qualifying
10:02 AM	10:17 AM	15 mins.	Group 4/5/2 Qualifying
10:25 AM	10:50 AM	25 mins.	Group 10 Race
11:00 AM	11:50 PM	50 mins.	Lunch
			Anthem
12:05 PM	12:35 PM	30 mins.	Group 3/6 Race
12:43 PM	1:13 PM	30 mins.	Group 1 Race
1:21 PM	1:51 PM	30 mins.	Group 9 Race
1:59 PM	2:29 PM	30 mins.	Group 4/5/2 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, CC4, & Novice Open Wheel
Group 7	Novice Closed Wheel - See License Director
Group 8	Northwest Mini Enduro Championship Series, NWMECS
Group 9	Vintage/Nostalgic Series
Group 10	Northwest Formula Continental Championship



ICSCC/Northwest Motorsports

Vintage Racing

“NOSTALGIC SERIES”

ICSCC Accepts SOVREN Licenses and Tech Forms

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 Northwest Motorsports 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: NWMSSPOKANE@GMAIL.COM**



Photo by Doug Berger

NWMS Supplemental Regulations 2024

- 1) Open to all cars eligible under ICSCC regulations.
- 2) This event is organized under 2024 ICSCC Competition Regulations and all who enter QRP(Qlispé Raceway Park) are subject to them. Northwest Motorsports reserves the right to refuse entry to this event at any time.
- 3) Registration Hours: 4:00 pm-6:00 Thursday, 7:00 am-12:00 pm Friday, 7:00 am-12:30 pm Saturday, and 7:30 am-10:00 am Sunday
- 4) Express Tech is available at registration for drivers with a 2024 Annual Tech, and/or safety gear/gear tech sticker.
- 5) People under the age of 16 years old are not allowed in the hot pits, pre-grid or on victory laps. Children less than 12 years old must have direct adult supervision at all times.
- 6) A current minor release form, signed by an authorized adult must be on record for all minor participants at QRP.
- 7) Alcoholic beverages will only be allowed in the spectator area and only after the track closes.
- 8) The scales will be open one hour before any qualifying or race session.
- 9) Users of bicycles and small-motorized vehicles may have riding privileges revoked at any time by the Race Chairman. During hot track hours, no one under the age of 12 years old is allowed to operate bicycles or scooters.
- 10) Refueling is not allowed in pre-grid. Fueling in the hot pits requires a crewmember assigned to operate a fire bottle. Excess spillage (greater than 5" in diameter) will result in a fine of \$100.
- 11) No smoking in hot pits, pre-grid or any QRP building.
- 12) Paddock area, all fire lanes and pre-grid roads must remain clear.
- 13) Damage to the track, grounds, buildings, etc regardless of the cause, will be charged to the driver responsible. Damage to any equipment or devices used by the sanctioning body (ICSCC) or sponsoring club (NWMS) to conduct this race, regardless of the cause, will be charged to the driver responsible.
- 14) All entrants for this event should have in their possession an empty, sealable container or containers, capable of holding 2 gallons, to be used to remove all oil, cleaners, brake fluid, etc from QRP. There will not be waste-oil drums provided.
- 15) Anyone caught dumping oil at the raceway will be fined and banned from the raceway.
- 16) No tires are to be left at QRP. Any tires left at QRP will result in a fine of \$100 per tire.
- 17) The racing "hot pits" are defined as that area under the control of Hot Pits personnel. It is required that any person over the "pit wall" during practice, qualifying or races shall wear long pants, shirts that cover shoulders, and shall not be barefoot or wear open toed/heeled shoes. At one minute warning, pre-grid becomes a "hot" area. At that time, pre-grid must be cleared of all crew, support personnel and spectators.
- 18) All cars that are towed into the paddock are subject to being dropped off in impound. Drivers must wear all required driver's safety equipment before they are allowed to enter track, while they are on track, beyond positive protection, under flat tow, or in the hot pits area.
- 19) Blendline - you are required to stay on the right side of the white blend line until the blend line ends. This is required every time you enter the racetrack other than race out lap with race official splitting cars.
- 20) Everyone is required to wear a wristband for entry into track. After Friday, no one will be allowed to enter without a wristband (\$1 fee per wristband replacement).
- 21) Drivers are responsible at all times for their crew.
- 22) Drivers meetings will be held on the hillside east of the QRP buildings.
- 23) 5 mph speed limit in the paddock.
- 24) Pets are welcome, but must be leashed at all times and under the control of someone 18 years of age or older. Please clean up after your animal.
- 25) Authorized vehicles only on the race course at any time. No motorized vehicles of any kind permitted at any time on the racecourse without permission or authorization from ICSCC officials.
- 26) The race schedule may be altered by the Race Chairman for multiple reasons including emergency conditions.
- 27) Staggered start and split start requests shall be submitted to the Race Steward at least one hour prior to the race.

CASCADE SPORTS CAR CLUB'S

49th ANNUAL FESTIVAL OF ENDURANCE

SATURDAY, OCTOBER 12, 2024 @ PORTLAND INT'L RACEWAY

*Sign up now, pay later. Take advantage
of the early entry discounts which
end September 12th*



Le Mans Start

Picture courtesy of DBPics - Doug Berger



**ENDURO LENGTHS - 2 HOURS, 4 HOURS, AND 8 HOURS. ALSO
COMBINATIONS OF 2/4/8 or 2/4 AVAILABLE - 2 OR 3 RACES IN ONE!
2 HOURS OF PRACTICE IN THE MORNING FOR ALL RACES (LOTS OF TRACK TIME)
HAVE PRIOR RACING EXPERIENCE OR KNOW SOMEONE WITH RACING EXPERIENCE?
CHECK OUT ICSCC'S ENDURO LICENSE - IT'S AN EASY AND ECONOMICAL WAY FOR
DRIVER'S WITH PRIOR RACING EXPERIENCE TO GET INVOLVED
HIGHLIGHTS: LE MANS START, NIGHT TIME FINISH FOR THE 8 HOUR**



CASCADE SPORTS CAR CLUB'S

2024 FESTIVAL OF ENDURANCE



INCLUDES:

49TH ANNUAL 8 HOURS OF THE CASCADES

4 HOUR ENDURO

NORTHWEST MINI ENDURO SERIES FINALE – 2 HOURS

Saturday, October 12th 2024

This race is sanctioned by ICSCC, under the 2024 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, 2024

ENTRIES CLOSE: Postmark: October 10, 2024

EARLY ENTRY DISCOUNT DEADLINE: September 12, 2024

ENTRY FORMS: Available at icscc.com or cascadesportscarclub.org

ONLINE REGISTRATION: www.cascade.motorsportreg.com for the primary Team Driver.

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

	<u>Before 9/12/2024</u>	<u>After 9/12/2024</u>
ENTRY FEES: 2 HOUR	\$329.00/team	\$399.00/team
4 HOUR	\$529.00/team	\$599.00/team
8 HOUR	\$829.00/team	\$929.00/team
2 HOUR / 4 HOUR	\$579.00/team	\$649.00/team
2 HOUR / 4 HOUR / 8 HOUR	\$929.00/team	\$1029.00/team
Spectators & Crew Members	FREE	FREE

**** FIRST 10 TEAMS TO ENTER THE 2/4/8 RECEIVE A \$279 DISCOUNT ****

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 Bill Ecker before entry closure. Bill's contact information: license_director@icscc.com or 253-709-7999.

- 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, 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

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



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CASCADE SPORTS CAR CLUB'S

2024 FESTIVAL OF ENDURANCE



8 Hours of the Cascades

4 Hour Enduro

Northwest Mini Enduro Series Finale (2 Hours)

Saturday, October 12th, 2024

Enduro Classes (Reference Supplemental Regulations)

<u>4HR/8HR</u>	<u>2HR</u>	
E0	ME0	AP, SPO, SPM, GT1, GT2, GT3, ITE, SST, ST
E1	ME1	BP, EIP, FIP, GTL, RS, AS, SE46, SPU, P1
E2	ME2	CP, DP, PRO3, ITS, PRO44, HIP, CT4, P2
E3	ME3	EP, FP, GP, SM, CSM, HT, ITA, ITB, ITC, PRO7, CR, P3
ES		STREET TIRE CLASS: Cars using a 180 t/w or higher tire
EU		ANY OF THE ABOVE CLASSES W/O LIMITED FUELING
ESR	MSR	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 – 2 hour / 4 hour / 8 hour

Track Crossing

Awards

Gates Closed

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Photo by Doug Berger

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photo by Gerry Frechette



photo by Gerry Frechette

Racing photography by Doug Berger



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



E-Mail: doug@dbpics.com

2024 MEMO PUBLICATION SCHEDULE

Memo is to be published on the first of each month
Please provide one week lead time for submissions