

# ICSCC MEMO

The Official Publication of the  
International Conference of Sports Car Clubs



## MID-SEASON CHECK-IN!



NORTHWEST  
MOTORSPORTS

PRESENTS

# 2025 TRIPLE GRAND PRIX RACE WEEKEND

QLISPÉ RACEWAY  
PARK

SPOKANE, WA

AUG 1-  
3RD,  
2025

FEATURING LONG COURSE, SHORT  
COURSE AND ENDURO EVENTS!

# 2025 ICSCC OFFICERS

## **PRESIDENT**

Duane Martinsen

Tel: 360-871-6162

Email: president@icscc.com

## **TREASURER / ADVISOR**

Charles Hurley

Cell: 206-353-7854

Email: treasurer@icscc.com

## **SECRETARY & MEMO EDITOR**

Rebecca Paquette

Cell: 604-561-2659

Email: memo.rebecca@shaw.ca

## **ASSISTANT RACE STEWARD**

Steve Paquette

Cell: 604-374-6364

Email: asst\_steward@icscc.com

## **POINTS KEEPER**

Soner Terek

Tel: 425-922-7903

Email: points@icscc.com

## **INSURANCE/ LEGAL ADVISOR**

John Houlihan

Email: insurance@icscc.com

## **RACE OFFICIALS DIVISION**

Michael Evans

Email: rod\_director@icscc.com

## **VICE PRESIDENT**

Rick Bostrom

Email: vice\_president2@icscc.com

## **LICENSE REGISTRAR**

Linda Bostrom

Email: ICSCC.License.Registrar@outlook.com

## **RACE STEWARD**

Brian Anderson

Email: steward@icscc.com

## **LICENSE DIRECTORS**

Rob Scholl

Email: license\_director@icscc.com

Christine Horn

christine\_pnw@outlook.com

## **WEBMASTER**

Alberto Fonseca

Cell: 323-459-3332

Email: admin@icscc.com

## **HISTORIAN**

Gerry Frechette

Email: historian@icscc.com

## **REGISTRAR – CSCC, IRDC & NWMS**

Jamie Anderson

Email: registrar@cascadesportscarclub.org

## **PUBLIC RELATIONS**

Email: pr@icscc.com

# CLUB INFO CORNER

## CASCADE SPORTS CAR CLUB

President: Brian Anderson

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

[Website](#)

[CSCC Motorsport Reg Page](#)



## INTERNATIONAL RACE DRIVERS CLUB

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

## **CHAMPIONSHIP RACE EVENTS**

DATE	TRACK	CLUB
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**

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**

Nov 8	Fall Meeting & Banquet	ICSCC
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# TRIPLE GRAND PRIX RACE WEEKEND



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PARK  
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3RD,  
2025

FEATURING LONG COURSE, SHORT  
COURSE AND ENDURO EVENTS!



NORTHWEST  
MOTORSPORTS

**DRIVERS REGISTER HERE**

**VOLUNTEERS REGISTER  
HERE**

## 2025 Triple Grand Prix Race Weekend

### *Schedule - Rotation 2*

Group 1	SPO-M-U, PRO-3
Group 2	SM, CSM, ST3, ST4, ST5, CR, PRO7, HT, ITX, PRO44
Group 3	CF, FF, FA, FM, FC
Group 4	GT1-2-3, AS, ITE, SE46, SST, ST, ST1, ST2
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

### **Friday, August 1 - Long Course Long Day**

Qualifying Time	0:20	Practice Time	0:15
Race Time	0:30	Enduro Time	1:00
Short Break Length	0:07	Long Break Length	0:10

Start	End		
7:00 AM	12:00 PM		<b>Registration Open</b>
7:30 AM	6:00 PM		<b>Tech Inspection</b>
7:15 AM	7:35 AM	20 mins.	Novice Track Tour
<b>7:35 AM</b>	<b>7:50 AM</b>	15 mins.	<b>Mandatory Novice Driver's Meeting</b>
8:00 AM	8:20 AM	20 mins.	<b>Group 2/4/5 Practice/Qualifying</b>
8:27 AM	8:47 AM	20 mins.	<b>Group 3/6 Practice/Qualifying</b>
8:54 AM	9:14 AM	20 mins.	<b>Group 1 Practice/Qualifying</b>
9:21 AM	9:41 AM	20 mins.	<b>Group 8 Practice/Qualifying</b>
9:50 AM	10:20 AM	30 mins.	<b>Group 2/4/5 Championship Race</b>
10:30 AM	11:00 AM	30 mins.	<b>Group 3/6 Championship Race</b>
11:10 AM	11:40 AM	30 mins.	<b>Group 1 Championship Race</b>
11:40 AM	12:40 PM	1 hr.	<b>Lunch</b>
12:00 PM	12:30 PM	30 mins.	<b>Mandatory Drivers Meeting</b> Anthem
12:40 PM	1:00 PM	20 mins.	<b>Group 2/4/5 Sprint Race</b>
1:10 PM	1:30 PM	20 mins.	<b>Group 3/6 Sprint Race</b>
1:40 PM	2:00 PM	20 mins.	<b>Group 1 Sprint Race</b>
2:20 PM	3:20 PM	1 hr.	<b>Group 8 Enduro Race</b> NWMECS points awarded
3:30 PM	3:50 PM	20 mins.	<b>Open Wheel Short Course Practice</b>
3:57 PM	4:17 PM	20 mins.	<b>Closed Wheel Short Course Practice</b>



## Saturday, August 2 - Short Course Saturday

Start	End		
7:00 AM	12:30 PM		<b>Registration Open</b>
7:30 AM	6:00 PM		<b>Tech Inspection</b>
7:30 AM	7:55 AM	25 min	<b>Mandatory Novice Driver's Meeting</b>
8:00 AM	8:15 AM	15 min	<b>Group 8 Practice</b>
8:22 AM	8:37 AM	15 min	<b>Group 2/4/5 Practice</b>
8:44 AM	8:59 AM	15 min	<b>Group 3/6 Practice</b>
9:06 AM	9:21 AM	15 min	<b>Group 1 Practice</b>
9:28 AM	9:48 AM	20 mins.	<b>Group 8 Qualifying</b>
9:55 AM	10:15 AM	20 mins.	<b>Group 2/4/5 Qualifying</b>
10:22 AM	10:42 AM	20 mins.	<b>Group 3/6 Qualifying</b>
10:49 AM	11:09 AM	20 mins.	<b>Group 1 Qualifying</b>
11:10 AM	12:10 PM	1 hr.	<b>Lunch</b> Anthem
12:10 PM	12:40 PM	30 mins.	<b>Group 2/4/5 Race</b>
12:50 PM	1:20 PM	30 mins.	<b>Group 3/6 Race</b>
1:30 PM	2:00 PM	30 mins.	<b>Group 1 Race</b>
2:20 PM	3:20 PM	1 hr.	<b>Group 8 Enduro Race</b> NWMECS points awarded

Group 1	SPO-M-U, PRO-3
Group 2	SM, CSM, ST3, ST4, ST5, CR, PRO7, HT, ITX, PRO44
Group 3	CF, FF, FA, FM, FC
Group 4	GT1-2-3, AS, ITE, SE46, SST, ST, ST1, ST2
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



## Sunday, August 3 - Long Course Short Day

Start	End		
7:30 AM	10:00 AM		<b>Registration Open</b>
7:30 AM	10:00 AM		<b>Tech Inspection</b>
7:40 AM	8:00 AM	20 minutes	<b>Mandatory Novice Driver's Meeting</b>

8:00 AM	9:00 AM	1 hr.	<b>Group 8 Enduro Race</b> <i>No NWMECS points awarded for this race</i>
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Grid position established by finishing order in Saturday enduro race.  
New entrants will be grided at the back of the field in registration order

9:20 AM	9:40 AM	20 minutes	<b>Group 2/4/5 Qualifying</b>
9:50 AM	10:10 AM	20 minutes	<b>Group 3/6 Qualifying</b>
10:20 AM	10:40 AM	20 minutes	<b>Group 1 Qualifying</b>

10:50 AM	11:20 AM	30 mins.	<b>Group 2/4/5 Race</b>
11:30 AM	12:00 PM	30 mins.	<b>Group 3/6 Race</b>
12:10 PM	12:40 PM	30 mins.	<b>Group 1 Race</b>

Group 1	SPO-M-U, PRO-3
Group 2	SM, CSM, ST3, ST4, ST5, CR, PRO7, HT, ITX, PRO44
Group 3	CF, FF, FA, FM, FC
Group 4	GT1-2-3, AS, ITE, SE46, SST, ST, ST1, ST2
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	Endurance race group



# NWMS Supplemental Regulations 2025

- 1) Open to all cars eligible under ICSCC regulations.
- 2) This event is organized under 2025 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 2025 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.

1.27) Staggered start and split start requests shall be submitted to the Race Steward at least one hour prior to the race.

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The compact Paragon 12-quart system provides the advantage of a cooling system for those racing applications that have limited space and is perfect for road racing — a favorite among the NW racers. You are cool and alert, so you look and feel your BEST even when track temperatures exceed 100 degrees F. The Paragon assembly consists of an ice chest, pump, hoses, mounting tray and a cotton shirt. Priced separately it is over \$782. Buy one now for just \$750 and stay cool whenever you race.



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# PHOTO FINISH: CSCC CHICANE CHALLENGE



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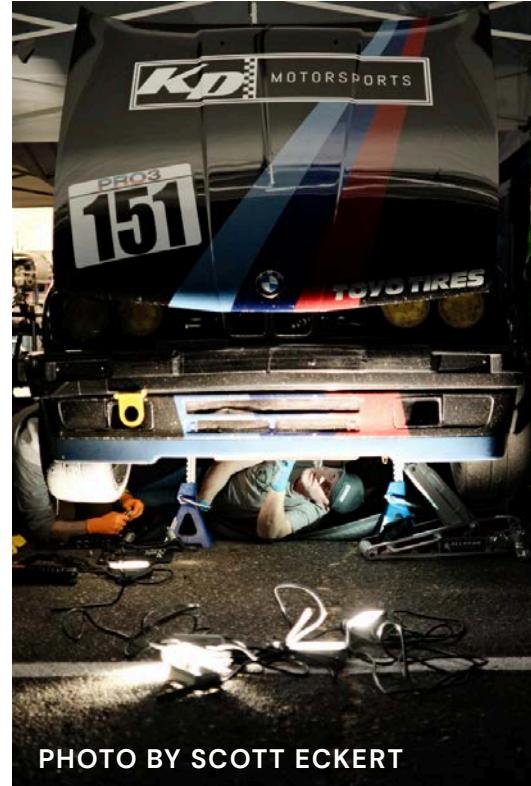


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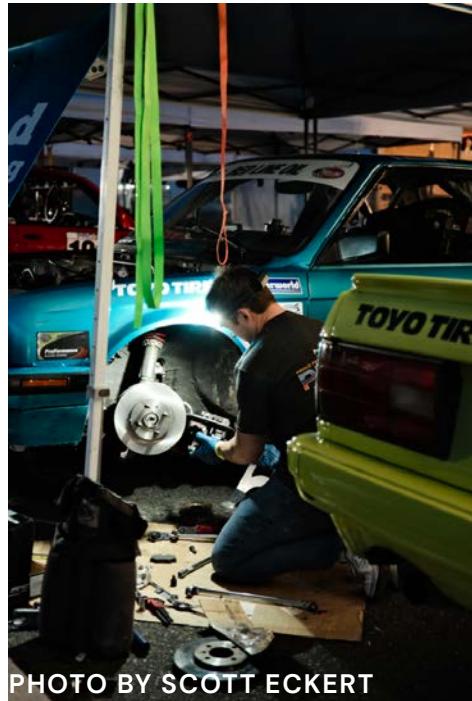


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# LETTER FROM YOUR STEWARD

Hello again Conference friends & family,

Well, we have races #5 and #6 in the books. It was a perfect racing weather weekend at PIR. Seems drivers are behaving themselves – so good job from your Steward and thank you for making my job that much easier.

So, I rented a Caterham from Bruce Beachman for the PIR race so I could run in the nostalgic group. For the record, Caterhams are pretty bada\$\$, I'm not gonna lie. So, if you are looking for a pretty fast, fun race car that won't break your pocketbook, hit up Beachman Racing.

Also, I can't say this enough – huge THANK YOU to all the marshals that came out to PIR. We're continuing to see many new faces, which is amazing for our sport. I hope you keep signing up to volunteer early and often! Our next ICSCC race may happen before you read this, but it's June 28-29 at Pacific Raceways.

I'll see everyone there!

P.S. We had some new track records at PIR –  
Brad Greco in SPU, Corey Peters in PRO3, and Adam Acheppohl in EIP. Congratulations gentlemen!



## PENALTY BOX

- Car #42 Loss of 1 lap; passing under yellow
- Car #28 Disqualified; failure to report to scales
- Car #168 Disqualified; underweight
- Car #86 Disqualified; failure to report to scales
- Car #45 Loss of 1 lap; passing under yellow
- Car #46 Disqualified; failure to report to scales

- Brian Anderson  
2025 ICSCC Race Steward

# PORLAND CHICANE CHALLENGE XXXIII – WEEKEND WRAP-UP

From the License Directors:

The Cascade Sports Car Club's Chicane Challenge XXXIII delivered another outstanding weekend of racing at Portland International Raceway on June 14–15. With packed grids and smooth operations, the event offered the perfect backdrop for growth, competition, and achievement.

We are thrilled to extend our congratulations to five novice drivers who successfully completed their final requirements and officially advanced to senior competition licenses: Jessica Morton, Mark Tamas, Braeden Boldsmoorehead, James Hannah, and Max Hill.

Each of these drivers demonstrated strong racecraft, composure, and professionalism throughout the weekend. Their promotions represent not only a significant personal milestone but also the strength of the training, mentorship, and support that defines our community.

A special thank you goes to our grid volunteers for their patience and adaptability—especially as we adjusted standard procedures to grid our novice drivers separately. Your support and flexibility were key to their success.

We can't wait to see Jessica, Mark, Braeden, James, and Max on the grid as senior racers at upcoming ICSCC events. Congratulations on a well-earned achievement!

– Christine Horn & Rob Scholl, ICSCC License Directors



# ONE-ON-ONE: MEET YOUR FELLOW RACER

## INTERVIEW WITH JESSICA MORTON

### 1. Tell us a bit about yourself.

I am married with two kids (ages 5 & 7) and I work full-time for Intel as a System Software Validation Engineer. My hobbies, besides amateur racing, include PC gaming, mushroom hunting, baking, camping, and traveling.

### 2. What got you into motorsports?

I have always loved cars and going fast, ever since I was a kid. I grew up around cars with my grandfather, dad, and uncle all being mechanics, and off-roading with my dad in his 1959 Series II Land Rover. Throughout my childhood, my dad took me to lots and lots of car shows and car club events. Almost 16 years ago, my dad traded his 1959 Land Rover for my current street e30 and I have loved e30's ever since. The e30 is one of my top favorite cars of all time and I don't know why, since they're not that special (haha). I had done years of competitive indoor karting with various leagues before finally doing my first ever HPDE track day last summer in my street e30. I quickly realized that e30's are a blast to drive around a track and that I do love auto racing as much as I was hoping I would. I did one other HPDE track day after that and then I was on the hunt for a PRO3 car.



### 3. Tell us about your car! What group/ class(es) do you run?

Originally I was thinking that it would be fun to build a PRO3 car, but I quickly realized that it is much cheaper and faster to buy one. So, just 6 months after my first ever track day, I bought a very well built PRO3 car (#15) from Duncan Pearce. The original builder was Chris Hart. I'm enjoying learning about how to take care of a race car and keep it happy, as well as trailering it to and from the track. There's a lot of extra 'baggage', I call it, that goes along with auto racing! Three months ago, I finished the 2-day Competition Race Licensing school at ProFormance racing school. And just a week ago, I finished all of my ICSCC novice licensing requirements, so I am now able to officially race in the PRO3 class.

### 4. If you could race any track or event in the world, what/ where would it be and why?

I would love to try hill-climbing, or the FIA European Hill-Climb Championship, preferably somewhere in the Swiss Alps! I would also love to drive the Nürburgring Nordschleife someday.

### 5. What is your favourite part of a race weekend?

Well, besides the racing part, talking to all of the other amateur racers, pit-crew, and track volunteers! I didn't realize until I went to my first race weekend, how fun it is to meet and talk to so many other people who share the same passion for auto-racing as I do. And it's not even the actual people who race, it's also all of the volunteers, race support, and pit-crew who also share the same passion. There is so much camaraderie within not just the PRO3 class, but within the whole track during each race weekend. Everyone is so nice, helpful, and in love with what they are doing.

# ONE-ON-ONE: MEET YOUR FELLOW RACER

## INTERVIEW WITH MAX HILL

### 1. Tell us a bit about yourself.

My name is max hill, I'm 18 years old, from Seattle Washington, and recently passed my novice license test.

### 2. What got you into motorsports?

I've been involved in motorsports pretty much my whole life. My dad got me into motorsports when I was younger through watching formula 1, playing with scalextric cars, and supporting him with his racing. As I got older I got into sim racing and became more interested in most forms of racing like Indycars, motorcycle racing, endurance racing and more.

### 3. Tell us about your car! What group/ class(es) do you run?

The car I currently drive is a 2015 Mitjet IvO2, it's a car from a French spec series, it has a 2.0 liter inline 4 Renault engine, looks like a mini DTM car. Other than that, I may be sharing an mx-5 with a friend.

### 4. If you could race any track or event in the world, what/ where would it be and why?

A track I would love to drive at would likely either be Monaco, or Spa-Francorchamps, both are very famous, historical, and challenging in their own ways.

### 5. What is your favourite part of a race weekend?

I think my favorite part of the race weekend is the start, due to the build up of excitement and energy. The first few laps are the best time to make passes and is usually chaotic.



# 50th Running

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Prize \$\$\$

Le Mans Start

Tow \$\$

12:00PM Green Flag - 8:00PM Checkered Flag

**Saturday, October 11th 2025 @ Portland Int'l Raceway**

[\*\*www.cascadesportscarclub.org\*\*](http://www.cascadesportscarclub.org)

# ENDURO CORNER

The 2025 Northwest Mini Enduro Championship Series (NWMECS) is just about a third of the way through the season. There has been a slight modification to the schedule, however. The next race on the schedule in Spokane was originally scheduled as a 2-hour race. Northwest Motorsports has decided to do multiple one hour enduros instead. The Friday, August 1<sup>st</sup> and Saturday, August 2<sup>nd</sup> enduros are part of the NWMECS and count for points. This keeps the overall series' races essentially the same and doesn't change the number of races that count for the championship. Coming up after Spokane is a one-hour race at the Ridge on August 23<sup>rd</sup> followed by a one-hour race in Portland on September 21<sup>st</sup>. The final race of the season and the lone 2 hour race of the series is October 11<sup>th</sup> also in Portland. That leaves six points paying races left which is exactly the most that can count towards the final points. So, in other words, it's not too late to jump into the series!

So far there are some extremely tight battles in most of the classes. In MSR, Grimsrud, and Storgaard are tied at the top. In MEO, first place Knox is just two points ahead of Kropf. In ME1, Dawson holds a four point lead over Adrianse with the top four covered by only eight points. King has been King of ME2 the past couple of years and is leading again this year with a five point lead over Houlihan, but the top six drivers are all within ten points of each other. Finally, in ME3, Weller holds a slim two point lead over another Weller. With more than half of the season still to go, the chase for the championship is wide open!

The ICSCC race season officially ends October 11<sup>th</sup> at Cascade's Festival of Endurance which is celebrating its 50<sup>th</sup> running this year. The 2, 4, and 8 hour races (all combined into one) are a great way to cap off the season! This race uses the historic LeMans start which most drivers can't get enough of! The 8 hour finishes in the dark and prize money is guaranteed this year for the 8 hour portion. Prize money goes up significantly if the 8 hour has at least 25 entries which will be the target! For 2 hour and 4 hour entries (and broken 8 hour entries), there will be a track crossing at 5:30pm for those teams to exit the track and head home.

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

There are still plenty of opportunities to race with ICSCC in 2025 on both the endurance side and the sprint racing side. After the mid-summer break, as no ICSCC races are scheduled in July, we get back to racing in August with four weekends remaining on the calendar from August through October! Hope to see you at the track soon!

**- Chris Heinrich, Cascade Sports Car Club**



# 2025 NORTHWEST MINI ENDURO CHAMPIONSHIP SERIES

<b>What is it:</b> Eight race series:	<b>DATE</b>	<b>TRACK</b>
	Round 1 4/26/25	Portland Int'l Raceway
	Round 2 5/17/25	Pacific Raceways
	Round 3 6/14/25	Portland Int'l Raceway
	Round 4 8/01/25	Qlispe Raceway Park
	Round 5 8/02/25	Qlispe Raceway Park
	Round 6 8/23/25	The Ridge
	Round 7 9/21/25	Portland Int'l Raceway
	Round 8 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 one 2 hour race, there are a total of 9 races.

Each one hour entry shall consist of one or two drivers. Each two hour entry may have no more than four drivers. Drivers may drive in up to two cars per race.

Each one hour race will require a mandatory 60 second pit stop. Each two hour race will require a mandatory two minute pit stop.

Entry fee, qualifying procedure, etc. will be determined by sponsoring club and may be different between events.

**Classes:** **ME0** – SPO, SPM, SPU, GT1, GT2, GT3, ITE, ST, SST

**ME1** – EIP, FIP, GTL, 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:** 1<sup>st</sup> – 12, 2<sup>nd</sup> – 10, 3<sup>rd</sup> – 9, 4<sup>th</sup> – 8, 5<sup>th</sup> – 7, 6<sup>th</sup> – 6, 7<sup>th</sup> – 5, 8<sup>th</sup> – 4, 9<sup>th</sup> – 3, 10<sup>th</sup> & lower – 2, Pole – 1 (where applicable / No pole points for 2 hour races). All positions are scored except as noted: DNF/DNS score a maximum of 6<sup>th</sup> place points. Number of laps completed will determine position for DNF's. All DNS's score the same number of points based on the number of cars in class.

Championship trophies will be awarded to class champions in classes that average 0.75 entries.

Championship trophies will be awarded to the top 3 in classes that average 5 entries.

**Eligibility:** Licenses – ICSCC IRR/ ARR/ ENDURO, SCCA, CACC, SOVREN, FIA, ASN, or NASA. All other licenses must be approved by the ICSCC License Director.

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

**MANDATORY DRIVERS MEETING** – See schedule. Failure to attend may result in starting at the rear of the field.

**Each sponsoring club is responsible for setting the qualifying procedure. Qualifying sessions may vary from what is listed below. Check event schedule for the most up to date information.**

## **QUALIFYING PROCEDURES**

**ROUND 1 – APRIL 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 1, 2025:** 20 minute qualifying session. The starting grid shall be set fastest to slowest

**ROUND 5 – AUGUST 2, 2025:** 20 minute qualifying session. The starting grid shall be set fastest to slowest

**ROUND 6 – AUGUST 23, 2025:** 15 minute qualifying session. Starting grid shall be set fastest to slowest

**ROUND 7 – SEPTEMBER 21, 2025:** 15 minute qualifying session. Starting grid shall be set fastest to slowest

**ROUND 8 – 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!

## HOW DO I GET LIVE TIMING DURING A RACE WEEKEND?



*All ICSCC event live timing is now on Speedhive!*

You can stay up to speed on your computer or mobile device by visiting <https://speedhive.mylaps.com/livetiming> or through the MYLAPS Speedhive app, available on Android through the Google Play Store or on Apple products through the App Store.

No subscription necessary. Open the app or website, click on Live Timing and search for your event!



When registering for an event, please ensure your transponder number is correct on MotorsportReg.