

ICSCC MEMO

The Official Publication of the
International Conference of Sports Car Clubs



LETTER FROM THE PRESIDENT

Hello Conference racers and volunteers, friends and family!

Welcome to the 2026 racing season! Hopefully everyone is getting themselves, and their cars, ready for the new championship season. I'd like to take this opportunity to introduce myself as your new Conference president. I'm sure many of you already know me as the goofball Miata/Formula Mazda driver and last year's Steward. If we haven't officially met, please come find me in the paddock and say "hello!" I'll be driving a new car this year – yes, I know... This time in a shiny new-to-me PRO3 car!

2026 has started strong with a lot of things already steadily moving forward. Licensing is already up on MSR; updated Competition Regulations and Policy & Procedure manuals are up on the ICSCC website, and our first memo of the year is now in your hot little hands. For those who aren't familiar with how Conference is structured, everything accomplished is done by the hard work and dedication of volunteers from each of our member clubs – CSCC, IRDC, NWMS and SCCBC. Each club puts forth a tribute (aka eBoard rep) who throws down with the rest of the board members over the course of the year. This year's line-up should be familiar to most: Chris Heinrich, Hank Moore, Daniele Hovington, and Wynn Hollingstead. Thankfully, this isn't a last-person-standing situation – the group collectively steers the ship, so to speak, and helps move Conference in the direction our drivers want to see it go. We are, after all, an organization run by our drivers; so, if you want to see something changed – talk to either your club's eBoard rep or Contest Board rep. Beyond the eBoard reps (and their alternates who are equally important!) we have the usual board positions: Treasurer, Secretary, Vice President and President.

(continued on next page)

Chuck Hurley has graciously agreed to stay on as Treasurer for 2026, as well as Rebecca Paquette as Secretary. Duane Martinsen is our outgoing President and is helping me “learn the ropes” this year, along with my two Vice Presidents: Rick Bostrom and Steve Powell. And yes, I have TWO because I need that much help!!! Thank you, Duane, for your service as President the past couple of years!

Replacing me as Steward this year is Steve Paquette, who helped me as Assistant Steward last year. As of this writing, I believe Steve is still looking for an Assistant Steward for this race season. On behalf of everyone in Conference, I strongly encourage my fellow drivers to consider taking a turn at Stewarding for the organization. Assistants can still race all year, and the year you spend as a Steward – while you can’t race in any of the Championship run groups, you can still race in special run groups. But more importantly, you learn a lot – about Conference, about your fellow drivers, about the clubs that make up our organization, and about the amazing volunteers that make it all happen. It is a fun, challenging, invaluable experience. Hit up Steve Paquette if you’re interested!

On that note, I’m going to get back to putting this PRO3 car together so I will hopefully be ready to start racing with y’all come our first race in Portland April 24-26.

Brian Anderson
2026 ICSCC President



2026 ICSCC OFFICERS

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[Website](#)

[CSCC Motorsport Reg Page](#)



INTERNATIONAL RACE DRIVERS CLUB

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[Website](#)

[IRDC Motorsport Reg Page](#)

NORTHWEST MOTORSPORTS

President: Michael Conatore

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[NWMS Motorsport Reg Page](#)



SPORTS CAR CLUB OF BC

President: Aaron Robins

Email: president@sccbc.net

[Website](#)

[SCCBC Motorsport Reg Page](#)

2026 ICSCC EVENT SCHEDULE

CHAMPIONSHIP RACE EVENTS

DATE	TRACK	CLUB
April 25-26	Portland International Raceway	CSCC
May 16-17	Pacific Raceways	IRDC
June 13-14	Portland International Raceway	CSCC
June 27-28	Pacific Raceways	IRDC
July 31-Aug 2	Qlispé Raceway Park	NWMS
Aug 15-16	The Ridge Motorsports Park	IRDC
Sep 19	Portland International Raceway	CSCC

ENDURANCE EVENTS

Sep 20	Portland International Raceway	CSCC
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INVITATIONALS

Oct 17-18	The Ridge Motorsports Park	IRDC
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DRIVING SCHOOLS/ TEST & TUNE

April 24	Portland International Raceway	CSCC
May 15	Pacific Raceways	IRDC
June 12	Portland International Raceway	CSCC
June 26	Pacific Raceways	IRDC
July 30	Qlispé Raceway Park	NWMS
Aug 14	The Ridge Motorsports Park	IRDC
Sep 18	Portland International Raceway	CSCC

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

Mar 7	R.A.T.'s Meeting (Online)	ICSCC
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**TECH
DAY**

RACING SEASON IS HERE!

DRIVERS!

**Join Cascade Sports Car Club
for a Tech Day at
Portland International Raceway!**

**On Saturday, March 14 in
PIR's South Paddock,
from 11:00 a.m. to 3:00 p.m.**

You can get:

- Annual car and gear tech inspection!
- A race steward will have Roll Bar Stamps!

Questions?

Call Robert P. at 805.276.5358



**1940 N Victory Blvd
Portland, OR 97217**



JUNE 13-14 @ PIR

*Noontime Drivers needed. Proceeds
benefit Community Transitional School*



Contact Brett McKown if you are interested. An approximate
Driver count would be appreciated. Thank you.

trackdayhpde@cascadesportscarclub.org

2026 ICSCC LICENSING

1 Year Competition License - \$100
2 Year Competition License - \$200

Applies to:

ICSCC 2026 International Road Race License (IRR) - Gold Card
ICSCC 2026 Area Road Race License (ARR) - Silver Card
ICSCC 2026 Observation License (OBS) - White Card
ICSCC 2026 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 2026 ICSCC Competition license you are applying for. The Member and Affiliate Club list can be found here: https://www.icsccl.com/club_contacts.php. Make sure you have a picture of your membership card or payment receipt so you can upload it when requested as a part of the ICSCC License application.
2. If applying for a 1 or 2 year ICSCC 2026 International Road Race License (IRR) Gold Card you will also need to have a doctor perform a physical examination. Have him fill out the ICSCC Physical Exam Form and stamp it at the bottom so you can scan or carefully photograph it and upload it when requested by the application. That form can be found here: <https://www.icsccl.com/forms/medical.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 2026 Novice License (NOV) White Card you will need a certificate verifying that you have completed a Novice School acceptable to the ICSCC License Directors. Have this ready to upload as part of your application.

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

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

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

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



CASCADE SPORTS CAR CLUB'S 2026 RACE SCHEDULE



**ROSE CITY OPENER XXXIV
LINDA BLACKBURN MEMORIAL RACE
APRIL 25-26, 2026**

- . DOUBLE CHAMPIONSHIP RACE WEEKEND**
- . NORTHWEST MINI ENDURO SERIES OPENER**
- . NOSTALGIC SERIES OPENER**



**THE DASH FOR KIDS XLII
JUNE 13-14, 2026**



- . DOUBLE CHAMPIONSHIP RACE WEEKEND**
- . NORTHWEST MINI ENDURO SERIES 1-HOUR**
- . NOSTALGIC SERIES FINALE**
- . NOON TIME RACE/EXOTIC CAR RIDES FOR CHARITY**



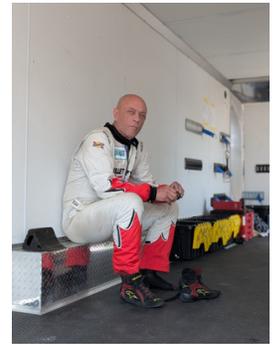
**THE CHICANE CHALLENGE XXXIV
and
FESTIVAL OF ENDURANCE
"THE ULTIMATE RACER'S WEEKEND"
SEPTEMBER 19-20, 2026**



- . DOUBLE CHAMPIONSHIP RACES - SATURDAY**
- . 2, 4, and 6 HOUR ENDUROS - SUNDAY**

LETTER FROM IRDC PRESIDENT & ICSCC STEWARD

I'm sure many of you already know me from last year in my role as Assistant Steward. This year I am stepping into Brian's shoes as Steward as well as IRDC president. This year we are hoping to make our events even bigger and better than last year! We have added a fourth, non championship event at the end of the calendar, because we felt that September was too early to put the spares away! We will be hosting the Linda Blackburn Memorial Invitational at The Ridge on October 17-18th.



As we all know, all of our clubs are run on volunteers and every year it seems we have less and less at the track. We will be hosting a volunteer fair on March 29th at Pacific Raceways, information below. Drivers will also have the opportunity to tech their cars ahead of the race season and get their cage sticker.

In the role of Steward I am also on the lookout for an Assistant Steward. If you're interested please contact me. See you all at the track!

- Steve Paquette
IRDC President & ICSCC Steward



VOLUNTEER FAIR & TECH DAY

MARCH 29TH, 2026 | 12-4 PM | PACIFIC RACEWAYS

IRDC WILL BE HOSTING A VOLUNTEER FAIR & TECH DAY AT PACIFIC RACEWAYS ON MARCH 29TH!
BRING ALONG FRIENDS AND FAMILY AND GET THEM STARTED IN MOTORSPORTS.
ANDY COLLINS FROM ARMADILLO WILL BE ON HAND TO DO A FLAG DEMO.

**BRING YOUR CAR AND GET YOUR ANNUAL TECH COMPLETED
BEFORE THE SEASON STARTS!**

ANY QUESTIONS PLEASE CONTACT REBECCA AT RACECHAIR@IRDC-RACING.COM

LETTER FROM NWMS

Fellow ICSCC Racers, Marshals and Supporters,

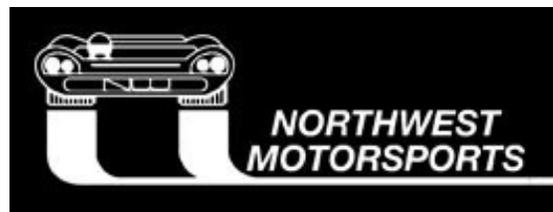
As we look forward to the new racing season that is fast approaching, I and your friends and fellow racers at NWMS want to say a big "thank you" to all who came to our event at Q'lispe Raceway Park last August. We had 3 days of racing fun together and the feedback we've received was that it was a great event that people enjoyed. Special thanks to the PRO3 community for showing up in force and really cementing the success of the event!

We are planning to hold another 3 day, 3 race event over the weekend of Friday 7/31 through Sunday 8/2. We will offer our typical Spokane hospitality with pizza and light drinks again on Saturday evening. We expect to do a combination of long and short course sessions once again, and there will be 2 - 1 hour enduros over the 3 day event.

Since only 3 ICSCC clubs are holding championship races again this season, it is critical for the health and well-being of all three race-hosting clubs (NWMS, CSCC and IRDC) to maximize participation in every event. This is particularly the case for NWMS, being a very small club that still manages to put on races.

I hope to see you at the NWMS race, and as many other races as I personally am able to participate in! If you have questions, comments or suggestions, please don't hesitate to reach out to me.

Sincerely,
Michael Conatore
President - Northwest Motorsports (NWMS)
mconatore@gmail.com
360-970-6177



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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**

"I really appreciate Andy and Armadillo Racing's service to the racing community. If he doesn't have what I need he always gets it quickly." **Randy Johnson - 1996 IROC Pontiac**

"If you need any race car parts or supplies, Andy Collins at Armadillo Racing is your man. His knowledge is 2nd to none, he's there at the track for most every racing, and his prices are fair." **Jim Cissell - BMW PRO3**

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The 2026 Competition Regulations can be found HERE

The 2026 Policy & Procedure Manual can be found HERE

Memo Commercial Advertising Rates:

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

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

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

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

Memo Classified Ad Policies:

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

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

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.

2026 NORTHWEST MINI ENDURO CHAMPIONSHIP SERIES

What is it: Eight race series:		<u>DATE</u>	<u>TRACK</u>
	Round 1	4/25/26	Portland Int'l Raceway
	Round 2	5/16/26	Pacific Raceways
	Round 3	6/13/26	Portland Int'l Raceway
	Round 4	6/27/26	Pacific Raceways
	Round 5	7/31/26	Qlispé Raceway Park
	Round 6	8/01/26	Qlispé Raceway Park
	Round 7	8/15/26	The Ridge
	Round 8	9/20/26	Portland Int'l Raceway (2 Hour)

Races are one hour or two hours in length. Two hour races count as two races (single pointstimes2).
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, PRO86, PRO44, ITS, CT4, ST2, ST3, P2

ME3 – SM, CSM, CR, PRO7, HT, HIP, 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/OBS/ ENDURO, SCCA, CACC, SOVREN, FIA, ASN, or NASA. All other licenses must be approved by the ICSCC License Director.

FULL SET OF RULES:

Except as noted, the 2026 ICSCC Competition Regulations will apply. Entry to this race does **not** have to be in conjunction with any other race(s) of the weekend. 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.icsc.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 for both one driver and multiple driver entries. The mandatory pit stop will be up to the sponsoring club as to when it must occur. 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 for one hour races but may be open for two hour races. 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–1&2; six or more–1,2,3

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.

QUALIFYINGPROCEDURES

ROUND 1 – APRIL25, 2026:	10 minute qualifying session. The starting grid shall be set fastest to slowest
ROUND 2 – MAY16, 2026:	15 minute qualifying session. The starting grid shall be set fastest to slowest
ROUND 3 – JUNE13, 2026:	10minute qualifying session. The starting grid shall be set fastest to slowest
ROUND 4 – JUNE27, 2026:	15 minute qualifying session. The starting grid shall be set fastest to slowest
ROUND 5 – JULY31, 2026:	20 minute qualifying session. The starting grid shall be set fastest to slowest
ROUND 6 – AUGUST 1, 2026:	20 minute qualifying session. The starting grid shall be set fastest to slowest
ROUND 7 – AUGUST 15, 2026:	15 minute qualifying session. Starting grid shall be set fastest to slowest
ROUND 8 – SEPTEMBER 20, 2026:	* Le Mans 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!

2026 “NOSTALGIC SERIES”

WEEKEND TOURNAMENT & CHAMPIONSHIP SERIES

WHAT IS IT: A 6 race series held on two weekends for Production cars, Formula cars, and Sports Racers that are at least 20 years old.

SCHEDULE: Weekend #1: April 25-26, 2026 Weekend #2: June 13-14, 2026

(ALL RACES ARE HELD AT PORTLAND INTERNATIONAL RACEWAY, 3 RACES PER WEEKEND)

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 5 races together. Ties will be determined by the number of 1st place finishes. Must enter a minimum of 4 races 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 (6 total class entries for the series) and to the top three in classes that average at least 4 entries (24 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.

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@cascaadesportscarclub.org](mailto:racing@cascaadesportscarclub.org)