

ICSCC MEMO

The Official Publication of the
International Conference of Sports Car Clubs



LADIES AND GENTLEMEN, START YOUR ENGINES!!

It's finally time to dust off those spare parts and load up the trailer! The race season is upon us!



LETTER FROM THE PRESIDENT

I'm not sure what's happening with this weather, but it just keeps raining. I'm hoping for some global warming to start turning things around as the days continue to pass. I have recently received my license from the License Registrar and want to remind everyone to start the process early. Make sure to get your club membership card as this is part of your Conference license. Also, if applying for a Gold License make sure you have completed your physical. Then apply for your license on Motorsports reg.

CSCC has just completed their Annual Inspection Day on March 22nd. This was a good opportunity for drivers in a low stress environment to get a jump on the race season. For folks that have never used the annual inspection process during the race season you just bring a copy of the 2025 Annual Inspection form(online) to the track and have a tech inspector look over your car and safety gear and fill out the form. Then take the form along with your car logbook to a race steward who will perform a paperwork review and apply a 2025 annual inspection sticker to your logbook. With that completed for future race weekends you just bring your logbook and license to registration, and you will receive a weekend tech sticker and you are ready to hit the track. Speaking of hitting the track, now is the time to make your car is thoroughly inspected both mechanically and for safety. Please check the dates on your helmet. 2015 and newer are now required. Remember, if your car runs in a class that requires a weight it needs to be displayed on your car for scales, be sure you have weight stickers on each side of your car. Different tracks may have their scales set up with the recorder on either side.

I have boxes of trophies for folks that were unable to make it to the 2024-year end banquet. I will bring them to the track and be on the lookout for their rightful owners. If you have been reviewing our Conference website events page, we have made a change to the schedule. Team Continental had a test and tune scheduled for July 31st which conflicted with another event on our schedule. They have elected to withdraw their date to eliminate that conflict.

It won't be long and the end of April we be here which means our opening race at PIR hosted by CSCC will be upon us Make sure you have everything completed for a successful start of this year's events.



-Duane Martinsen, 2025 President ICSCC

LETTER FROM YOUR STEWARD

Hey everyone,

The first race of the season is fast approaching, and with it brings the unavoidable task of inspecting each and every race car and the associated safety gear for each driver. To help with that, CSCC will be offering a tech day again in the Portland area on March 22nd from 11am to 3pm. I will be there to issue annual tech inspections, cage inspections, logbooks, and free smiles.

I'd like to also take this opportunity to announce

Steve Paquette, who will be the 2025 Assistant Steward with me this year, and who will be the 2026 Steward.

We are continuing what was implemented last year, allowing several shops to perform ICSCC Annual Inspections. In case you need it, I've included the list again below. For those who use this service, just hand the steward your completed and signed annual tech form, and we'll issue the annual sticker for your logbook.

- Jerold Lowe at Lowe Racing Group
- Kevin Doyle at KD Motorsports
- Terry Overdiek at Retro Racing
- Chuck Hurley at Grip Racing
- Hank Moore at Advanced Auto Fabrication
- Tyler Campbell at Racer on Rails



There are also many former ICSCC Stewards who can perform annual inspections. Scales have been sent out and recalibrated, thanks to Brad Greco and Rick Delamare.

ICSCC is again asking for volunteers to grab a radio and follow the stewards around to see what stewarding is all about. If you are interested, hit me up.

I'm looking forward to working with all the race marshals and admin teams at each of our tracks this season.

Now let's go racing!

Brian Anderson
2025 ICSCC Race Steward

2025 ICSCC OFFICERS

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Jamie Anderson

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PUBLIC RELATIONS

Email: pr@icscc.com

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](#)



CASCADE SPORTS CAR CLUB

Presents

Rose City Opener XXXIII

April 26th and 27th, 2025

This is a Double Race - Non -Chicane event

Entry to PIR - 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 8am – 6pm & Sunday 8am – end of day

This race is sanctioned by ICSCC, under the 2025 Competition Regulations as a championship race, 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: April 23rd, 2025	
ENTRY FEES:	<u>ICSCC or others</u> – (Saturday and Sunday) \$435 <u>Cascade Members</u> – (Saturday and Sunday) \$415 Saturday Only or Sunday Only \$290 ICSCC or others (3 Races - Saturday & Sunday & Mini Enduro) \$555* 3-1 combo <u>Cascade Members</u> (3 Races – Saturday & Sunday & Mini Enduro) \$535* 3-1 combo Additional Race Entry (Saturday, Sunday, or BOTH!) \$185 Mini Enduro (1 Hour) Only \$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” if you present your current Gear Tech Sticker.

Class Rotation: Group 4

Grp #1 - SPO-M-U, PRO3	Grp #6 - FV, FL, B-C-D-E-F SR, CC4, Novice O/W
Grp #2 - SM, CSM, ST3, ST4, ST5, CR, PRO7, HT, ITX, PRO44	*** Grp #7 - Novice Closed Wheel Grp #8 - Mini Enduro (1 Hour) Grp #9 - Nostalgic Series
Grp #3 - CF, FF, FA, FM, FC	*** Novice C/W – See class box on schedule
Grp #4 - GT1-2-3, AS, ITE, SST, ST, ST1, ST2 SE46	
Grp #5 - ITA-B-C-S, GTL, CT4, E-F-H Imp Prod	



CASCADE SPORTS CAR CLUB

Presents

Rose City Opener XXXIII

April 26th and 27th, 2025

Non-Chicane Race runs from the Pro Pits

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

MANDATORY NOVICE MEETING WITH LICENSE DIRECTOR

9:00am - 9:15am Qualifying Group 8
9:20am - 9:35am Practice Group 7
9:40am - 9:55am Qualifying Group 4
10:00am - 10:15am Qualifying Group 5
10:25am - 10:40am Qualifying Group 6/3
10:45am - 11:00am Qualifying Group 1
11:05am - 11:20am Qualifying Group 2
11:25am - 11:45am Qualifying Group 9
11:45am - 12:40pm LUNCH !!!

MANDATORY Drivers Meeting MotoX Grand Stand (Group 8 Meeting right after)

MANDATORY NOVICE MEETING WITH LICENSE DIRECTOR

12:40pm - 1:05pm Race Group 4
1:10pm - 1:35pm Race Group 5
1:45pm - 2:10pm Race Group 6/3
2:20pm - 2:45pm Race Group 1
2:55pm - 3:20pm Race Group 2
3:30pm - 3:50pm Race Group 9
4:00pm - 5:00pm Race Group 8
5:15pm Novice Debrief w/License Director
5:00pm DINNER!!!

Grp 1 SPO-M-U, PRO3
Grp 2 CR, PRO7, HT, SM, CSM, ST3, ST4, ST5, PRO44, ITX
Grp 3 CF, FF, FA, FM, FC
Grp 4 GT1-2-3, AS, ITE, SST, ST, ST1, ST2, SE46
Grp 5 ITA-B-C-S, GTL, CT4, E-F-H Imp Prod
Grp 6 FV, FL, B-C-D-E-F SR, CC4, Novice O/W
Grp 7 Novice C/W *
Grp 8 Mini Enduro
Grp 9 Nostalgic Series

* Novices in Group 7 have a Saturday NCW only AM practice. For all other sessions, groups will be assigned by the License Director.

Note - Start times are the times cars are released from grid, end times are checkered flag times

SUNDAY

7:30am - 10:30am Registration
7:30am - 11:00am Tech Inspection

MANDATORY NOVICE MEETING

9:00am - 9:20am Race Group 9
9:30am - 9:50am Qualifying Group 4
10:00am - 10:20am Qualifying Group 5
10:30am - 10:50am Qualifying Group 6/3
11:00am - 11:20am Qualifying Group 1
11:30am - 11:50am Qualifying Group 2
12:00pm - 12:20pm Race Group 9
12:20pm - 1:20pm LUNCH !!!

MANDATORY Novice Meeting with License Director

1:20pm - 1:50pm Race Group 4
2:00pm - 2:30pm Race Group 5
2:40pm - 3:10pm Race Group 6/3
3:20pm - 3:50pm Race Group 1
4:00pm - 4:30pm Race Group 2



Annual tech day at Portland International Raceway.

If you haven't gotten your tech yet, our stewards will be on hand on April 26th & 27th!



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.

LETTER FROM YOUR IRDC PRESIDENT

There are only so many times you can perfect the apex of your favorite offramp before the reality sets in of how long winter truly is. For many racers in the Pacific Northwest, seven months goes by without turning a wheel on a track surface. Sure, we get momentary distractions to help fill the void like Sim Racing, or that crazy exit from 167 to 18, or rental kart tracks where the 100 pound 11 year old thinks he's better than you because you and your buddies forgot that a bacon burger and two IPA's drops the torque of a 9hp engine about 16.3% and little Timmy is about to make you feel more confused than when Maldonado won in Spain... But I digress. Is there anything better than wheel to wheel action on some of the best full-size tracks in the country? In full size cars? With full size friends? Judging by the smiles you'll see in the paddock in a few short weeks, I'd say the answer is clear.



Well, good news! It's nearly time to go racing again.

Hopefully everyone has removed their clutch discs from the oven and pulled their brake calipers out of the dishwasher. Is your driving gear up to date? How about your belts? Now is a great time to check. As we prepare to embark on IRDC's 53rd season of club racing, I can't help but think back to its 3rd season. 1974 was my first year attending races with my dad, AND my mom both racing their Fiat Spider. I would sit next to the car for hours and use the flexible neck of the fuel can as a gear shift. What a magical place the track was. Whether it's Seattle International Raceway, or Pacific Raceways, it doesn't really matter what people call it when they start talking about the old days. They all have the same gleam in their eyes. Tales of big fat corvettes and 911's, V8 sports racers and too many Formula Vee's and Formula Fords to count. MG's and Fiats, and Datsun's and little BMW's, and Mustangs and Pinto's and... Who the hell brought a Barracuda to a knife fight? My memories of this club run deep.

This will be my sixth (and last) year as IRDC President, and although I've thoroughly enjoyed my tenure, I couldn't help but notice the drastic difference between the 70's/80's and today when it comes to some of the things I loved about IRDC "Back in my day." First of all, the paddock was up-hill, both ways, and covered in snow, as some of you remember. OK, but in all seriousness, as far as the paddock went, you'd be lucky to see 8 enclosed trailers and one modified school bus for 150 entrants. Everyone else was visible, and everyone visited with everyone else. Saturday night BBQ's had 100 people standing around lying to each other about how fast they were going to be on Sunday.

CONTINUED

The paddock was full of families and young future racers were everywhere. Oh, and everyone had a red shop rag sticking out of their back pocket. Can we bring back the pocket rags?

The biggest change I've noticed however, is the change in volunteerism. I'm not blaming you, so don't stop reading now. I just think times are different. I recall in the "days of yore" that the natural progression was to advance from autocross to road racing, and X-crossers were used to chasing cones for half the day, so they just naturally signed up for stuff. DON'T WORRY. We don't have cone chasers in the braking zones.. That's not a thing. But we do have lots of small jobs that end up getting done by folks that already do too much. And if you haven't noticed, some of those folks are in their 80's. Our volunteer pool needs a refresher course on being younger.

I only say that, to say this. Which is about that. If you like being part of something bigger, and you have time on your hands occasionally (especially during one of our three race weekends), I invite you to talk to any one of the club officers to find out where help is needed. More importantly, do you have coworkers, or neighbors, or perhaps a barber who loves cars? Have you ever asked them if they want to be involved in motorsports? Get out there and talk more, but maybe don't refer to racing as a gateway drug. I mean....definitely tell them where they can get a free sample though...

So while my talented replacement is waiting in the wings, I'll say again that I have really enjoyed my time as president. Not because of the fame, or the reoccurring role on the Simpsons, but because of all of you; My racing friends. Some of the best racers in the country call the Pacific Northwest home, and I hope that the tremendous level of competition that we've come to expect in IRDC and Conference as a whole continues for many, many years to come. We should all feel a vested interest in making that dream a reality. And for three easy payments of \$19.95, I can show you how.

SEE YOU AT THE RACES!

Coley Tipton
IRDC President

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
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- New gloves are extremely comfortable and will give a better grip on the wheel
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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.

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"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." **Malcolm 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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PHOTO BY DOUG BERGER

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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

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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.



PHOTO BY DOUG BERGER



Racing photography by Doug Berger



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



E-Mail: doug@dbpics.com



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.icscc.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.icscc.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@icscc.com she is happy to help.

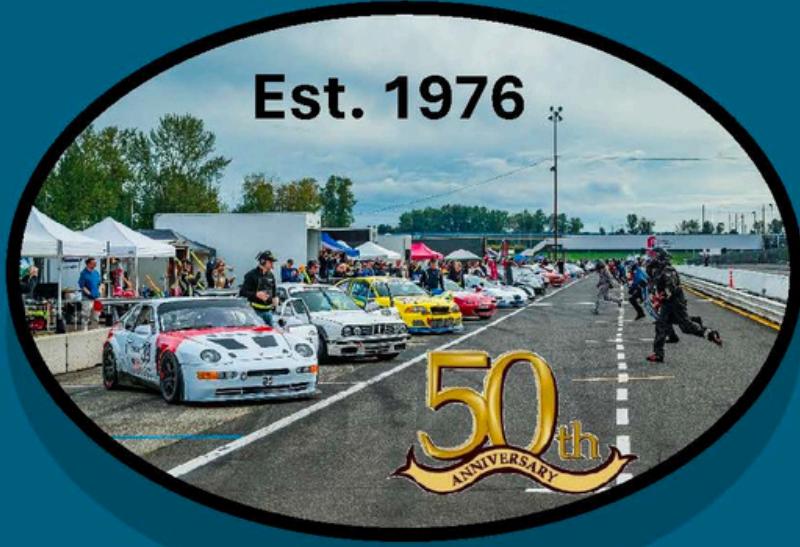
If you are applying for an Observation or Novice License, she will immediately inform our License Directors Rob Scholl and Christine Horn so they can plan to make your entry into ICSCC racing easy, fun, and safe. Both Observation and Novice applicants will want to establish good communication with the 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@icscc.com. Our Novice Guide and General Novice Info can be found here: <https://www.icscc.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.

*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
	Round 2	5/17/25
	Round 3	6/14/25
	Round 4	8/02/25
	Round 5	8/23/25
	Round 6	9/21/25
	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!

“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

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

SEE YOU AT THE TRACK!

