

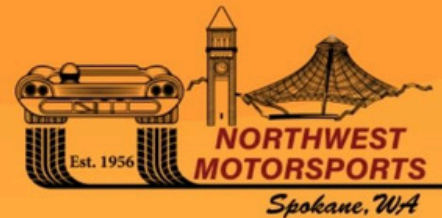
ICSCC MEMO

The Official Publication of the
International Conference of Sports Car Clubs



We're off to Spokane!

TRIPLE



GRAND PRIX WEEKEND

JULY 31, AUGUST 1-2, 2026

QLISPÉ RACEWAY PARK - SPOKANE, WA

FEATURING

- TRIPLE RACE WEEKEND
- SHORT COURSE SATURDAY
- TWO ENDUROS
- TIME ATTACK
- AUTOCROSS

REMEMBERING LINDA HEINRICH

BY CHRIS HEINRICH



We are deeply saddened to share the passing of past ICSCC President and fellow racer Linda Heinrich. Linda raced from 1999 to 2018 where in her final year of racing placed second in the ICSCC points standings in the hotly contested Spec Miata class. In 2014 she was extremely proud to win Driver of the Year. Linda served the racing community in several ways too. Linda served as ICSCC President from 2006-2008. She was also ICSCC Treasurer from 2003-2005, and ICSCC License Registrar from 2014-2018. As registrar, she loved interacting with the drivers and was able to make so many friendships through racing.

When Linda wasn't busy with racing, which wasn't very often, she was a high school science teacher which she did for three decades. Linda loved her family with all her heart, but her racing family was a close second. Linda was diagnosed with Alzheimer's about five years ago. As hard as the disease is, she was happy the entire time. She laughed at Dan's jokes all the way up until her final days. She was extremely well taken care of at home and anytime racing was brought up she responded with a huge smile. She will be deeply missed.

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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

LETTER FROM THE PRESIDENT

Hello fellow racers and marshals!

We are officially past the halfway point of the 2026 ICSCC championship season, and several classes have close battles for the top spot. In CC4, Bruce Beachman and Ian Pike sit first and second, respectively, after attending all four race weekends. CT4 is also tight, with Payden Baxter, Matthew King, and Guy Berry all within 10 points of one another. William Morris appears to be pulling away in FM, though there is still time for the rest of the field to challenge him. In the highly competitive PRO3 class, Isaiah Dummer currently leads, with Matt Lowell and Bryce Scott close behind. Anthony Lo leads SE46, while Dave Dunning tops the SM field. In SPM, relative newcomer Ryan Knox is currently first, with Anthony Lo close behind. Congratulations to the leaders and those chasing them—it will be exciting to see how these championships unfold.

Also worth noting is our new provisional class, PRO86, which has drawn 17 entries so far. If the class averages 2.5 entries over its first two seasons (2026 and 2027), it will become permanent in 2028.

Next on the schedule, Northwest Motorsports hosts us at Qlipse Motorsports Park for a three-day event in Spokane, WA. It will be a welcome change of pace after repeat visits to PIR and Pacific Raceways. I hope everyone makes the trip July 31–August 2 to support one of our member clubs. It's sure to be hot, so please bring plenty of water!

I'm continually encouraged by the number of novice drivers entering our events. If you're a veteran driver, please take a few minutes in the paddock to introduce yourself, welcome them to our racing family, and help them feel at home. ICSCC is a special place to race—run by drivers, for drivers. Seeing new drivers join our ranks is something we should all be proud of. Thank you to our License Directors – Rob & Christine Scholl – for your hard work and dedication to these new racers.



LETTER FROM THE PRESIDENT (CONTINUED)

Since our last memo, we raced at PIR for Cascade's annual Dash for Kids event and at Pacific for IRDC's Summer Classic. Both events were well attended and well run. Great job to both clubs for two more fantastic events.

As the end of the year draws closer, it's time to start thinking about rule change proposals. If you'd like to submit a rule change for consideration, please work with your respective club's Contest Board representative. All rule change proposals are due to your Contest Board rep by August 1st. Just in case you need it, here is each member and affiliate club's Contest Board rep:

- CSCC – Howard Hamilton
- IRDC – Rick Bostrom
- MWMS – Hank Moore
- SCCBC – Andrew Mawdsley
- TC – Jon Wilson
- CRA – Bruce Beachman

On a personal note, my car is getting closer each day, and I hope to have it ready for the NWMS event at the end of the month. In the meantime, I've been renting Jim Cissell's PRO3 car so I can still get some laps in this year.

See you at the track soon.
Brian Anderson, President



LETTER FROM YOUR STEWARD

Hello fellow racers,

June was a busy month with conference visiting both P.I.R. and Pacific Raceways for double race weekends. The weather tested us on both events – with heat in Portland and rain in Seattle. Despite those challenges, the driving seen on the track made my job very easy. A shout out to our workers at both events for all their hard work and dedication as well.

A reminder to top off with extra fuel before heading out – there’s nothing I hate more than taking away a win because a car is under weight.

Our next event will see all heading east to Spokane for the NWMS Triple Grand Prix. This is a great opportunity to get some experience at a different track and they always put on a great event. You can take advantage of even more track time with the double enduro, time attack and auto cross events. It’s a great chance to truly support racing in the PNW.

See you all in Spokane!

Steve Paquette

ICSCC Steward



PENALTY BOX

- Race 7 - Group 1 - Car 180 - 1 lap penalty for passing under yellow.
- Race 7 - Group 5 - Car 287 - DQ, Underweight
- Race 8 - Group 1 - Car 68 - 1 lap penalty, avoidable contact
- Race 8 - Group 5 - car 287 - 1 lap penalty, passing under yellow

TRIPLE



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**CELEBRATING 30 YEARS
OF RACING IN SPOKANE**

REGISTER NOW ON MSR!



**Northwest Motorsports is proud to celebrate 30 years of racing at
Spokane's premier road racing facility!**

Qlispe Raceway Park, July 31st-August 2nd

Thank you to everyone past and present, who have owned, cared for, supported and helped shape this special place and the racing community around it.

This race is sanctioned by ICSCC under the 2026 competition regulations as a championship race. Organized by Northwest Motorsports, this event features championship racing Friday, Saturday, and Sunday, as well as time attack sessions and end-of-day autocrosses on the weekend.

Race co-chairs may be reached via email or phone at the following:

Jay Sharp, rskporsche@yahoo.com

Daniel Swartz, 509-475-7220 swartzdaniel722@gmail.com

Online registration for the event is available at <https://msreg.com/NWMSGP26>

Entry Fees:

\$290 single day

\$550 two days

\$700 three days (single run group)

\$150 add a 2nd run group or Time Attack entry

Weekend Pass [all 3 days; 1 run group + 2 enduros + Time Attack + Autocross] - \$900

Double Weekend Pass [all 3 days; 2 run groups + 2 enduros + Time Attack + Autocross] - \$1000

Time Attack (Saturday & Sunday; includes Autocross) - \$225

Autocross Only (Saturday & Sunday)- \$75

\$250 one enduro (Friday or Saturday)

\$400 both enduros (Friday & Saturday)

Test & Tune Thursday July 30, 2026

Hosted by Turn2 Lapping

Registrar Contact:

Jamie Anderson, 971-404-6738 jamiescsccreg@gmail.com

2026 NWMS Triple Grand Prix

Celebrating 30 Years of Racing in Spokane

Schedule - Rotation 3

Group 1	SPO-M-U, ST1, HT, CR, SM, CSM
Group 2	PRO3, PRO7, PRO44, PRO86, ITX
Group 4	GT1-2-3, AS, ITE, SST, ST, SE46
Group 5	ITA-B-C-S, GTL, CT4, E-F-H Imp Prod, ST2-3-4-5
Group 6	CF, FF, FA, FM, FC, FV, FL, B-C-D-E-F SR, CC4 & Novice Open Wheel
Group 7	Novice Closed Wheel - See License Director
Group 8	Northwest Mini Enduro Championship Series, NWMECS
Group 10	Time Attack

Friday, July 31

Qualifying Time	0:25	Race Time	0:30
Break Length	0:10	Break Length	0:10

Start	End		
7:30 AM	12:00 PM		Registration Open
8:00 AM	6:00 PM		Tech Inspection
7:45 AM	8:15 AM	30 mins.	Novice Track Tour
8:15 AM	8:40 AM	25 mins.	Mandatory Novice Drivers' Meeting
8:20 AM	8:50 AM	30 mins.	Mandatory Drivers' Meeting
9:00 AM	9:25 AM	25 mins.	Group 4/5/1 Practice/Qualifying
9:35 AM	10:00 AM	25 mins.	Group 6 Practice/Qualifying
10:10 AM	10:35 AM	25 mins.	Group 2 Practice/Qualifying
10:45 AM	11:00 AM	15 mins.	Group 8 Practice/Qualifying
11:00 AM	12:00 PM	1 hr.	Lunch
			Anthem
12:00 PM	12:30 PM	30 mins.	Group 4/5/1 Race
12:40 PM	1:10 PM	30 mins.	Group 6 Race
1:20 PM	1:50 PM	30 mins.	Group 2 Race
2:05 PM	3:05 PM	1 hr.	Group 8 Race
2:00 PM	5:00 PM		TA and AX Registration Open
3:10 PM	6:00 PM		TA and AX Load-in and Tech Open
3:15 PM	3:45 PM	30 mins.	Closed Wheel Short Course Practice
3:55 PM	4:25 PM	30 mins.	Open Wheel Short Course Practice

Saturday, August 1 - Short Course Saturday

Start	End		
7:30 AM	12:30 PM		Registration Open
7:30 AM	9:00 AM		TA and AX Registration Open
7:30 AM	6:00 PM		Tech Inspection
7:30 AM	9:00 AM		TA and AX Load-in and Tech Open
7:45 AM	8:10 AM	25 mins.	Mandatory Novice Drivers' Meeting
7:45 AM	8:10 AM	25 mins.	Mandatory Time Attack Drivers' Meeting
8:20 AM	8:35 AM	15 mins.	Group 4/5/1 Qualifying
8:45 AM	9:00 AM	15 mins.	Group 6 Qualifying
9:10 AM	9:25 AM	15 mins.	Group 2 Qualifying
9:35 AM	9:50 AM	15 mins.	Group 8 Qualifying
10:00 AM	11:00	1 hr.	Group 10 Session 1
11:00 AM	12:00 PM	1 hr.	Lunch Anthem
12:00 PM	12:30 PM	30 mins.	Group 4/5/1 Race
12:40 PM	1:10 PM	30 mins.	Group 6 Race
1:20 PM	1:50 PM	30 mins.	Group 2 Race
2:05 PM	3:05 PM	1 hr.	Group 8 Race
3:15 PM	4:15 PM	1 hr.	Group 10 Session 2
4:25 PM			Evening Autocross

Sunday, August 2

Start	End		
7:30 AM	10:00 AM		Registration Open
7:45 AM	10:00 AM		Tech Inspection
8:30 AM	8:50 AM	20 minutes	Mandatory Novice Driver's Meeting
9:00 AM	9:15 AM	15 minutes	Group 4/5/1 Qualifying
9:25 AM	9:40 AM	15 minutes	Group 6 Qualifying
9:50 AM	10:05 AM	15 minutes	Group 2 Qualifying
10:15 AM	11:15 AM	1 hr.	Group 10 Session 3
11:15 AM	12:05 PM	50 mins.	Lunch Anthem
12:05 PM	12:35 PM	30 mins.	Group 4/5/1 Race
12:45 PM	1:15 PM	30 mins.	Group 6 Race
1:25 PM	1:55 PM	30 mins.	Group 2 Race
2:05 PM	3:05 PM	1 hr.	Group 10 Final Session
3:15 PM			Evening Autocross

Group 1	SPO-M-U, ST1, HT, CR, SM, CSM
Group 2	PRO3, PRO7, PRO44, PRO86, ITX
Group 4	GT1-2-3, AS, ITE, SST, ST, SE46
Group 5	ITA-B-C-S, GTL, CT4, E-F-H Imp Prod, ST2-3-4-5
Group 6	CF, FF, FA, FM, FC, FV, FL, B-C-D-E-F SR, CC4 & Novice Open Wheel
Group 7	Novice Closed Wheel - See License Director
Group 8	Northwest Mini Enduro Championship Series, NWMECS
Group 10	Time Attack

Analyzing your racing lap after lap

"Videos Are For YouTube, Unless You Want To Analyze Your Racing For Faster Lap Times"

Do you have a camera in your race car? If not then you are missing a great opportunity to improve your lap times. Here are a few functions to help you improve -

- See each lap so you can improve on your next session
- Get analysis from your driving coach
- Compare changes made while driving
- Oh and gain valuable information on your competition

Here are two great camera systems that will work for you: 

**Mention this ad and receive
\$50 off the Race-Keeper (\$399) or \$100 off the
Catalyst I (\$999.99) or the Catalyst II (\$1199.99)**

Race-Keeper with two cameras

The Race-Keeper offers ultra-high video logging for motorsports and track use. The system has both front and rear cameras and can be turned on when the car reaches 15 mph. For more about the Race-Keeper go to this link: <https://www.race-keeper.com/>



Garmin Catalyst

The Garmin is an industry-first "coach" that you mount in your cockpit for track driving. It gathers performance data, gives real-time audible coaching and offers immediate session analysis to help improve your driving line, braking and lap times. Ross Bentley and Don Kitch discuss the Catalyst <https://www.youtube.com/watch?v=aZBpBxpRZ90>



Both systems will help you improve your driving. Stop watching other people's videos, make your own and then study and review them for lower lap times.



"Could not ask for more quality of service. Unbeatable selection, Armadillo will get everything I need." **Flavio DiMede - BMW 330**

"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 PR03**

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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.

NOVICE CORNER - IRDC SUMMER RECAP

The IRDC Summer Classic delivered an unforgettable weekend of racing, with Mother Nature keeping everyone on their toes. Torrential rain on Saturday created challenging conditions that tested drivers' skill and patience before giving way to a dry track on Sunday, allowing competitors to finish the weekend on a high note.

The licensing program remained busy throughout the event, welcoming 13 novice drivers and three observation drivers. Congratulations to Clifton, Kevin, David, and Robert, who successfully completed their requirements and earned their full Conference licenses!

The weekend was an excellent example of the driver development taking place. Drivers demonstrated maturity, patience, and good decision-making in ever-changing conditions, resulting in clean, competitive racing all weekend. Even more impressive, every novice driver brought their car home in one piece—a testament to the respect shown on track.

A special thank you also goes to the novice drivers who completed their required volunteer assignments throughout the weekend. Their willingness to pitch in behind the scenes is an important part of the licensing program and not only fulfills their requirements but helps make every race weekend possible.

We also want to recognize and thank the senior drivers for their patience, guidance, and willingness to mentor the next generation of racers. Their professionalism and support—both on and off the track—play an invaluable role in developing safe, skilled, and confident Conference drivers.

Finally, thank you to all of the race officials and volunteers whose dedication and countless hours made another successful Summer Classic possible. Congratulations again to our newest Conference-licensed drivers—we look forward to seeing you on the grid!

Rob & Christine
ICSCC License Directors



CSCC DASH FOR KIDS



Photos By
Doug Berger -
DB Pics



CSCC DASH FOR KIDS



Photos By
Doug Berger -
DB Pics



IRDC SUMMER CLASSIC

PHOTOS BY SCOTT ECKERT



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IRDC SUMMER CLASSIC

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IRDC SUMMER CLASSIC

PHOTOS BY DYLAN YONG



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★
★
**PHOTOGRAPHER
SPOTLIGHT**



@billinaracecar

NATE, AGE 4



ENDURO CORNER

The 2026 Northwest Mini Enduro Championship Series (NWMECS) is already about halfway through the season. In fact, there are just three weekends remaining. It seems like it just started! Two of those remaining weekends, however, encompass four races (two single 1-hour races in Spokane and a 2-hour race which counts as two single races in Portland). In between is a one-hour race at the Ridge. What that means for the championship is that you can race the remaining races and still qualify for the championship! 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. With the exception of ME2 where Koehler has a commanding lead, the chase for the championship is wide open with about half of the season still to go!

This year the NWMECS ends a little sooner than usual. With Cascade's enduro happening in September this year as part of a Championship races/Enduro weekend, the need to go to a standalone endurance weekend won't be necessary. The September event will consist of double championship races on Saturday and three endurance races on Sunday. The 2, 4, and 6 hour races are a slight change from the 2, 4, and 8 hours races that have occurred over the past several years.

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. Reach out and encourage them to come out and race whether that's teaming up with your team or them bringing their own team!

With events still to go in July, August, September, and October, there are still plenty of opportunities to race with ICSCC in 2026 on both the endurance side and the sprint racing side so make sure you don't sit on the sidelines!

-Chris Heinrich, Cascade Sports Car Club



2026 NORTHWEST MINI ENDURO CHAMPIONSHIP SERIES

		<u>DATE</u>	<u>TRACK</u>
What is it: Eight race series:	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 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, 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.

QUALIFYING PROCEDURES

ROUND 1 – APRIL 25, 2026:	10 minute qualifying session. The starting grid shall be set fastest to slowest
ROUND 2 – MAY 16, 2026:	15 minute qualifying session. The starting grid shall be set fastest to slowest
ROUND 3 – JUNE 13, 2026:	10minute qualifying session. The starting grid shall be set fastest to slowest
ROUND 4 – JUNE 27, 2026:	15 minute qualifying session. The starting grid shall be set fastest to slowest
ROUND 5 – JULY 31, 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” *WEEKENDTOURNAMENT & 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,and3rd.

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.

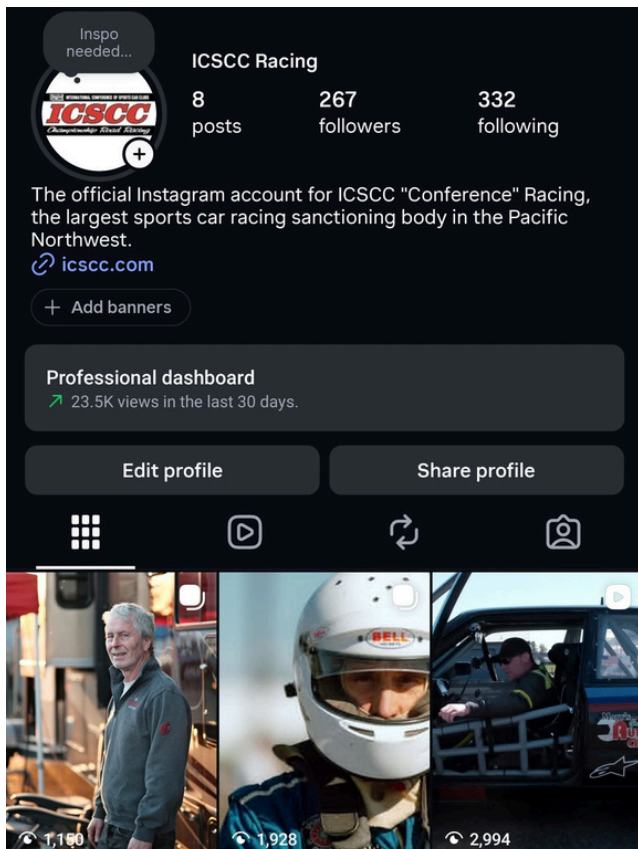
GRIDDING FOR RACES:

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.

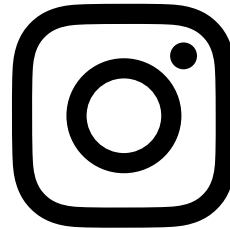
SPLIT STARTS:

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)



Stay connected to all things conference on social media



[@icsc_racing](https://www.instagram.com/icsc_racing)



[ICSCC on Facebook](https://www.facebook.com/ICSCC)



THANK YOU everyone, for an amazing **DASH for KIDS** weekend!
NOONTIME RIDES were **TERRIFIC!**

I would like to especially thank our **DRIVERS** for their generosity driving at lunchtime *and* donating online. You are the foundation of this event! You gave a total of 71 rides to kids and adults. Amazing! I met one woman who “grew up” at the track with her dad. He recently passed away so she took a photo of her dad with her on a racecar ride. She placed his picture on her chest facing forward to “enjoy” the racecar ride with her. She was in tears telling me what a thrill that was for her to “share” with her dad. (We are *all* kids, aren’t we?)

Thank you a thousand times to our **SPONSORS** and your continued support of the CSCC Charity, **COMMUNITY TRANSITIONAL SCHOOL** in Portland. They wisely use every penny.

I’d also like to acknowledge the **PENINSULA WRESTLING CLUB WRESTLERS** who setup tents/ fit helmets/and tore down the Noontime rides both days. They all got a ride on Sunday. Thank you, Amin, Olivia, Isaac, Gabriel and (mom) Georgia. We couldn’t have been so successful without you!

And thank you to our STAR WARS visitors, to Susan, Kasey, Bob, Giggle Britches the Clown, and all our Volunteers who helped behind the scenes and on track. You are **FANTASTIC!** ~Cathy Peters



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.