



ICSCC Memo #3, April 2006

The Official Publication of the
International Conference of Sports Car Clubs

In This Issue:

- Race #3 CSCC Portland Int'l Raceway June 3/4

President's Message

The Main Thing is to Keep The Main Thing, the Main Thing

It is a very simple statement on the surface – yet for most organizations it contains a never-ending challenge: to simply keep priorities in the right order. And successful organizations must do it to survive.

So, why have we prospered for nearly 50 years? In other words, what is **our 'Main Thing'**? What is our main objective? What are the goals of our organization? What is the reason we exist? The answers lie in our history.

Last year I was given a copy of the book Long Straights and Hairpin Turns written by Martin Rudow (2005). In this first volume (more are planned), he chronicles the history of Northwest sports car racing from 1950 through 1961.

According to his research, the International Conference of Northwest Sports Car Clubs (ICNSCC) was created to serve as a focus point for motoring activities throughout the Northwest. It included all the Washington, Oregon and British Columbia regional clubs, such as Cascade, the Puget Sound Sports Car Club, the Spokane Sports Car Club and the Sports Car Club of British Columbia. Robert Adams, from the Puget Sound Sports Car Club, set up the first organizational meeting at a Seattle hotel in January of 1957. He was subsequently elected as the first president. Conference immediately started sanctioning races and the first event was held at Bremerton on April 14.

Rudow goes on to say that in its somewhat emotional opening charter, the club stated that it was being formed as an act of rebellion against 'the arbitrary car classifications' and 'laws laid down by a governing body' (the SCCA) that seemed uninterested in the 'little guy' – the driver without much money who just wanted to race. In the early days, most cars were still driven to and from the tracks and

to work during the week. SCCA was more expensive, and modifications, legal or not, were required to stay competitive. The simple cost of racing licenses and sanctioning fees was also higher. In 1960, the fee for a Conference license was \$3.00 while SCCA licenses cost \$17.00.

One of the initial principles of Conference dictated that production rules would be strictly enforced; the only modifications that would be allowed were those made for safety's sake. Car classifications were made based on performance 'as purchased'. For added security, every club was given a voice on the executive board based on the number of licensed drivers in that club.

The inference to be made here, based on this and other information from the book, is that the founding fathers' vision was to create a place where people could come together on weekends to experience both camaraderie and friendly motorsport competition that was safe and affordable. Everyone could 'run what you brung' and have a chance at taking home a trophy. I guess you could call these the original '**main things**'.

Today, if you listen carefully on any race weekend, you can't help but notice that much remains the same. Oh sure, some things have changed. Inflation has worked its magic and costs are higher. (In fact, if prices had kept up with inflation, you would be paying \$150 for your license this year!) The litigious nature of our world has changed insurance costs. Cars have become more sophisticated and speeds have increased, adding safety requirements. Thankfully, our relationship with SCCA is not as antagonistic as it once was; there is now a spirit of cooperation not present before. However, at the end of

(Continued on page 3)

ICSCC Officials 2006

Please respect our volunteers—no calls or faxes after 9 p.m.

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(Continued from page 1)

the day, what people truly want is still not much different than the original vision. Apparently, the secret of our success is that we haven't strayed far from the 'main thing'.

So, going forward, how do we manage to keep the main thing the main thing? Given that there is so much out of our control, what can we do to address this challenge? The answer is, we stay focused on our goal of providing safe, affordable racing in a family friendly environment. After all, we are in the business of selling FUN, and if we can't do that, people will take their discretionary dollars and spend them elsewhere. And there are definitely a lot more options these days. There is no getting around the fact that racing, the sport we all enjoy, is just plain expensive. To mitigate the increases and keep it as affordable as possible, we must promote our organization and all we have to offer. We must continue to provide the best Driver Trainings we can create, and keep our Novice program strong (I believe it is the best around!). We must also continue to strengthen and develop our ROD program to recruit and train new volunteers. We want to invite and encourage racers, even those from other sanctioning bodies, to

enter our events, and then make their experience so rewarding that they want to come back. This year, I will be asking each club to search for new ways to reduce, or at least manage, costs. Your Conference officials will continue to do the same thing. Between Conference and the Member Clubs, there are many devoted volunteers who truly care about our success. We could use even more. We need people who can think outside the box to come up with innovative ideas (notice I didn't say 'off the wall' ideas) to make us an even better organization. The results of our best thinking should lead us in the direction of getting more people involved in our sport. More people involved means safer, more affordable racing for everyone. And, translated further, that means MORE FUN!

It is easy to get distracted, confused or even complacent about all the 'chatter' – the stuff that does not matter and does not move us closer to our goals. Let's not lose sight of what is important. Instead, let's remember that **The Main Thing is to Keep the Main Thing, the Main Thing.**

Here's to 50 more years of racing,

Linda Heinrich
ICSCC President

Steward's Soapbox

Hello again everyone. I hope all your preparations for the 2006 Conference season are going well. I know you want to get back to that race prep stuff, so I'll keep this message short. It's always a big project to get everything up and running for a new year and that's especially true if you're putting together a new car and/or if this is your first year on track as a novice racer. We appreciate everyone's hard work and welcome all the 2006 novices.

Last year's Race Steward, Ken Hill, began a new tradition with the Saturday drivers' meeting. It was a great idea and the meetings were very successful. Held at the end of Saturday morning sessions, the meeting gives drivers, crews and stewards the opportunity to get together and cover a variety of race-weekend subjects early in the event. We will continue the Saturday drivers' meetings in 2006 and Ron and I look forward to seeing you there.

As I mentioned in Memo #1, there are some new flag rules for 2006. They were put in place to increase safety and help standardize flagging at Conference events. Unless you were at the NWERS March Enduro, (a great event, by the way) the changes in these flag rules will be new to you. Please review sections 709, 1501 B and 1501 i, in your new rule book so you'll be prepared for that first practice session.

On a non rule-related subject, your 2006 license comes with a cool new decal and patch. Conference License Director Bill Vine did a great job putting together the design and getting them produced, so find a good spot on your racer for that new decal and pick up some more at the races for your street car, tow rig, etc.

Finally - and you know it's true - remember that rust can accumulate over the winter. At your first race of the season, it's not a bad idea to take a few extra laps for you and your car to come up to speed. Get accustomed to those new tires and brakes. Take it a little easy on that new (or old, tired) engine. Leave a margin for error between yourself and other cars. Re-familiarize yourself with turn station locations so you don't get tickets for passing under the yellow. Conference has some of the best drivers in the country. Ron and I want you to finish all your races, be safe, and have fun. Have a great year.

All the best,
Art Metz
2006 ICSCC Race Steward





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Find ICSCC forms, race announcements, classified ads, officials' contact information, race results, points and much more on the ICSCC website at www.icsc.com

And visit member clubs' sites:

Cascade Sports Car Club:
www.cascadesportscarclub.org

International Race Drivers' Club:
www.irdc-racing.com

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www.sccbc.net

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In Memoriam

The Northwest Motorsports community lost a stellar and positive person on January 13, 2006. Mark J. Nelson passed away as a result of a bicycle/car accident while living and working in Japan.

From the mid-80s to 1994, Mark drove his pristine purple/white Caracal D Formula Vee in numerous ICSCC and SCCA events. Along with his father Robert, this duo worked hard in achieving their racing triumphs. A memorial service was held on January 23, 2006.

Thanks to Joe Rhodes for informing us of Mark's passing, and providing this brief commemoration. Our condolences to Mark's family and friends.

THE RACE IS ON !!

* JULY 14, 15 & 16 *

(Note date correction: Memo #2 incorrectly stated July 13-15)

SPOKANE RACEWAY PARK

DOUBLE RACE WEEKEND

- **ONE TOW, 2 RACES!**
- **RACER-DISCOUNT HOTEL PACKAGES**

FOR MORE INFO CALL:

Katherine Kemme at 509-928-0701
or Doug Smith at 509-466-4612

SPECIAL EVENTS:

- **BMW PRO CHALLENGE RACE** - Sponsored by *Streamline Fire Safety*
- **VINTAGE FORMULA VEE CLASS** - Hosted by *Hayes' Cages, LLC*



**NORTHWEST
MOTORSPORTS**

An
International Conference of Sports Car Clubs
Championship Event



CASCADE SPORTS CAR CLUB

Presents

Chicane Challenge XIV

June 3rd & 4th, 2006

This is a Chicane race run from the Pro Pits

Entry to PIR will be through Turn 8 only

The Bridgestone Bridge will be open from Saturday morning until Sunday evening

This race is sanctioned by ICSCC, under the 2006 Competition Regulations as a championship race, organized by Cascade Sports Car Club and held at Portland International Raceway. Greg Swanson, Race Chairman, may be reached at 503-625-5250 until 9 p.m. or by email at gregswanson@verizon.net

ENTRIES OPEN:	Upon receipt of this announcement	
ENTRIES CLOSE:	Postmark or Fax by: May 24 th , 2006	
ENTRY FEES:	<u>ICSCC or others</u> – cash/check/Visa/MasterCard price	\$195.00
	<u>Cascade Members</u> – cash/check/Visa/MasterCard price	\$185.00
	Additional Race Entry	\$100.00
	LATE ENTRY FEE	\$ 50.00
	Pit/Spectator passes	Free

Registration and tech will be set up at PIR on Friday evening from 6 to 8 p.m.

Mail entries to:	Registrar CSCC	Telephone: 503-324-9436
	Margie Burgesser	(please no calls after 10:00pm)
	P.O. Box 577	Fax: 503-324-9437
	Banks, OR 97106	Email: margieb@direcway.com

IMPORTANT NOTICE:

Only ONE support vehicle OR trailer in your pit area will be allowed. Additional parking is in the grass area. Drivers are responsible for the actions of their crew members: you may be disqualified as a result of their actions anywhere at PIR! The area to the north of the Pro Tower is reserved parking for ICSCC and CSCC officials: please do not park there as you will be asked to move.

Class Rotation 5

Mandatory Tech For All Group 4 Cars

- Grp #1 – A-B-C-D Prod, SPO-M-U, SBMW
- Grp #2 – E-F-G-H-I-J Prod, CR, Pro7, SM, CSM, HC4
- Grp #3 – CF, FF, FL, FA, FM, F2
- Grp #4 – GT1-2-3, AS, ITE, RS, HC1, Pro3
- Grp #5 – ITA-B-C-S, GTL, E-F-G-H Imp Prod
- Grp #6 – FV, FFF/500, S2, A-B-C-D-E-F SR
- Grp #7 – Novice O/W
- Grp #8 – Novice C/W



CASCADE SPORTS CAR CLUB

Presents

Chicane Challenge XIV

June 3rd & 4th, 2006

FRIDAY

6:00pm – 8:00pm

6:00pm – 8:00pm

Registration- Second Floor of the Pro Tower

Tech- East end of the paddock

SATURDAY

7:30am - 1:30pm

7:30am - 2:30pm

8:00am -

8:30am -

9:00am - 9:15am

9:22am - 9:37am

9:44am - 9:59am

10:06am - 10:21am

10:28am - 10:43am

10:50am - 11:05am

11:12am - 11:32am

11:39am - 11:59am

12:00pm - 1:00pm

12:20 pm

1:05pm - 1:25pm

1:32pm - 1:52pm

1:59pm - 2:19pm

2:26pm - 2:46pm

2:50pm

2:53pm - 3:13pm

3:20pm - 3:40pm

3:47pm - 4:07pm

4:14pm - 4:34pm

4:20pm

4:41pm - 5:11pm

5:21pm - 5:51pm

Registration

Tech Inspection

Novice Track Tour @ base of Pro Tower

MANDATORY NOVICE MEETING WITH LICENSE DIRECTOR

Practice Group 5

Practice Group 6

Practice Group 1

Practice Group 2

Practice Group 3

Practice Group 4

Novice O/W Practice

Novice C/W Practice

LUNCH !!!

Drivers Meeting MotoX Stand

Novice C/W Practice

Novice O/W Practice

Group 5 Qualifying

Group 6 Qualifying

MANDATORY NOVICE MEETING WITH LICENSE DIRECTOR

Group 1 Qualifying

Group 2 Qualifying

Group 3 Qualifying

Group 4 Qualifying

Senior Observers to Pre-Grid

Novice O/W Race

Novice C/W Race

JOIN US FOR AN END OF DAY BBQ SATURDAY

SUNDAY

7:30am - 10:00am

7:30am - 11:00am

9:00am - 9:20am

9:30am - 9:50am

10:00am - 10:20am

10:30am - 10:50am

11:00am - 11:20am

11:30am - 11:50am

11:50pm - 1:00pm

12:10pm

1:10pm - 1:40pm

1:50pm - 2:20pm

2:35pm - 3:05pm

3:15pm - 3:45pm

4:00pm - 4:30pm

4:40pm - 5:10pm

Registration

Tech Inspection

Group 5 Qualifying

Group 6 Qualifying

Group 1 Qualifying

Group 2 Qualifying

Group 3 Qualifying

Group 4 Qualifying

LUNCH !!!

Mandatory Drivers Meeting MotoX Stand

Race Group 5

Race Group 6

Race Group 1

Race Group 2

Race Group 3

Race Group 4

Grp 1 A-B-C-D Prod, SPO-M-U,
SBMW

Grp 2 E-F-G-H-I-J Prod, CR, Pro7,
SM, CSM, HC4

Grp 3 CF, FF, FL, FA, FM, F2

Grp 4 GT1-2-3, AS, ITE, RS,
HC1,PRO3

Grp 5 ITA-B-C-S, GTL,
E-F-G-H Imp Prod

Grp 6 S2, A-B-C-D-E-F SR,
FV, FFF/500

Grp 7 Novice O/W

Grp 8 Novice C/W



CSCC Supplemental Regulations 2006

Infractions will result in penalties assessed to the driver.

1. Open to cars eligible under ICSCC current regulations.
2. This event is organized under 2006 ICSCC Competition Regulations, and all who enter PIR are subject to them. Cascade Sports Car Club reserves the right to refuse entry to this event or to PIR at any time.
3. Alcoholic beverages allowed in the *beer garden area only*, and only after the track closes. **You may not bring alcohol into PIR!** This is an Oregon Liquor Commission requirement. Any person caught bringing alcohol into PIR will be *banned from the raceway*.
4. Registration closes at 1:30 pm Saturday and at 10:00am on Sunday.
5. Competition numbers must be readable: Section 1106 enforced.
6. Late entries handled according to ICSCC rules. Entries received after the postmark deadline will be charged \$50.
7. Under 18 years old not allowed in hot pits, pre-grid or on victory laps. Under 12 must have direct adult supervision at all times.
8. A current and properly completed minor release form, signed by an authorized adult, must be on record for all minor participants brought into PIR.
9. The scales will be open Saturday from noon and Sunday all day.
10. **No skateboards or scooters allowed in the paddock area. Users of bicycles and small-motorized vehicles may have riding privileges revoked at any time by the Race Chairperson.**
11. Refueling not allowed in pre-grid. Fueling in the hot pits requires a crewmember assigned only to manning a fire bottle. Excess spillage will result in a penalty.
12. *No smoking* allowed in hot pits, pre-grid or *any* PIR building.
13. Only one support vehicle allowed in paddock. Pit and pre-grid roads must remain clear.
14. Noise rule ICSCC 1112 enforced! 103 dB at 50 ft.: *no exceptions!*
15. Oregon State Law requires functioning mufflers to be used at PIR. Functioning mufflers must be capable of reducing sound energy by at least 5dB at trackside. Cars losing mufflers, even if they are still below the sound level, will be black-flagged immediately.
16. Damage to the track, grounds or buildings, regardless of cause, will be charged to the driver responsible. Also, damage to any equipment or devices used by the sanctioning body (ICSCC) or sponsoring club (CSCC) to conduct this race, regardless of cause, will be charged to the driver responsible.
17. Family and crewmembers of drivers are to contact the landline communication person at pre-grid with any questions regarding their driver or car.
18. All entrants for this event shall present at tech inspection an empty, sealable container or containers, marked with the driver's name and license number, capable of holding 2 gallons of liquid. These are to be used to remove all oil, cleaners, brake fluid, etc. from PIR. There will be no drums provided.
19. Anyone caught dumping oil at the raceway will be fined and banned from the raceway. This is a PIR regulation.
20. If entries exceed the number of cars allowed on the track for a particular event, drivers and cars entered as an "additional event" will be restricted from participating, on a first-come, first-served priority based on the date entries were received. This is in order to allow participation by all drivers for whom the event is their primary event, including Novices upgrading to a championship event.
21. NSF checks will be charged an additional \$50 fee.
22. The racing "hot pit" is defined as that area under the control of Hot Pits personnel. This area is located immediately west of the break in the concrete wall half way up the pit lane. Per ICSCC rule #1607, any person over that "pit wall" during practice, qualifying or races shall wear long pants, shirts that cover the shoulders, and shall not be barefoot or wear open-toed shoes. At the one-minute warning, pre-grid becomes a "hot" area. At that time, pre-grid must be cleared of all crew, support personnel and spectators. Notwithstanding the above, ICSCC rule #1607 does not apply to the pre-grid area.
23. All cars that are towed into the paddock area are subject to being dropped off in impound.
24. In order to receive a refund you must notify registration if you are withdrawing from the event after you have checked in at registration.

Thank you – Gary Bockman, CSCC Race Chairman



ICSCC RACE ENTRY FORM

- Please type or print
- Complete all information and sign entry

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DO NOT WRITE IN THIS SPACE

CLASS	GROUP	CAR #	OTHER
ENTRY FEE (TOTAL)	\$	PAYMENT	

NOTE: SEPARATE ENTRY FORMS MUST BE SUBMITTED FOR EACH RACE GROUP ENTERED

NAME		STREET ADDRESS	
CITY	STATE / PROV	ZIP / POSTAL CODE	AREA CODE / TELEPHONE NUMBER
EMAIL ADDRESS (if applicable)		CLUB AFFILIATION	GROUP / CLASS ENTERED (see below)
RACE	<input type="checkbox"/> ICSCC	<input type="checkbox"/> CACC	NON-ICSCC CAR #
LICENSE #	<input type="checkbox"/> SCCA	<input type="checkbox"/> OTHER	(Must be a 700 series number)
FOR NOVICE RACE ONLY: <input type="checkbox"/> OPEN WHEEL		<input type="checkbox"/> CLOSED WHEEL	TRANSPONDER # (Mandatory)
CAR MAKE	CAR MODEL	CAR COLOR(S)	
SPONSOR(S)			
DATE OF EVENT	NAME OF EVENT	THIS IS <input type="checkbox"/> FIRST ENTRY <input type="checkbox"/> ADD'L ENTRY	# RACES ENTERED
SPONSORING CLUB	ENTRY FEE \$	DONATION TO WORKER FUND? <input type="checkbox"/> YES \$ (add to total)	# PAID PASSES
			TOTAL ENCLOSED \$

PERSON / TELEPHONE # TO CONTACT IN CASE OF EMERGENCY

CREW	NAME(S)	PREPAID?	YES	NO
1.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3.		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

YOUR GROUP AND CLASS CHOICES ARE (enter in box above):

GROUP 1	<input type="checkbox"/> A Prod <input type="checkbox"/> B Prod <input type="checkbox"/> C Prod <input type="checkbox"/> D Prod <input type="checkbox"/> SPU <input type="checkbox"/> SPM <input type="checkbox"/> SPO <input type="checkbox"/> SBMW
GROUP 2	<input type="checkbox"/> E Prod <input type="checkbox"/> F Prod <input type="checkbox"/> G Prod <input type="checkbox"/> H Prod <input type="checkbox"/> I Prod <input type="checkbox"/> J Prod <input type="checkbox"/> CR <input type="checkbox"/> Pro-7 <input type="checkbox"/> Spec Miata <input type="checkbox"/> Club Spec Miata <input type="checkbox"/> Honda 4
GROUP 3	<input type="checkbox"/> CF <input type="checkbox"/> FF <input type="checkbox"/> FL <input type="checkbox"/> FA <input type="checkbox"/> FM <input type="checkbox"/> F2
GROUP 4	<input type="checkbox"/> GT-1 <input type="checkbox"/> GT-2 <input type="checkbox"/> GT-3 <input type="checkbox"/> AS <input type="checkbox"/> ITE <input type="checkbox"/> RS <input type="checkbox"/> Honda 1 <input type="checkbox"/> Pro-3 (note run group change)
GROUP 5	<input type="checkbox"/> ITA <input type="checkbox"/> ITB <input type="checkbox"/> ITC <input type="checkbox"/> ITS <input type="checkbox"/> GTL (formerly GT-4 & GT-5) <input type="checkbox"/> EIP <input type="checkbox"/> FIP <input type="checkbox"/> GIP <input type="checkbox"/> HIP
GROUP 6	<input type="checkbox"/> FV <input type="checkbox"/> FFF/500 <input type="checkbox"/> S-2 <input type="checkbox"/> ASR <input type="checkbox"/> BSR <input type="checkbox"/> CSR <input type="checkbox"/> DSR <input type="checkbox"/> ESR <input type="checkbox"/> FSR
GROUP 7	<input type="checkbox"/> NOVICE Closed Wheel
OR	GROUP 8 <input type="checkbox"/> NOVICE Open Wheel

Failure to submit **completed, signed, and legible forms** will constitute a late entry and a late entry fee will be assessed. See Comp. Regs. for details.

The undersigned represents and affirms to the sponsoring club, as well as the ICSCC, that the undersigned has reviewed and agrees to compete under the current ICSCC competition regulations and any supplementary regulations which may be issued by a sponsoring club pertaining to this event.

The undersigned further certifies that the car's equipment complies with current ICSCC competition regulations.

The undersigned certifies that the undersigned has read the race announcement and holds a competition license authorizing the undersigned's participation in this race event.

The undersigned releases unto ICSCC and the sponsoring club the rights to use the undersigned's name and images of both the undersigned and the undersigned's automobile for promotional purposes as deemed fit by the ICSCC and/or the sponsoring club.

ENTRANT'S LEGAL SIGNATURE: _____ DATE: _____

To Al and Ann Ores

Paul Whitworth, ICSCC Past President



Photo: Gerry Frechette

You will all be more than pleased, I'm sure, to learn that Al Ores and his most gracious wife, Ann, are celebrating their Golden Wedding anniversary. To achieve that milestone in this day and age is no mean feat, and says a lot about the two individuals who have made their lives one.

I have been racing with Al since I started to race. Some may ask when did I start to do that, but that's another story. So let's keep it simple and just say that Al started racing with ICSCC in 1968 and I started driving around the track during the races in 1970. He's run Formula Vees in Red & White with black number 19's for his entire career in racing. Once I get the hang of it, I'm hoping that I can finally beat Al to the finish line. I may have, at one time or another, passed him, or in some way, shape, or form been briefly in front of him, but that was only until he managed to get the car out of third gear in which it was stuck, or turned the ignition back on after it had been accidentally knocked off.

In an odd co-incidence, I nearly knew Al long before he raced and before I was old enough to. One of his first jobs when he landed in Canada was working for the Canadian Pacific Railway. His actual job was on the track maintenance crew for the Esquimalt & Nanaimo Railway here on Vancouver Island. The "Gandy Dancers" as the track crew was called were housed in some accommodation cars that were parked on a siding on the outskirts of Victoria. I used to see these cars as I rode past in my parent's car and wonder what they were for. Now I know.

My next co-incidental link was in the fall of 1975 when, tired of flailing around in my old Formcar, I ordered a brand new Caldwell D-13 in kit form from the manufacturer in Marblehead, Massachusetts. During a telephone conversation with the proprietor to arrange delivery he, out of curiosity, asked me if I knew an Al Ores in Vancouver. Saying that I did indeed he then informed me, to my dismay, that Al had also ordered a D-13 kit and they were being manufactured side by side.

Life can be stranger than we can believe.

Many of you may not know Al as well as you should because his own family responsibilities have kept him close to home for the past few years. He has not been able to run the car as far afield as he would have liked to. Well, his absence is your loss. If you ever wanted to show any one person as the epitome of what a Conference racer should be, you have only to look at Al. A gentleman on and off the track. Always willing with help, advice, and even parts. Always there with a friendly hello. In 1993 when I suffered a minor contretemps and put my car upside down on myself in Big Indy at Pacific Raceway Al said that he was heartsick when on the second lap past without seeing me standing outside the car and was agonizing on how he and Ann could console my wife. (I couldn't get out; the car was buried in the tires. I was just hanging around in it chewing myself out for a stupid mistake.) His look of relief when the obligatory ride back to my pit in the ambulance ended with my springing out, helmet in hand, was worth more than ten thousand words.

That's Al for you, representing all that's good about our sport and how we try to foster it in Conference. And Ann, his companion of over 50 years now, there to give him support assistance and if she's anything like my wife Katherine, ready to give him a bit of a dressing down if he starts to take it all too seriously. It's been a privilege to know and compete with him over the years. Congratulations Al and Ann, and here's to the next fifty!

Race Registrars: 2006	Race Chairmen: 2006
CASCADE SPORTS CAR CLUB: Margie Burgesser P.O. Box 577 Banks, OR 97106 Phone: 503-324-9436 / Fax: 503-324-9437 Email: margieb@direcway.com	CASCADE SPORTS CAR CLUB: Gary Bockman 3824 SW Marigold Street Portland, OR 97219 Phone: (503) 245-5479 / Fax: (503) 294-7050 Email: BSIRACING@msn.com
INTERNATIONAL RACE DRIVERS CLUB: Cecilia Hill 2127 163rd Drive SE Snohomish, WA 98290 Phone: 425-334-7435 Email: irdc_reg@hotmail.com	INTERNATIONAL RACE DRIVERS CLUB: Ryan Marshall P.O. Box 924 Enumclaw, WA 98022 360-802-4414 vrruumm@earthlink.net
NORTHWEST MOTORSPORTS: Kathryn Kemme 7402 E Sprague Ave. Spokane Valley, WA 99212 Phone: 509-928-0701 Email: joeracer@netzero.net	NORTHWEST MOTORSPORTS: Doug Smith 15221 N Shady Slope Rd Spokane, WA 99208 Phone: 509-466-4612 / Fax: 509-467-9826 Email: dougsmith66@hotmail.com
SPORTS CAR CLUB OF B.C.: John and Pri Randall 5 Lakeshore Drive Cultus Lake, BC V2R 4Z9 Canada Phone: 604-858-3453 / Fax: 604-858-3423 Email: John_Randall@telus.net	SPORTS CAR CLUB OF B.C.: Tom Roy 817 Shorewood Drive Parksville, BC V9P 1S1 Canada Phone: 250-248-6614 Email: tomroy13@shaw.ca
TEAM CONTINENTAL: N/A for 2006	TEAM CONTINENTAL: N/A for 2006

June 2nd, 3rd and 4th



Presented by Northwest and Montana Regions



TESTING JUNE 1st

For more information & entry form: www.nwr-scca.org/races
Questions contact: Jay Bratton at (425) 822-0588 or
jybratton@comcast.net

June 9th, 10th and 11th



Presented By **TCM** TCM TIRE CENTER, MECHANICAL CORP.

TESTING JUNE 8th

For more information: www.oregon-scca.com
Questions contact: Oregon Region SCCA (503) 224-9489

TESTING TROPHY RACE: SPEED MATA

Double Plus is awarded for flag and two drivers in the Oregon Region Class: 20-4000



ICSCC Website Invites New Content



Have you explored the ICSCC website lately? Do you know that there are several pages that are waiting to be supplemented and improved with content contributed by ICSCC drivers, officials, workers, crew, families, and friends?

The **Rogues' Gallery** page is the place for race and paddock photos and links to ICSCC drivers' and others' own websites. Got a good shot? Send it - we'll post it! Have your own racing-related site? Send a link and we'll add it to the page. Family suitable sites only please, and no commercial sites (if your racing is part of your business, that's fine, but no purely commercial sites will be posted). Send photos / links to icscc@telus.net. Please provide the photographer's name, and ensure that no copyright is being infringed before you send any photo.

Currently on the **Rogues' Gallery** page you will find links to (and some photos of):

- Moritz Motorsports
- J. Sage Schreiner - UnSage Racing
- Strictly BMW Motorsports
- Rodney Jessen - Grey Ghost Racing
- Jacqueline Kahn et al - Kahn Team Racing
- Mike Blaszczyk - Screwy Lizard Racing
- Steve Adams - IJS Motorsport
- Mark Schue - Schue Racing
- Manfred Duske - Duske Racing
- Glen Peterson - Peterson Racing
- Eddie Barnhart - Full Moon Racing
- Rick Bostrom - Bostrom Racing
- Mullikin / Meeker Racing
- Richardson Motorsports
- Dave Bennitt & Al Carton - CARBEN Racing
- Scott & Mark Hanken - FBR Motorsports / Control Contractors Racing
- Tom & Dean Miller & Bob Hillison - Miller Race Team
- Jack Scher & "Jack's Boys"- Black Jack Racing
- George & Margie Burgesser - Double Dime Racing
- Taryn & Carlo Sparacio -TC Motorsports

On the **History** page you'll find a brief outline of the structure and purpose of the International Conference of Sports Car Clubs. We'd like to fill this page out with historical photos, press clippings, anecdotes, and whatever anyone wishes to contribute to our communal sense of this entity that is Conference. We plan to work on this over the coming months as part of the celebration of ICSCC's 50th anniversary, and would love to hear from anyone, no matter how long (or briefly) you've been involved with Conference, who wants to contribute either content for the page or expertise for preparing material for web and/or print.

(Photos on this and the next page were all taken by - and copyrighted by - Danielle Baxter.)



ICSCC History

Those who were fortunate enough to make it to the ICSCC races at Olympia Airport may remember our events being interrupted now and then for landings. They may also remember the dire consequences that befell drivers who went off course and took out those expensive landing lights... one driver in 1989 careened sideways into our turn station, taking out a couple of coolers and flinging ice and cans of pop in a wave across the station, and before we could crawl out of the shelter of the concrete barrier to check on him he leapt out of the car in a panic, screaming, "The lights! Did I hit any lights?"



Can you help?

If you have photos, press material or stories to contribute to the website or other 50th anniversary commemorations, please contact either the Website/Memo editor (Danielle Baxter) at icssc@telus.net or 604-882-8078, or the ICSCC 50th Anniversary Committee coordinator (George Burgesser) at g e b u r g e s @ d i r e c w a y . c o m.





WAV



Worker and Volunteer ~ Fund

Draw Date: July 8/9, 2006

GRAND PRIZE:

ONE \$600.00 ALASKA AIRLINES VOUCHER

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CONTRIBUTORS TO THE
WORKER AND VOLUNTEER FUND "WAV"
WITHOUT YOU THESE GREAT PRIZE PACKAGES WOULD
NOT HAPPEN

FUNDS USED FOR THIS MID-SEASON DRAW HAVE BEEN GENEROUSLY DONATED BY THE
PARTICIPANTS AT RIVERS EDGE RACEWAY DURING THE 2005 SEASON

WATCH THIS LOCATION FOR FUTURE INFORMATION ON OUR SEASON FINALE DRAW



2006 ICSCC Memo Submission Deadlines

Issue:	Deadline:	To include:
#4	May 3	Races 4, 5 & 6
#5	June 7	Races 7 & 8, 1st points
#6	July 5	Races 9, 10 & 11
#7	August 9	Races 12 & 13, 2nd points, CSCC enduro
#8	Sept. 13	Rule changes, 3rd points, 1st banquet announcement
#9	Oct. 18	Final points, 2nd banquet announcement
#10	Nov. 29	2007 License application & medical forms, rule changes

Deadlines are for *submission of material* for each issue

Commercial Advertising Rates:

Full page \$80 / issue for full year, or \$110 / issue
 1/2 page \$50 / issue for full year, or \$70 / issue
 1/4 page \$30 / issue for full year, or \$40 / issue
 1/8 page \$20 / issue for full year, or \$25 / issue
 Commercial classified \$10 / issue full year
 or \$12 / issue

Memo Editor: Danielle Baxter
 P.O. Box 219
 Fort Langley, BC V1M 2R5
 604-882-8078 or icssc@telus.net

You can post your own *non-commercial* ad on the ICSCC Drivers' Meeting Forum **Buy & Sell board!**

Go to [www.icssc.com/discus/...](http://www.icssc.com/discus/)

Please read the guidelines for use of the board. Please post a notice when an item is sold, as posts are rarely culled. (Lots of ads, with lots of 'sold' notices, makes the board more attractive than being sparse and tidy would.)

Photos on the 'Net!

Rainbow Action Imagery has photos of your car on the internet. At our website you can see all the photos from an event in one place, pick the ones you like, and order them online. To see your photos:

1. Go to **www.dotphoto.com**
2. Enter username **gerryf** and password **rainbow**
3. Pick a photo gallery to view

From there, follow directions for ordering online or contact Gerry or Sue for further info, at gerryf@telus.net or phone us at 604-734-4721.



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2006 ICSCC Event Schedule

Date	Event	Club	Location
March 4	RATS Meeting	All	Best Western Peppertree Inn, Auburn
March 11	Driver Training	IRDC	Pacific Raceways, Seattle
March 12	NWERS 4 hour Enduro	IRDC	Pacific Raceways, Seattle
March 18	Driver Training	CSCC	Portland International Raceway
March 18/19	Driver Training	VMSC	Western Speedway
March 24/25/26	Driver Training	NWMS	Spokane Raceway Park
March 25	Driver Training	TC	Portland International Raceway
March 31	Play Date	IRDC	Bremerton Motorsports Park
May 5	Driver Training	CSCC	Portland International Raceway
May 6/7	Race #1 (rotn 3; no chicane)	CSCC	Portland International Raceway
May 20/21	Race #2 (rotn 4)	IRDC	Pacific Raceways
May 25	Driver Training	TC	Portland International Raceway
June 2	Driver Training	CSCC	Portland International Raceway
June 3/4	Race #3 (rotn 5; chicane)	CSCC	Portland International Raceway
June 24/25	Driver Training	NWMS	Spokane Raceway Park
July 8/9	Race #4 (rotn 6)	SCCBC	Mission Raceway Park
July 9	Driver Training	IRDC	Pacific Raceways
July 14/15/16	Races #5/#6 (rotn 1/2)	NWMS	Spokane Raceway Park
July 26	Play Date (tentative)	IRDC	Bremerton Motorsports Park
August 5/6	Race #7 (rotn 3)	IRDC	Pacific Raceways
August 19/20	Race #8 (rotn 4)	SCCBC	Mission Raceway Park
September 2/3/4	Race #9/10 (rotn 5/6)	SCCBC	Mission Raceway Park
September 8	Driver Training	CSCC	Portland International Raceway
September 9/10	Race #11 (rotn 1; chicane; no Novice OW)	CSCC	Portland International Raceway
September 22	Driver Training	CSCC	Portland International Raceway
September 23/24	Race #12 (rotn 2; chicane)	CSCC	Portland International Raceway
September 28	Driver Training	TC	Portland International Raceway
Sept. 30/Oct. 1	Race #13 (rotn 3)	IRDC	Pacific Raceways
October 20	Driver Training	CSCC	Portland International Raceway
October 21	8 Hours of the Cascades Enduro	CSCC	Portland International Raceway
October 27/28/29	Driver Training	NWMS	Spokane Raceway Park
October 28	Play Date	IRDC	Bremerton Motorsports Park
November 11	ICSCC Banquet	All	SeaTac Marriott Hotel
November 11/12	ICSCC Fall Meetings	All	SeaTac Marriott Hotel

Classified Ads

For Sale: Van Dieman/ZX11, fresh, pro built by DND Fab, never raced, function & leak checked. Engine stock @ 4.4 lbs./hp, can easily go to 3 lbs/hp. Frame stiffened & upper cockpit surround added. New belly pan. Canard front & rear wing. New paint thruout. Jongbloed 6" & 8" C/L wheels w/spare set mounted VanKay's (10 tires). Powder coated inb'd suspension. Car presently in formula trim for sorting purposes, (est 700lbs). Easy sports racer conversion, Legrand S/R molds included @ \$10,000. Bring your trailer. 360-221-8013, e-mail for pix. David Shininger dmshininger@comcast.net 2/06

For Sale: '69 Datsun 510 4dr. ex Westwood race car – 05 ICSCC G-Improved championship car – lap records at Mission, Portland, Seattle. Also G prod lap record at Rose Cup regional in 05. This car has no flares and is eligible for SOVREN vintage group (competed at PNW Historics in 05). SPECS: full cage, 1600 cc., 2 litre head, Shadbolt cam, twin Weber 45's, choice of 4 or 5 speed, 280 brakes, race susp, 7 x 13 alloys, 185/60 Toyos RA-1s, 22 gal. fuel cell, fire system. accusump, remote filter, oil cooler, race seat etc. - engine & trans rebuilt at start of 05 season. Logbooks from Westwood Radial Challenge Series. Built in 78 by Doug Almond who raced it for 10 yrs. Best lap times: Mission @ 1:23.8, Portland @ 1:33.3, Seattle @ 1:43.8. Estimated engine hp 130. Offered @ 5800 U.S. May consider street trade, or possible rental program for 06 to qualified driver. It needs a good home and would be a great entry level vintage B sedan. Robert Barg, 604-721-1794 or email rgbarg@shaw.ca 10/05

For Sale: '87 16v VW Scirocco EP/RS. Great car, very well equipped! Lots of spares available i.e. a body, wheels engine, etc. Call Steve @ 206 463 2232 10/05

For Sale: Reynard F-Atlantic rolling chassis, similar to Blackwell car, totally gone thru, ready to accept Cosworth or Toyota, \$19,995 Allen Karlberg 360-387-3683.

Wanted: Looking for 1995 post-dated Conference helmets. They are still legal for club events. Contact Phil Edwards at 206-226-4915 or superalfa@aol.com 2/06

For Sale: Open trailer, will fit open wheel car, formula v or fords, light weight, easy on gas, will need new tires (or old) \$350 cad. Contact dan@secondcitysigns.com 3/06

For Sale: Ice Racer: Very Fast 4WD Subaru with 13B rotary engine, street ported, 4bbl Holley, Stainless steel exhaust, 4 core rad, large oil cooler, 4 wheel disc brakes, rear sway bar. Optional front wing and lexan fence (unique to ice racing) Custom dash, set up for dual batteries (batteries not included!) racing seat, full cage, large fuel tank (good for the enduros). Lots of tires and rims. Studded, Screwed, and Rubber to Ice tires, also set of slicks used for hillclimb. 13", 14" steel rims, 13", 14", 15" mags. Lots of spare parts, also spare engine. Contact Andrew at 604-942-4974 or atc16@shaw.ca 1/06

For Sale: Honda Accord Racecar. Purple #51 – I Production. Balanced & blueprinted, lightened flywheel, Weber carburetor, oil cooler, remote oil filter, adjustable front and rear springs and camber plates, fuel cell, fire system, two extra sets of wheels. Includes double axel trailer, toolbox with some tools, miscellaneous spare parts, etc., etc. It's been a great ten years but it's time to retire and move on and spend more time with my horses. This is a good car for a beginner and needs someone who can really drive it. \$2500 OBO. I will deliver anywhere in the Northwest. Also available are three fire suits (one large, two small), Nomex shoes and socks, underwear, gloves and a Bell helmet. Call Guy Marden at 541-523-9702 or 541-519-0481 or e-mail gam@eoni.com. 1/06

For Sale: Club Rabbit/GT4 -- Winner of 4 championships. Fuel cell, Quaife transmission, pro-built engine, many spare parts, 3 extra sets of wheels and new rains. \$5,000 OBO. Finder's fee to anyone assisting a sale. Contact Tom Busic 503-656-9489. 3/06

For Sale: 17 ft. 2001 Magnum open race car trailer. 7k Gwt capacity, low riding tandem axle with brand new tires, beavertail, electric brakes, weather treated wood decking, welded D-rings front & rear for tie-down straps, new ramps included. Stable traveler & in good condition + new tabs! \$1600. Contact Hal at 425-452-3820 or hshilton2@msn.com 3/06

Revised Memo Classified Ad Policies, effective Memo #1 2006:

Non-commercial ads are free to Conference licensed drivers, officials and workers. **Henceforth, maximum ad length is 100 words: longer ads will not be accepted.** To place an ad in the Memo and/or on the ICSCC website, contact the Memo editor at 604-882-8078 or (**much preferred**) by email at icsc@telus.net. Proof your ad when it first appears – it is presumed correct unless the editor is notified in writing! Ads run for three issues, then are automatically cancelled unless renewed. Numbers at the end of the ad show when it began: 1/06 means first issue of 2006, and that ad will expire after issue #3 of 2006. There are 10 issues per year. **To change an ad you must re-write it and submit the new wording in its entirety.**

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