



HOOSIER RACING TIRE SCCA SUPER TOUR

May 9, 10, 2026

Portland International Raceway

1.977-mile road racing course with Chicane

Sanction # 26-ST-66219

Registration open Friday from 1:00 PM - 5:00 PM

Registration and Tech open Saturday and Sunday from 7:30 AM - 4:00 PM

No starting race engines before 8:30 AM and no revving before 9:00 AM



Saturday, May 9, 2026

Start	Finish	time	Event
9:00 AM	9:20 AM	20	Group 1 Qualify
9:25 AM	9:45 AM	20	Group 2 Qualify
9:50 AM	10:10 AM	20	Group 3 Qualify
10:15 AM	10:35 AM	20	Group 4 Qualify
10:40 AM	11:00 AM	20	Group 5 Qualify
11:05 AM	11:25 AM	20	Group 6 Qualify
11:25 AM	12:25 PM	60	Lunch
12:25 PM	12:55 PM	25	Group 1 Race
1:05 PM	1:35 PM	25	Group 2 Race
1:45 PM	2:15 PM	25	Group 3 Race
2:25 PM	2:55 PM	25	Group 4 Race
3:05 PM	3:35 PM	25	Group 5 Race
3:45 PM	4:15 PM	25	Group 6 Race

Group 1	FA FC FE2 P P2
Group 2	STU T3 T4 STL
Group 3	SRF3
Group 4	GT1 GT2 GTX T1 T2 AS
Group 5	FV FF F600
Group 6	EP FP HP B-Spec SM SMX

Schedule may be modified if needed on short notice.

May 7, 8, 2026 Pro Drive Test Days www.prodrive.net

Sunday, May 10, 2026

Start	Finish	time	Event
9:00 AM	9:15 AM	15	Group 1 Qualify
9:20 AM	9:35 AM	15	Group 2 Qualify
9:40 AM	9:55 AM	15	Group 3 Qualify
10:00 AM	10:15 AM	15	Group 4 Qualify
10:20 AM	10:35 AM	15	Group 5 Qualify
10:40 AM	10:55 AM	15	Group 6 Qualify
10:55 AM	11:55 AM	60	Lunch
11:55 AM	12:35 PM	35	Group 1 Race
12:45 PM	1:25 PM	35	Group 2 Race
1:35 PM	2:15 PM	35	Group 3 Race
2:25 PM	3:05 PM	35	Group 4 Race
3:15 PM	3:55 PM	35	Group 5 Race
4:05 PM	4:45 PM	35	Group 6 Race

Cars will LEAVE THE GRID at the START times noted

RACES on SATURDAY are 25 MINUTES

RACES on SUNDAY are 35 MINUTES (25 LAPS MAX)

STEWARDS OF THE WEEKEND

Chief Steward: Jeffrey Niess

Chair SOM: Ken Jones

Safety Steward: Bob Skinner

Race Director: Kathy Barnes



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The SCCA strives to ensure that ALL participants in its events and activities enjoy a welcoming environment. The SCCA supports equality of opportunity and treatment for all participants and will make every effort to maintain an environment that is free of harassment, discrimination, and any behavior that interferes with a safe, fun, and exciting experience. A commitment to a welcoming environment and the SCCA Values is expected of all its members and attendees, including drivers, workers, crew, guests, staff, contractors and exhibitors, and other participants at SCCA activities, sessions, and social events and when representing the SCCA in print or electronic media.

SUPPLEMENTAL REGULATIONS

This event is governed by the 2026 General Competition Rules (GCR) and Category Specifications, as amended for 2026 per "Fastrack" and these Supplemental Regulations

I. COMMUNICATIONS

A. EVENT WEBSITE: Links for the most up to date versions of the event schedule, supplemental regulations, live timing link, and streaming link will be available on the event page:

www.scca.com/portlandsupertour

B. SPORTITY:

1. We will be utilizing the app Sportity for this event to post important information, send out updates, and highlight key links.
2. Please download the app, and use the password: 26-HST-PORTLAND
3. It's recommended that drivers and officials monitor Sportity from 7am-7pm on event days.

II. REGISTRATION and FEES

A. EVENT:

1. Entry Fees: First entry = \$695. Second entry of same driver = \$385.
2. Driver Registration Link: [SCCA PORTLAND SUPER TOUR - RACE DRIVERS](#)
3. Volunteer Registration Link: [VOLUNTEERS Oregon SCCA Super Tour](#)
4. Fee Details:
 - a. Each SRF3, FE2, SM, and SMX entry will be charged an additional \$30.00 compliance fee per entry for the weekend

B. TEST DAY:

1. Thursday, May 9, 2026 and Friday, May 10, 2026. Test day is conducted by Pro Drive and is not sanctioned by SCCA or covered by SCCA insurance.
2. Register at <https://prodrive.motorsportreg.com>



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C. PAYMENTS & REFUNDS:

1. Types of payment accepted: Credit card, check or cash
2. Entry fee refunds will be made automatically within 30 days after the event if an entrant does not go through Registration. To withdraw from an event after completing the registration process, the entrant must notify Registration in writing by 3:00 PM on the last day of the event, either through motorsportreg.com or using a withdraw form available at Registration. No-Shows will be charged \$50.

D. EXPRESS REGISTRATION: If you have pre-registered, have your valid SCCA license in your hand or pulled up on your phone, have a valid Annual Tech, have had your gear checked for the 2026 season, and no notations in your logbook, and do not need to make changes to your registration, you are eligible for express registration. If eligible, you will only need to bring your logbook and license to Registration to receive your event tech sticker. Don't have that squared away? Don't worry, we will have multiple lines at registration, just look for the signs.

E. REGISTRATION LOCATION AND HOURS:

1. Location: Registration is located on the second floor of the PIR Infield Tower.
2. Friday from 1:00 PM – 6:00 PM
3. Saturday from 7:30 AM – 4:00 PM
4. Sunday from 7:30 AM – 4:00 PM

F. PASSES:

1. There is no charge for crew or guest passes, but crew members and guests must check in at Registration to receive their passes.
2. Membership in SCCA is required to enter any hot area and proper event credentials must be displayed. Minors are not permitted in hot areas unless Minor Waiver is on file at National SCCA.

G. PREFERRED NUMBERS: Every effort will be made to honor Conference Preferred Numbers until 14 days prior to the event. However, due to the make-up of the run groups, this may not be possible in all situations. If two drivers holding the same Preferred Number request that number for the same run group, the number will be assigned to the driver with the earliest request.



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III. PADDOCK/PARKING INFORMATION:

- A. North Paddock
- B. Paddock spots are available on a first-come first-served basis only. Drivers are requested to minimize urban sprawl and efficiently and considerately use space in the paddock area to allow room for other competitors. Trailers not acting as support vehicles and personal (street legal cars) should be parked away from the paddock area to leave room for competitors and race cars.
- C. If you would like to enter the paddock and set up after 4:00 PM on Friday, the night before the event, you will be charged a \$40 early entry fee. Reservations are required through MSR registration.

IV. ELIGIBILITY INFORMATION

- A. **DRIVER ELIGIBILITY:** Each driver must be a current member of the SCCA and hold an SCCA Full Competition license to participate in this event. If you do not have the proper credentials, it is your responsibility to contact the Registrar prior to the event.

- B. **CAR ELIGIBILITY:**

- 1. Competition is open to all cars conforming to the GCR, as amended, for all HST/Majors-eligible classes.
- 2. Your Flagtronics firmware must be updated to the latest version featured on the event page: www.scca.com/portlandsupertour
- 3. Additional Information pertaining to cars can be found in the following locations of the GCR:
 - a. Timing & Scoring Systems: GCR 5.10.3.
 - b. In-Car Flagging System: GCR 9.3.30.
 - c. Identification Markings: GCR 9.3.29.
 - d. Data Collection Devices: GCR 9.3.16.
 - e. Compliance: GCR 5.11.4.
 - f. SM Tires: GCR 9.1.7.C.6.
 - g. SMX Tires: GCR 9.1.7.1.D.16.
 - h. FC Tires: GCR 9.1.1.14.H.

V. CIRCUIT

- A. **CONFIGURATION:** The course will be run clockwise and with chicane. PIR track length with chicane is 1.977 miles.
- B. **BLACK FLAG:** Closed (furled) Black Flag and Open Black Flag will be displayed by Starter. Mechanical Black Flag will be displayed at turn 8 and backed up by Starter. For Open Black Flag and Mechanical Black Flag, report immediately to Black Flag station located drivers right, just after entrance to pit lane.
- C. **SOUND CONTROL:** Sound readings are generally taken near the exit of turn 12, driver's left. Per PIR policy, no race car engines may be turned on before 8:30 AM for starting and 9:00 AM for revving. Oregon State law requires functioning mufflers to be used at PIR. Sound level measurements will be made on all cars as early as possible during the practice sessions.

PIR HAS A STRICT SOUND/NOISE POLICY PER CITY OF PORTLAND CODE. Cars exceeding a sound level of 102.99 dbA or cars losing mufflers that result in a noise violation will be shown the Mechanical



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Black Flag immediately. Proceed to the Black Flag station located near the entrance to pit lane – this is mandatory. You are given one opportunity to make modifications or repairs to be below the limit. Repairs or alterations made in the pit or paddock areas to lower the sound level must be approved by the Chief of Tech, Race Director, or Chief Steward before re-entering the track. The Operating Steward must be informed when a car returns to the track so that a new sound level reading may be made quickly by the Sound Judge. A second violation will mean a car will be removed from the event for the rest of the day. On the following day, the vehicle in violation must re- tech, show what was done to remedy the violation, pass tech, and be re-checked on course via the sound monitor. If the vehicle fails again, it is removed from the event for the day. Failure to follow this procedure or failure to enter the pit area promptly on a Mechanical Black Flag for a sound level violation may result in disqualification.

Sound readings are available using the QR code below or at registration. PIR is located in a City of Portland park and sound levels will at all times be in compliance with the regulations required by the City of Portland, Oregon.



D. HARDSHIP LAPS: Competitors are to request hardship laps from the Operating Stewards on the third floor of the infield tower or through Pre-Grid personnel. If approved, the Operating Steward will give you permission for one lap. Present yourself and your car to the Chief of Pre-Grid at least 5 minutes prior to your scheduled lap. *Hardship laps will be available for a limited number of cars between sessions, time and schedule permitting. A hardship lap is defined as a single lap from pit out to pit in.*

E. TRACK MAP: see Appendix A

F. PIT LANE:

1. Drivers are to maintain a safe speed on Pit Lane with absolutely no racing.
2. Safe apparel must be worn in the pits at all times including shirts, pants (long pants strongly recommended) and closed-toe shoes.
3. Crew members on pit lane must display their event credentials at all times while on pit lane.

VI. TECH LOCATION AND HOURS

- A.** Location: Technical Inspection is located east end of the north paddock near the pedestrian bridge
- B.** Hours for scales, express tech and tech
1. Friday: 1:00 PM – 5:00 PM



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2. Saturday: 7:30 AM – 4:00 PM
3. Sunday: 7:30 AM – 4:00 PM

VII. OPERATIONS

A. EVENT SCHEDULE:

1. Schedule times are cars on course.
 - a. For Qualifying, the session clock starts when cars are released from Grid.
 - b. Race session clock starts when the first car crosses the Start/Finish control line after the scheduled pace lap.
2. Actual session start times may be delayed from the published schedule due to unforeseen circumstances during the event. It is the driver's responsibility to listen to the PA system and pay attention to activity on track.

B. RUN GROUPS The schedule or run groups may only be changed (or start times advanced) at the discretion of the Race Director, with concurrence by the Event Chair, depending on pre-race entry counts or as needed to accommodate situations during the event.

C. DRIVERS' MEETING

- a. A mandatory Drivers' Meeting will be held at the end of the first Qualifying session for each group in Impound, east end of the paddock, base of pedestrian bridge. If you exit the circuit prior to the end of session, please make sure you attend the meeting.
- b. The Race Director will consider requests for split starts at the Drivers' Meeting.

D. RESTRICTED RADIO FREQUENCIES

The Oregon Region SCCA utilizes designated radio frequencies for race operations, control, and safety communications. Competitors, crew members, and participants using two-way radios or other wireless communication devices must ensure their equipment does not interfere with Oregon Region SCCA radio frequencies.

Any participant whose equipment is determined to be causing radio interference will be required to immediately discontinue use of the device until the issue is resolved. Upon request by Event Officials, the user must be able to produce a valid FCC license authorizing operation on the frequency in use. Failure to comply may result in penalties up to and including loss of radio privileges and/or event sanctions as determined by the Chief Steward.

E. CANCELLATION: If part of an event is cancelled for reasons of safety or forces beyond our control as provided by GCR Appendix B.1.2.A., points will be awarded based on race grids.

F. ADDITIONAL OPERATIONAL ITEMS: Additional information pertaining to drivers can be found in the following locations of the GCR:

1. Awards: GCR 3.6.
2. On-Track Contact: GCR 6.11.1.E

G. Flagtronics:

1. Flagtronics is a component system for drivers to enhance their situational awareness. The Flagtronics system will be used to transmit flag conditions to in-car units and to communicate driver safety alert information back and forth with race control. Participants are required to utilize the Flagtronics system for this event.



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2. Flagtronics is used as an advisory for local conditions (for example – debris, local yellow, slow-moving vehicle), however during Full Course condition situations drivers will adhere to the more restrictive flag condition (for example – Flagtronics shows FCY, Corner Flag station is green: Flagtronics/FCY takes precedence) (for example – Flagtronics shows yellow, Corner Flag station shows red: Corner Flag/red takes precedence).
3. Flagtronics information can be used as a basis for rules enforcement, and a driver may provide such data in their defense in a protest or steward's action. It is highly recommended that the Flagtronics unit be located within the in-car camera view.
4. Flag condition for Starts and Restarts: When approaching a start/restart, the pace/safety car will turn off its lights at Turn 9, all stations will lower their double-yellow flags, and Flagtronics will change from full course yellow to a blank state. This signifies to the field that it is preparing to start/restart. In split-start races, the double yellow flags and blank state change will occur when the first pace car reaches Turn 9.

VIII. GRID PROCEDURE

- A. **QUAL 1: FIRST SESSION:** Starting positions will be grouped by class in order by fastest recorded track record and then by each driver's post mark/timestamp of their Entry form.
- B. **QUAL 2:** Starting positions for Qual 2 will be determined by the fastest time recorded for each car from the preceding qualifying or race sessions.
- C. **RACE 1:** Starting positions for Race 1 will be determined by the fastest time recorded for each car from the preceding qualifying session(s).
- D. **RACE 2:** Starting positions for Race 2 race will be determined by the fastest time recorded for each car during the preceding qualifying sessions or the fastest lap during Race 1.

IX. QUALIFYING AND RACES

A. QUALIFYING PROCEDURES:

1. For all qualifying sessions, the Clerk of the Course may elect to have Stations 1 through 8 display Double Yellow flags on the out-lap. All remaining stations will be no flag (i.e. green track conditions). These stations will drop the flag once the first car passes the Start/Finish line unless there is an incident requiring such flag condition.
 2. Cars going considerably slower and/or holding up other cars may be subject to penalty. Weaving, scrubbing tires and/or impeding the progress of other drivers under green flag conditions is considered blocking and is subject to penalty. As a practical matter, this means that any car involved in a slow train utilizing the racing line is liable for impeding a faster car, even if actual impeding occurs elsewhere in the train.
- B. **115% RULE:** A driver not qualifying within a maximum of 115% of the recognized track record of their class must obtain permission from the Race Director to race. In the case of unusual circumstances, the Race Director can waive this rule for the entire event. A driver who is unable to maintain a safe pace during the race may be black flagged.



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Class	Record	115%	Class	Record	115%	Class	Record	115%
AS	1:23.683	1:36.235	FV	1:27.125	1:40.194	SRF3	1:22.256	1:34.594
B-Spec	1:35.678	1:50.030	GT1	1:11.654	1:22.402	STL	1:27.296	1:40.390
EP	1:23.358	1:35.862	GT2	1:15.114	1:26.381	STU	1:22.455	1:34.823
F6	1:23.749	1:36.311	GTX	1:18.048	1:29.755	T1	1:15.350	1:26.653
FA	1:08.359	1:18.613	HP	1:28.258	1:41.497	T2	1:22.511	1:34.888
FC	1:14.583	1:25.770	P	1:10.946	1:21.588	T3	1:23.719	1:36.277
FE2	1:13.816	1:24.888	P2	1:09.626	1:20.070	T4	1:28.807	1:42.128
FF	1:21.233	1:33.418	SM	1:30.352	1:43.905			
FP	1:17.892	1:29.576	SMX	1:26.414	1:39.376			

C. RACE LENGTH:

1. Race 1 will be 25-minutes
2. Race 2 will be 25 laps or 35 minutes.
3. When the last lap indicator is given at Start/Finish, the next flag will be a checkered flag.
4. In the case of a long delay and where the time limit has expired, the Race Director may add time to the session or convert to laps to allow at least green, white, checker to complete the race.
5. Clock stoppages will be at the discretion of the Race Director and are NON-PROTESTABLE.

D. POST-RACE PROCEDURES:

1. The top three competitors in each class shall report to impound immediately following the completion of their race. Trophy presentations and photos will occur in the Victory Circle area near impound following the race.
2. Race 2:
 - a. Following the cool down lap, the winner of each class should proceed immediately to the end of hot pit lane where they will receive a checkered flag and proceed on course for a single Victory Lap, weather and schedule permitting. Drivers need not wear their helmet or gloves during the victory lap.
 - b. "Impound all" may be communicated following completion of the race for podium ceremonies. Hoosier SCCA Super Tour door prizes, if available, will be awarded after each group's podium ceremonies. You must be present to win.

E. TIMING & RESULTS:

1. If a transponder is not detected, the driver will not receive lap times and may not be scored.
2. Live timing will be available during the event at [SCCA.com/live](https://www.scca.com/live). Live timing information is neither official nor protestable.
3. Results will be posted to the Hoosier Super Tour event page on [SCCA.com](https://www.scca.com) as soon as available.
4. Qualifying times and race results are available via the MyLaps SpeedHive app. Printed results are available at Driver Services.

X. VENDORS

A. TIRES



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1. Hoosier Tires
 - a. Trackside Motorsports, gankeney@gmail.com, 503-236-2106, Mon-Fri, 9:00-5:00
2. Goodyear
 - a. Please complete the tire order form: [Goodyear Racing SCCA Super Tour Pre-Order Form](#)

B. FUEL

PIR has no fuel on-site. PRE-ORDER FUEL REQUIRED

Contact: **Armadillo Racing Inc.**, Andy Collins, andy@armadilloracing.com,
360-698-2433 (office), 360-509-2188 (cell)

*No leaded fuel may be sold at Portland International Raceway

XI. TRACK RULES

- A. **NO PERSONAL ALCOHOL MAY BE BROUGHT INTO PIR.** PIR IS A LIQUOR-LICENSED FACILITY. THE OLCC (OREGON LIQUOR CONTROL COMMISSION) DOES PERFORM INSPECTIONS. OREGON REGION CAN LOSE THE ABILITY TO SCHEDULE RACES AT PIR FOR ALCOHOL VIOLATIONS.
- B. Be advised that no food may be distributed at PIR without prior arrangement with PIR sanctioned concessions. Food may be brought in for personal use only.

XII. EVENT OFFICIALS

OREGON REGION EVENT OFFICIALS

Regional Executive	Kyle Keenan
Road Racing Director	Lans Stout
Deputy Executive Steward	Ken Jones
Race Operations Manager	Bob Smethers
Registration	Donna Battin
Emergency	Jim Czmowski
Course Marshal	Bob Smethers
Flags & Communications	Bud Mansur
Driver Services	Donna Battin
Hot Pits	G Frasier/J Collins
Pace Car	Tim Stanley
Pre-Grid	Schellene Clendenin
Radio Tech (FM)	Ric Farrar
Sound Judge	Annika Howland
Starter	Dwain Panian
Tech Inspection	Gordon Jones
Timing/Scoring	Dan Marcus

SUPER TOUR EVENT OFFICIALS

Chief Steward	Jeffrey Niess
Chairman SOM	Ken Jones
Series Race Director	Kathy Barnes
Series Clerk of the Course	Kevin Coulter
Series Manager	Scott Dobler
Event Administrator	Ceci Smith
Series Chief of Tech	Scott Dobler
Class Compliance Chief (SM/SMX)	Scott Schmidt
Class Compliance Chief (SRF3/FE2)	Mike Davies
Series Timing Tech Resource	Bill Skibbe/Carol Reber
Series PR Manager	Jim Llewellyn



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APPENDIX A

