



ICSCC Memo #1, February 2007

The Official Publication of the
International Conference of Sports Car Clubs

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President's Message

Boy, 2007 sure got here fast. And the new race season will be here in the blink of an eye. I know some of you have been gearing up all winter and just can't wait to go racing. I also know that some of you, like me, have been so busy you've barely had time to think about that new engine you so desperately need, let alone making that phone call to your doctor to get the mandatory physical necessary so you can use that new engine. Well, get crackin' – the season starts in just a few weeks!

The 2007 season will begin with the '8 Hours of the Cascades' Enduro scheduled for March 17th at PIR. Look in this Memo or on the web for more information about the event. Championship races start in May. The current schedule has 14 races happening in 12 weekends. NWMS (at Spokane) and SCCBC (at Mission) will be hosting double races again this year. These are always popular with drivers since you get two races for one tow. TC has requested two race dates this year. But there is still some uncertainty about whether the new Oregon Raceway Park (at Grass Valley) will be completed in time, so those races have been listed as tentative on the schedule. Knowing that many racers plan at the beginning of the season which races to attend, TC has committed to a June 1st Go/No Go date for holding races. Hopefully, this is early enough for participants to make adjustments in travel plans, if necessary.

The ICSCC Officials roster will look a little different this year. There were some pretty big shoes to fill following the retirements of Art

Metz, Bill Vine, Katherine Whitworth, and Skip Yocom. All the new Officials are enthusiastic and eager to make your participation at Conference events a positive experience. I'm excited to have them on board and I know they will do a great job. So here they are, your new 2007 Officials:

Ron Muro - Race Steward: You already know and love him!

Hal Hilton - Assistant Steward: Hal drove in the 24 Hours of Daytona this year.)

Greg Miller – License Director: A BMW guy – Novices will learn a lot from him.

Scott Adare – Insurance Advisor: You already know him too as the 2004 Steward.

Lynn Coupland – Secretary: Past President of Team Continental - 2006

The number of volunteers who work tirelessly to provide drivers with the opportunity to have so much FUN continually impresses me. Without them, this organization would not exist. Volunteers, thank you for all you do.

This season should prove to be another exciting one. I'm looking forward to it. After all, it is the 50th Anniversary Year for ICSCC (1957-2007).

So enjoy, and I'll see you at the track.

Linda Heinrich
ICSCC President

ICSCC Officials 2007

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

President	Linda Heinrich Racing2132@aol.com	3020 SW 66th Ave	Portland, OR 97225	503 297-8118
Vice President	Dick Boggs bdboggs@aol.com	13749 97th Ave. N.E.	Kirkland WA 98034	425 823-4883
Vice President	Bob Spreen rwspreen@comcast.net	42805 SE 164th St	North Bend, WA 98045	425-888-5343
Advisor	Dennis Peters dennislpeters@earthlink.net	7645 Ray Nash Dr. NW	Gig Harbor, WA 98335	253-851-2801 res. 253-405-2648 cell
Secretary	Lynn Coupland icscc_sec@hotmail.com	5670 SW Menefee Dr.	Portland, OR 97239	503-246-3511 res 503-701-3547 cell
Treasurer / Advisor	Dan Heinrich Racing2132@aol.com	3020 SW 66th Ave.	Portland, OR 97225	503 297-8118
Race Steward	Ron Muro rmuro1@msn.com	P.O. Box 87	Fairview, OR 97024	503-665-0785 res. 503-674-7507 fax
Assistant Steward	Hal Hilton hshilton2@msn.com	1483 24 th Avenue NE	Issaquah, WA 98029	425-452-3820 bus
License Director	Greg Miller licensedirector@speakeasy.net	8443 NE 138th St	Kirkland, WA 98034-1744	425 823 1177 res 425 820 8660 bus
License Registrar	Olivia Muro OliviaConLicense@msn.com	P.O. Box 87	Fairview, OR 97024	503-665-0785 res. 503-674-7507 fax
Sound Control	OPEN			
Memo Editor & Website	Danielle Baxter icscc@telus.net	P.O. Box 219	Fort Langley B.C. V1M 2R5	604 882-8078
Race Officials Div.	Lynn Rimmer lynnrimmer@shaw.ca	8620 154th Street	Surrey, BC V3S 3N6	604 501 1503
Points Keeper	Mike Blaszcak mike@screwylizardracing.com	19106 NE 51st Street	Sammamish, WA 98074	425-753-6793 cell 425-868-1832 fax
Medical Officer	Doug Jennings jennings47@comcast.net	467 Solnae Place NW	Bremerton, WA. 98311	360-692-6244
Legal Advisor	Charles Denkers	4208 SE Harrison	Milwaukie, OR 97222	503-222-6102 bus.
Insurance Advisor	Scott Adare sadare@aol.com	1112 E Woodcrest Ct.	Spokane, WA 99208	509-230-0929 res. 509-466-4776 fax
Historian	Gerry Frechette gerryf@telus.net	2356 West 5th Ave.	Vancouver, B.C. V6K 1S5	604 734-4721 tel & fax
PR North / South	POSITIONS OPEN			
Banquet Facilitator	DeeAnn Lensen advancedspa@msn.com	16529 108A Ave.	Surrey, BC V4N 2B9	604-951-8214
Banquet Support	Peggy Ann Walker ttracegirl@hotmail.com	18590 SW Longfellow Ave.	Lake Oswego, OR 97035	360-537-9103 bus.

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2007 ICSCC Schedule of Events

Feb 17	Driver Training	TC	Portland Int'l Raceway
Feb 24	RATS Meeting	All	Pepper Tree, Auburn
Mar 10	Driver Training	IRDC	Pacific Raceways
Mar 16	Driver Training	CSCC	Portland Int'l Raceway
Mar 17	Enduro	CSCC	Portland Int'l Raceway
Mar 17/18	Driver Training	VMSC	Western Speedway
Mar 23	Driver Training	TC	Portland Int'l Raceway
Mar 23 - 25	Driver Training	NWMS	Spokane Raceway Park
Mar 24/25	Driver Training	SCCBC / CACC	Mission Raceway Park
Mar 30	Track Day	IRDC	Bremerton Raceway
May 4	Driver Training	CSCC	Portland Int'l Raceway
May 5/6	Race #1	CSCC	Portland Int'l Raceway
May 19/20	Race #2	IRDC	Pacific Raceways
June 15	Driver Training	CSCC	Portland Int'l Raceway
June 16/17	Race #3	CSCC	Portland Int'l Raceway
June 22 - 24	Driver Training	NWMS	Spokane Raceway Park
June 23/34	Race #4	SCCBC	Mission Raceway Park
July 8	Driver Training	IRDC	Pacific Raceways
July 13 - 15	Race #5 & #6	NWMS	Spokane Raceway Park
July 21/22	Driver Training	SCCBC / CACC	Mission Raceway Park
Aug 4/5	Race #7 (no Nov OW)	IRDC	Pacific Raceways
Aug 17	Driver Training	CSCC	Portland Int'l Raceway
Aug 18/19	Race #8	CSCC	Portland Int'l Raceway
Aug 30	Driver Training	TC	Portland Int'l Raceway
Sep 1 - 3	Race #9 & #10	SCCBC	Mission Raceway Park
Sep 14	Driver Training	CSCC	Portland Int'l Raceway
Sep 15/16	Race #11	CSCC	Portland Int'l Raceway
Sep 22/23	Race #12	TC (Tent. - double pts)	Oregon Raceway Park
Sep 29/30	Race #13	IRDC	Pacific Raceways
Oct 5 - 7	Driver Training	NWMS	Spokane Raceway Park
Oct 6/7	Race #14	TC (Tentative)	Oregon Raceway Park
Oct 20	Enduro	IRDC	Pacific Raceways
Oct 27	Track Day	IRDC	Bremerton Raceway
Nov 10	Fall Meeting & Banquet	All	SeaTac Marriott

2007 ICSCC Memo Submission Deadlines

Issue:	Deadline:	To include:
#2/07	March 14	Announcements races 1 & 2
#3/07	April 11	Announcements races 3 & 4
#4/07	May 23	Announcements races 5 & 6
#5/07	June 13	Announcements races 7 & 8
#6/07	July 11	Announcements races 9, 10, 11 & 12; Points through race 4
#7/07	Aug. 15	Announcements races 13 & 14 IRDC enduro announcement, Points through race 8
#8/08	Sept. 12	Rule change proposals, 1st banquet announcement
#9/07	Oct. 17	Final points, 2nd banquet announcement
#10/07	Nov. 28	Rule changes, 2008 license application & medical forms

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 icsccl@telus.net

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

Go to www.icsccl.com/discus/...
Please read the guidelines for use of the board.
Please post a notice when your item is sold

Photos on the 'Net!

Rainbow Action Imagery has photos of your car on
the internet. At our website you can see all the pho-
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rainbow
3. Pick a photo gallery to view

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gerryf@telus.net or phone us at 604-734-4721.

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ICSCC Racing Online

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

And visit member clubs' sites:

Cascade Sports Car Club:
www.cascadesportscarclub.org

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

Sports Car Club of BC:
www.sccbc.net

Team Continental:
www.teamcontinental.com

ICSCC Member Club Worker Fund Reports for 2006

Cascade Sports Car Club

Fund carryover from 2005	\$3135.42
Income:	\$6596.00
Expenses:	\$7973.13
Fuel reimbursement, lodging, drawings, long-sleeved T-shirts	
Balance in Fund	\$1758.29

International Race Drivers Club

Jan - Oct 06:	Ordinary Income/Expense		
	Income (-\$339.80 Carry Forward From 2005)		
	Race Income		
	Race-Worker Fund Income	\$	3,946.00
	Other-Worker Fund Income	\$	984.50
	Total Race Income / Total Income	\$	4,930.50
	Gross Profit	\$	4,930.50
	Expense		
	Race Expense		
	Worker Support-Cash Payments	\$	2,535.00
	Worker Support-Fuel Reimburse	\$	538.33
	Worker Raffle-Year End	\$	500.00
	ICSCC Banquet-3 Rooms	\$	266.40
	Total Race Expense / Total Expense	\$	3,839.73
	Net Income (Carry Forward To 2007)	\$	1,090.77

North West Motor Sport

Balance 1/1/06	\$0.00	
Donations	\$1809.00	
NWMS worker fund contribution		\$513.24
Total	\$2322.24	
Expenditures: Hotel & travel		\$2322.24
Balance 12/31/06	\$0.00	

(Designated worker donations \$750 to specifically provide lunch for the workers during the July 06 race.)

Team Continental

The Team Continental board passed a motion regarding the TC Workers at the December 2, 2006 Board meeting.

Since Team Continental did not host a race this year, the club only had Driver's Schools to utilize our workers. Our members may have made contributions to the ICSCC workers' fund but we did not collect such funds.

Therefore, it was decided to spend up to \$400.00 to support our workers so that they could attend the TC Banquet being held in Newport Oregon from Friday, January 12 to Sunday, January 14, 2007.

Sincerely, Lynn Coupland, President, Team Continental

Orange-Aid

Served fresh by the ICSCC License Director

Greetings from your new License Director!

The winter maintenance and upgrade season is passing too quickly. I'm sure I'm not alone with too many projects for the car, not to mention the "honey do" list from last race season.

The 2007 race schedule is out and it is a full one. Are you ready? Professional sport teams are in winter training. What are you doing?

The pre season is a great time to take advantage of several schools that will help you hone your race craft. We are fortunate in this area to have so many opportunities. In addition to each member club's schools, there are several associate member club schools and local car club schools. Every winter there is an opportunity to attend an Andy Collin's "Boot Camp" or Ross Bentley School, Proformance, Pro Drive or if your partner is getting the winter blues you can always go south for Bondurant, Skip Barber or a host of others.

If your budget is as tight as mine, I suggest teaching for a local club or two. I teach for BMW Puget Sound and NW Alfa Romeo. It gives me a lot of seat time and it's surprising what you can learn from the right seat. I recommend that every Novice take advantage of these schools. It is great way to learn your local track and learn to multitask while behind the wheel. It is also rewarding to have even a small part in raising the level of drivers on our highways and byways. Even if your communications skills suck the local clubs will find a spot for you. There is always a need for turn workers, again a great position to advance your race craft.

The winter is the best time to develop your rain driving skills and get that butt dyno tuned for the upcoming race season. See you all at the track!

Greg Miller
License Director 2007
PRO3 #120

ICSCC Member Club Worker Fund Reports for 2006, continued

Sports Car Club of BC

Income Summary (ICSCC)

Race Weekends:Race 4/06:July 8-9 CDN	365.00	
Race Weekends:Race 5/06:August 19-20 CDN	515.00	
Race Weekends:Race 6/06:Sept 2-4 CDN	610.00	
Total Cdn from US races	1,490.00	\$ 1,490.00
Race Weekends:Race 4/06:July 8-9 US	150.00	
Race Weekends:Race 4/06:July 8-9 US	5.00	
Race Weekends:Race 5/06:August 19-20 US	148.00	
Race Weekends:Race 5/06:August 19-20 US	20.00	
Race Weekends:Race 6/06:Sept 2-4 CDN	297.00	
Total US funds from 2006 races	620.00	
converted at 1.1	\$ 682.00	\$ 682.00
Total funds from ICSCC 2006	\$ 2,172.00	
Expenses Summary (ICSCC)		
Jun 20/06 prizes	\$ 1,000.00	
YEAR END prizes	\$ 1,695.00	
YEAR END	\$ 288.85	
Travel funds for July race	\$ 75.47	
Travel funds for Aug race	\$ 272.64	
Travel funds for Sept race	\$ 362.64	
Total Expenses at for 2007 ICSCC	\$ 3,694.60	\$(3,694.60)

CASCADE SPORTS CAR CLUB
presents the
31st ANNUAL 8 HOURS OF THE CASCADES
March 17th, 2007

This race is sanctioned by ICSCC, under the 2006 regulations as a non-championship race, organized by the 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 greg@eagletraileremfg.com.

ENTRIES OPEN: Upon receipt of this announcement
ENTRIES CLOSE: Postmark: March 7th, 2007
ENTRY FORMS: Available at icsc.com or cascadesportscarclub.org

Each driver must submit a separate entry form. Please try to send in team entries together.

ENTRY FEES:ICSCC or others – cash/check/Visa/MC price \$600.00
Cascade Members – cash/check/Visa/MC price \$575.00
(only one driver on the team needs to be a Cascade member for the team to receive this rate)
LATE ENTRY FEE \$100.00
Spectators & Crew Members FREE!

In order to be eligible to run this event all drivers must hold one of the following current licenses: ICSCC - ARR or IRR, SCCA National, FIA, ASN, CACC, NASA. SCCA Regional & all other licenses must be reviewed and approved by the ICSCC License Director; Greg Miller before entry closure. Greg's contact information: licensedirector@speakeasy.net or 425-823-1177.

- Entries will be limited to the first 45 cars. Additional entries will be placed on a waiting list.
- Supplemental regulations will be e-mailed to all registered team leaders upon request.
- Entries may be faxed in prior to the late entry deadline and payment made at the track with no late fee!
- Registration and tech will be set up at PIR on Friday evening from 6 pm until dusk.

Mail entries to: CSCC Registrar Tel.: 1-503-376-9090
Holly Remington Fax: 360-750-3430
9536 SE Winsor Dr. Email: hollycsc@comcast.net
Milwaukie, OR. 97222

PRIZE MONEY!!! Overall Winner: \$500.00
Other Class Winners: \$400.00

IMPORTANT NOTICE: Only ONE support vehicle OR trailer in your pit area will be allowed! Additional parking is at the north end of the pro pits. Drivers are responsible for the actions of their crewmembers: you may be disqualified as a result of their actions anywhere at PIR!

CASCADE SPORTS CAR CLUB
presents the
8 Hours of the Cascades
March 17th, 2007

Enduro Classes

- P0** 3501cc and up
- P1** 2500cc – 3500 cc & 13B Rotary Engines
- P2** 1650cc – 2499cc & 12A Rotary Engines
- P3** 1649cc and under
- SR** Sports Racer class: open only to cars eligible to compete in ICSCC Sports Racing Classifications

Note: Engine Displacement excluding an overbore allowance of 1.2 mm (.047).

Schedule

FRIDAY

6:00pm – Dusk Registration & Tech Inspection
(Registration is in the second floor of the tower)

SATURDAY

7:30am - 10:00am Registration & Tech Inspection
9:00am - 9:30am Enduro Practice
9:30am - 9:40am Track Crossing
9:40am - 10:10am Enduro Practice (1st lap under pace car control
with pass through the pit lane at 35 mph)
10:10am -10:20 am Track Crossing
10:20am- 10:50 am Enduro Practice
10:50am - 11:30pm **LUNCH**
11:00am **Mandatory Crew Chiefs Meeting**
(next to pit stall #1)
11:00am **Mandatory Drivers Meeting**
(in grandstands by the motocross track)
11:30am - 11:55pm Cars to the Le Mans grid
11:55am Engines Off
12:00pm - 8:00pm **8 HOURS OF THE CASCADES**



ENTRY FORM

CASCADE SPORTS CAR CLUB'S 8 HOURS OF THE CASCADES

March 17th, 2007

NAME:	For Registrar Use Only (Team Number)
--------------	---

Street Address, City, State, Zip:
--

Telephone Number:	Email Address (optional)
--------------------------	---------------------------------

NOTE: EACH DRIVER MUST FILL OUT ENTRY FORM WITH ALL INFORMATION REQUESTED

CLUB AFFILIATION	<input type="checkbox"/> ICSCC <input type="checkbox"/> SCCA National <input type="checkbox"/> CACC <input type="checkbox"/> FIA <input type="checkbox"/> ASN <input type="checkbox"/> NASA <input type="checkbox"/> OTHER- Unlisted licenses must be approved by the ICSCC License Director: Greg Miller prior to entry close. Greg's contact info: licensedirector@speakeasy.net 425-823-1177	LICENSE #
-------------------------	--	------------------

PLEASE ENTER ALL INFORMATION FOR THE VEHICLE YOU ARE ENTERING

CAR MAKE	CAR MODEL	CAR COLOR(S)	<u>ENDURO TRANSPONDER #</u>
SPONSORS			
ENDURO CLASS AND DISPLACEMENT OF ENGINE		CAR OWNER OR DRIVER DESIGNATED TEAM LEADER	
ENTRY FEE ENCLOSED (US Funds only)	WORKER FUND CONTRIBUTION	TOTAL :	
PERSON/TELEPHONE # FOR EMERGENCY CONTACT:			

DRIVERS ENTERED ON TEAM

DRIVER	NAME	DRIVER	NAME
1		4	
2		5	
3		6	

APPLICANTS LEGAL SIGNATURE:

DATE:



ICSCC 2007 COMPETITION LICENSE APPLICATION

Application Fee: \$75 U.S. Funds

ICSCC LICENSE REGISTRAR
Olivia Muro
 P.O. Box 87
 Fairview, OR 97024
 (Home) (503) 665-0785
 (Fax) (503) 674-7507
 Email: OliviaConLicense@msn.com

ICSCC LICENSE DIRECTOR
Greg Miller
 8443 NE 138th St
 Kirkland, WA 98034
 (Home) 425-823-1177
 Email: licensedirector@speakeasy.net
 No calls after 9 p.m. Thank you.

DO NOT WRITE IN THIS SPACE

Date Received: _____ GRP/License #: _____
 Fee: _____ GRP/License #: _____
 Check/Cash: _____ GRP/License #: _____
 Photos: _____
 Date Issued: _____ Approved By: _____

APPLICANT: PLEASE PRINT LEGIBLY AND SIGN: Return to the LICENSE REGISTRAR (address listed above left)

NAME		STREET ADDRESS	
CITY	STATE / PROVINCE	ZIP / POSTAL CODE	AREA CODE / TELEPHONE NUMBER
DATE OF BIRTH	DRIVER'S LICENSE NUMBER	STATE / PROV	EMAIL ADDRESS (if applicable)
CLUB AFFILIATION (REFLECTS CONTEST BOARD VOTE)	COMPETITION LICENSE #	ISSUED BY	TRANSPONDER #
CAR MAKE and MODEL		CAR COLOR(S)	

YOUR GROUP AND CLASS CHOICES ARE (Mark with an "X"):

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"/> PRO-3		
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"/> SPEC MIATA <input type="checkbox"/> CR		
	GROUP 2 cont'd <input type="checkbox"/> PRO-7 <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		
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		
GROUP 5	<input type="checkbox"/> ITA <input type="checkbox"/> ITB <input type="checkbox"/> ITC <input type="checkbox"/> ITS <input type="checkbox"/> GTL <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 Place number choice to the right	OR	GROUP 8 <input type="checkbox"/> NOVICE Open Wheel Place number choice to the right

3 NUMBER CHOICES/GROUP		
1ST	2ND	3RD

YOUR CHOICES FOR NUMBERS ARE: _____ **IRR:** 00 - 199 **ARR:** Use Original Novice # _____ **NOVICE C/W or O/W:** 300 - 499

IF SHARING A CAR WITH ANOTHER DRIVER, PLEASE SUPPLY THE FOLLOWING IF KNOWN:	NAME				
	PRIMARY #		GROUP	SECOND #	GROUP

APPLICANT'S LEGAL SIGNATURE: _____ DATE: _____, 200__

CHECK LIST:

- | | |
|---|--|
| <input type="checkbox"/> MONEY ORDER OR CHECK (U.S. FUNDS) FOR \$75.00
<input type="checkbox"/> TWO PHOTOS - 1" X 1" (Passport or photo ID size ONLY)
<input type="checkbox"/> FORM SIGNED AND DATED
<input type="checkbox"/> PROOF OF VALID CLUB MEMBERSHIP (Receipt of payment) (This is your Contest Board Vote) | <input type="checkbox"/> MEDICAL HISTORY APPLICATION
<input type="checkbox"/> PHYSICIAN EXAM FORM, IF REQUIRED BY ICSCC REGS
<input type="checkbox"/> DOCTOR HAS MARKED "(IS) (IS NOT)" IN RECOMMENDATION SECTION ON MEDICAL FORM
<input type="checkbox"/> NOVICES - PHOTOCOPY OF CERTIFICATE OF COMPLETION OF DRIVING SCHOOL |
|---|--|

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Please allow 15 days for processing **AFTER** receipt of application. Thank you.

Licenses needed in less than 15 days may incur a \$75.00 expediting fee.



ICSCC 2007 MEDICAL HISTORY APPLICATION

(To be filled out by the Applicant whether you require a medical or not)

Name: _____	Birthdate: _____	Sex: _____
Address: _____		
City: _____	State/Prov: _____	Code: _____
Home Phone: () _____	Work Phone: () _____	
Occupation: _____		

Personal Physician: _____		
Physician's Address: _____	Phone: () _____	
City: _____	State/Prov: _____	Code: _____

Examining Physician (if applicable): _____		
Physician's Address: _____	Phone () _____	
City: _____	State/Prov _____	Code _____

DO YOU HAVE A HISTORY OF THE FOLLOWING? (Please Check)

	NO	YES
1. Frequent or unusual headaches? _____	<input type="checkbox"/>	<input type="checkbox"/>
2. Fainting spells? _____	<input type="checkbox"/>	<input type="checkbox"/>
3. Unconsciousness? _____	<input type="checkbox"/>	<input type="checkbox"/>
4. Eye disorder? _____ Wear glasses? _____	<input type="checkbox"/>	<input type="checkbox"/>
5. Nervous System disorders? _____	<input type="checkbox"/>	<input type="checkbox"/>
6. Asthma _____	<input type="checkbox"/>	<input type="checkbox"/>
7. Allergies _____	<input type="checkbox"/>	<input type="checkbox"/>
8. Diabetes _____	<input type="checkbox"/>	<input type="checkbox"/>
9. Heart or circulation disorders? _____	<input type="checkbox"/>	<input type="checkbox"/>
10. High or Low Blood pressure _____	<input type="checkbox"/>	<input type="checkbox"/>
11. Anemia or easy bleeding _____	<input type="checkbox"/>	<input type="checkbox"/>
12. Intestinal disorder? (Stomach, colon, etc.) _____	<input type="checkbox"/>	<input type="checkbox"/>
13. Kidney stone or tumor _____	<input type="checkbox"/>	<input type="checkbox"/>
14. Psychiatric problems _____	<input type="checkbox"/>	<input type="checkbox"/>
15. Treatment for alcoholism or drug habit _____	<input type="checkbox"/>	<input type="checkbox"/>
16. Attempted suicide _____	<input type="checkbox"/>	<input type="checkbox"/>
17. Admission to hospital for surgery, or other reason _____	<input type="checkbox"/>	<input type="checkbox"/>
18. Rejection for life or disability insurance _____	<input type="checkbox"/>	<input type="checkbox"/>
19. Medical rejection from or for military service _____	<input type="checkbox"/>	<input type="checkbox"/>
20. Disability compensation for any reason _____	<input type="checkbox"/>	<input type="checkbox"/>

Please use reverse side for details and list all medications (prescription or over-the-counter) being used. I certify that my answers are true and accurate; I also give permission for any hospital, institution or physician to give specific details.

APPLICANT'S SIGNATURE: _____ DATE: _____



ICSCC 2007 PHYSICAL EXAMINATION FORM FOR COMPETITION LICENSE

(To be filled out by the examining physician)

Dear Doctor: This candidate wishes to take part in motor racing events in which he/she will drive a high performance car under the most exacting and stressful conditions. Examine him/her carefully and critically, and recommend him/her if medically fit to drive without danger to himself/herself or to others. If you are not sure of this decision, please indicate below for review of this applicant's suitability by an appropriate officer of the licensing body.

Name: _____	Birthdate: _____	Sex: _____
Address: _____		
City: _____	Height: _____	Weight: _____

NORMAL	ABNORMAL
_____ 1. Head and neck	_____
_____ 2. Ears and hearing	_____
_____ 3. Eyes	_____
_____ 4. Heart	_____
_____ 5. Peripheral pulses	_____
_____ 6. Gastro-Intestinal System	_____
_____ 7. Endocrine system	_____
_____ 8. CNS	_____
_____ 9. Peripheral nerves	_____
_____ 10. Genital/Urinary system	_____
_____ 11. Musculo-skeletal system	_____
_____ 12. Skin. Scars?	_____
_____ 13. Psychiatric disorder	_____

Note: An EKG is NOT required as of November 13, 2004.
(As per E-Board)

- **FOR DIABETICS ONLY:**
HgBA₁C measured in the past two months. _____

<p>14. <u>Distant Vision</u> Right eye: 20/ _____ Left eye: 20/ _____ Both eyes: 20/ _____ <u>With Glasses</u> Right eye: 20/ _____ Left eye: 20/ _____ Both eyes: 20/ _____</p> <p>15. <u>Field of Vision</u> Normal _____ Abnormal _____</p> <p>16. <u>Color Vision</u> Normal _____ Abnormal _____</p> <p>17. B. P. _____</p> <p>18. Heart Rate and rhythm: _____</p> <p>19. Urinalysis Protein _____ Glucose _____</p>

PHYSICIANS COMMENTS (May continue on the back of this form)

- I believe that the applicant is fit to drive a racing car in competitive events at high speeds.
- This applicant should be reviewed by an ICSCC official.

PHYSICIAN'S SIGNATURE: _____
DATE: _____

Place Physician's Office Stamp Below:

One Man's Runoff Experience

by Mark Keller

I wrote this as a thumbnail sketch of one person's experiences at the 2006 SCCA Runoffs, at Heartland Raceway Park in Topeka Kansas. It begins with full disclosure: the result was not what I hoped for. The car, a Swift DB-1, should have been a top ten car in Formula Ford. Unfortunately that was not the result.

I was really lucky to have the help of Jack Scher, Les Clinger and Ken Wiseman in preparing the car. They worked hard and gave me a really fine car to work with. I thank them, and apologize for not getting the results they deserved, nor bringing everything they built into the car out of it come qualifying and race time.

The track is very torturous and a bit confining, with 14 turns packed into 2.5 miles. A number of esses end in decreasing radius turns. There are lots of twisty bits, not much straight; the longest straight is at Start/Finish and it ends with an uphill left slice which really gets in the way of drafting up on somebody. The pavement is good, the runoff areas are generous and I think it is a pretty safe place to give it a go.

At Heartland Park, qualifying is everything. Well almost everything, except for the highly refined survival skills needed when entering the first turn at the green flag. If you are tenth or worse in qualifying expect to be hit/bumped/nudged while the front runners hike into the distance. The Runoffs are a contact sport: if you doubt me, ask the Spec Miata guys.

We arrived in Topeka before Labor Day for the Last Chance Nationals, to get in some pre runoff testing and some track time. As an innocent from abroad I mistakenly thought testing would not begin until after sunrise. Wrong! Some knowledgeable small Formula and Sports Racing drivers were out at 7 a.m. on a cold damp dusty track. We missed the first session.

Things went well until the end of the first day of testing when I was getting (relatively) quicker and using the curbs hard. Then a front suspension retaining bolt, made specifically for the Swift, broke. No sign of prior fatigue cracking - just a clean separation, and then into the very hard concrete wall with the right front corner of the car. My good friend and trusted crew man Les spent a lot of that evening repairing crash damages and roughly setting up the car. He started at first light the next day to finalize the set up. We again missed the first session as we just could not get it done due to a lack of daylight.

The car ran okay in the other practice and qualifying sessions. Had a great strategy for the start of the race, which for once actually worked well. I was in second, breathing hard down the neck of some guy from Baltimore who was a cool dude and a fine racer. Sure as God made little green apples the car started acting up. Was rude on the radio to Les when he suggested in his sanguine manner that I should get my sh!t together and go racing. I offered some illuminating (R rated) comments about the car. It was fortunate the FCC was not monitoring my in-car broadcast as I made Howard Stern look refined in comparison. Then we got a double yellow flag. Because the car was not running right I decided to give it up after just those three laps.

I came and parked to look for a bad coil, flat battery, or some kind of fuel delivery problem. Eventually discovered that the nut tightening the distributor hold-down clamp had vibrated enough to allow us to experiment with what could be technically called variable timing: the distributor was advancing and retarding itself. Fixed that,

and then had to load up the cars and leave the trailer at the track for 5 weeks. Of course, spent those 5 weeks worrying: did we fix the problem entirely?

Got off the airplane Thursday night before the Runoff week was to start, and headed to the track to pick up the trailer and get paddocked at our assigned (paid for) space. Just like the track folks said, we were able to get the trailer without a hitch. What

the track staff didn't say was we couldn't paddock that night due to "security concerns", whatever that means. Were told to return at 5:30 (that is 3:30 a.m. for God's own chosen people here on the West Coast.)

Arrived at 5:15, got the trailer and parked by the entrance. One of the youngish local Gestapo candidates showed up and demanded we move our rig from the public road as the track would not open until registration opened at 6. I told him we had been specifically told 5:30. He ungraciously suggested that I was lying. Considered taking his head off and shoving it down his neck... but that would not have been a great way to start my Runoff week.

Of course, the small open wheel cars were first out at 7 again, so we missed that session. It was still dark when they went out... sunrise was at about 7:30. Do you begin



Continued...

One Man's Runoff Experience, continued:

to see a pattern here? But got on track later in the day and the car ran fine - one of life's little blessings. We were able to produce faster laps every session. Feeling good about self and life in general!

My test times were in the 1:48's on Friday. On Monday for the first of four scheduled qualifying sessions I used older tires, trying to exercise some form of cost control (an illusory concept really not applicable to race cars).

I was thinking we were qualifying at around 10, and knew that on Tuesday we qualified around 3 when the track would surely be warmer, based on local weather forecasts, and hence (in theory) faster. So I was 21 on the list. NOT GOOD enough. But I had great sticker tires for Tuesday when things were going to be faster. Of course it rained all day on Tuesday. Only four cars went out, and three of them parked it after a very few laps. Definitely not good enough.

Wednesday at 8 a.m. the track was cold and still damp, and only 10 minutes of time were available to qualify as we were splitting the 20 minute session with the F500 cars. Nobody was within 11 or 12 seconds of their best time. We were rapidly entering the dangerously not good enough qualifying arena.

For Thursday I spent the money on 100 compound super sticky Goodyears. I was loaded for bear, ready to rip, fully primed - until a little, less-than-1/2-inch-jewellers-sized screw parted company with the igniter in the distributor. Car would not rev beyond 58 hundred. None the less I managed a 1:51 and wound up 25th on the grid. Much wailing and gnashing of teeth by yours truly. For sure NOT GOOD ENOUGH.

Gridded for the race knowing that there was much work to do to move up in this highly competitive group. It was totally great being in a field of 38 highly competitive Formula Fords. I really was enjoying the experience, if not my lowly qualifying position.

Got the green after two pace laps and had cars bumping and banging before T1. We lost two cars at 1 when Todd's ego briefly exceeded his judgment. Lost four more cars at T5. I went agricultural to avoid the lumps of former race cars at the apex. I worked my way up to 14th or so but then gave up a couple of spots to faster cars which had been jammed up in the first lap incidents.

It is possible to pass at Turn 5, as Rod Jessen and I both proved during our respective races, but one has to be

totally committed to make it stick. Was fighting the good fight but had to give ground as my first gear was a bit too high, and the straights (really should be called curves) were not long enough to allow for a pass without being hyper aggressive. Then about lap 14 I sailed off the Turn 3 sweeper/carousel and gave up spots which could not be regained in the time remaining. The cumulative effect was winding up 17th. Not good enough.

Our biggest mistake, which we figured out only on the way home, was a change in gear usage at turns 1-2 and out of 12. The computers in Larry Bangert's and Stan Towne's cars showed that Formula Fords could use first in those two places, and so Larry and I did. Unfortunately I was able to carry more speed in second than in first. But the car was much more settled and comfortable in first and hence felt faster (an illusion). That was costing me about 1.4 seconds per lap which I could ill afford.

Given another bite at the apple I would do things differently in terms of tires and qualifying, and would hope to avoid the mechanical problems as well - but if this were easy, everybody would go racing.

I noticed too that a substantial part of the Formula Ford field swapped in new engines after testing and qualifying, while I was using the old motor which Ralph Hill had run two years ago in the Runoffs at Mid Ohio, and then I had run in 7 races as well as testing. Mark's advice is to take a new engine to the Runoffs. You are going want to be able to use all the tools available in the horsepower department: believe me, everyone else will.



The racing at the Runoffs was good and very close. At times it was a bit fraught as it is not possible to know just who you are racing with: you just don't know how long your fellow competitors have been off their meds. In our local Club Ford racing we all know who is certifiably unbalanced and we can carefully

consider our moves based on that sort of understanding. At the Runoffs everyone is amped way up (think caffeine and testosterone suppositories) and generally far more aggressive than they would be at one of the season-long Nationals. Be prepared to be equally aggressive when you get there.

Editor's note: Thanks to Mark for contributing this piece (and trusting to my editing). Savvy eyes will notice that the car in the photos is not the one in the story: unfortunately none from the Runoffs were available. These two are from recent PR events.

Stories and photos from Conference drivers, officials, workers, crew, family and friends are always welcome, though their publication is dependent on the availability of space.

In March it may be too late to get the helmet you want

"The Days Are Numbered... On Your Old Snell SA 95 Helmet"

Time has run out on your SA95 helmet. The rules now state that you must have an SA2000 or new helmet for the 2007 racing season. Act now to ensure that you'll be able to get the exact model helmet in time for the season.

The great news is that we have the helmet you want with no worries about being stuck at the season opener with an outdated helmet.

We stock Bell and Pyrotech helmets or can special order any helmet you want. Don't trust your head to just anyone, allow the safety equipment experts at Armadillo Racing to help you select the right helmet for you, your car, your type of racing and your budget.

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Moving?

All ICSCC licensed drivers **must** advise the **License Registrar** of a change of mailing address! Memo recipients who are not drivers, please advise the Memo Editor of a new address. (Applies also to change of name.)

Name: _____

New Address: _____

New Phone #: _____

Effective Date: _____

Email Address: _____

Send to:

ICSCC License Registrar **OliviaConLicense@msn.com**
Olivia Muro
P.O. Box 87
Fairview, OR 97024

ICSCC Memo Editor **icscc@telus.net**
Danielle Baxter
P.O. Box 219
Fort Langley, BC V1M 2R5



"They all laughed when I went to a seminar...but you should have seen them when I won the National Championship." – Andrew Caddell 2006 SCCA Spec Miata

Rev up your brain for the 2007 season by cramming more insider secrets of speed than you can learn in 5 years at the track. How? Just by attending our annual high performance racing seminar and bootcamp. You'll feel like you're in bootcamp being fed so much vital information in one day you'll think your brain is going to explode.

Mark your calendar now and join Andrew Caddell and your more serious competitors in attending the 12th annual Armadillo Racing High Performance Racing Seminar 10 Feb. 2007.

This all day event features Paul T. Glessner, Aerodynamicist who will not only teach you about airflow on the outside, but air management through your car; Rick Emmerson on driver fitness; and special guest Leo Mehl, Past President of the IRL and former worldwide director of Goodyear racing tires. Additional speakers are being confirmed at this time and will be posted at www.armadilloracing.com or call toll Free USA & Canada 1-888-211-9129.

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Steward's Soapbox

All of you who make a living auto racing...you're excused! The rest of you, please, Listen Up!

Good! I see most of you are still here, so I will continue. First, let me congratulate all of you on being a part of one of the most exciting and prestigious amateur sports on the planet. You are indeed a select few who can enjoy such a tremendous experience... Appreciate and embrace this sport! It's yours!

As I see it, the Race Steward's mission is to contribute to your personal safety, help to safeguard your equipment, and promote the continued growth of Conference Racing. This year's Assistant Steward, Hal Hilton, and I are dedicated to attaining these goals. The key to having a great 2007 season is based around one simple ideal... Sportsmanship.

And, with you joining all of the ICSCC Race Workers and Officials in building the 2007 racing season on good sportsmanship, some positive things can result. Such as:

1. Racing in a safer environment.
2. Never substituting "Safety for Speed".
3. Working together, so that all competitors adhere to the same set of rules.
4. Persuading you to return some of your personal abilities to the "driver managed" structure of Conference Racing. (You will hear more on this later.)
5. Remembering to have fun, and promote a sense of fellowship with the same people that you are so eager to "beat...out on the track."
6. And finally, never lose sight that you are part of this elite fraternity / sorority primarily because of volunteer workers, who spend their time and money so that you can have fun.

Now the Steward should go into some diatribe about this year's rule changes. Forget it! Every driver needs to read and understand the Competition Regulations. Each and every Conference driver has contributed, on some level, to their very existence. Please, take time to read them.

Wow! What a great segue to another thought regarding the Rulebook, and how to get your own 2007 version, in a timely fashion. It goes like this: I ordered race tires a month in advance... I made sure to order that new "trick" clutch assembly three weeks ago, and... oh yeah, I think I remembered to send in my 2007 Conference Competition License Applica-

tion, about 48 hours before that Track Day that I hadn't planned on running. Got the idea? A brand new 2007 Competition Rule Book comes with every 2007 ICSCC Competition License. So, get your 2007 License Application in early, and then you will get your very own 2007 ICSCC Competition Regulations Rulebook - sooner, rather than later.

Another subject that I should mention is the requirement, starting this season, for a Snell 2000 or newer helmet. If you're in need of a new helmet for this season, run over to the Armadillo Racing or Competition Motorsports trailer, for a personal fitting.

Now let's talk further about the Stewards' mission to ensure that "all competitors are adhering to the same set of rules." Hal and I will need your help to achieve this goal; starting with your having your ICSCC Log Book filled out, completely, before you go to Tech (see 2007 Rule 1111.B; page 56). We want you to be very proud of the legal weight of your racecar.

Remember when you watched the Stewards bike around the paddock, last year, (usually faster than our Insurance Advisor would have approved of)... the results were very, very successful. So, yes, we promise that the Official Conference Scales will be very busy again this year. Just when you were considering trimming out those frame supports that you have deemed as "extra weight"; remember, we are talking about your safety, your racecar, your friends, and your responsibility to play fair.

Our job, in my "jaundiced view", is to simply enforce your rules. This attitude is probably a direct result of the tutelage of last year's Race Steward, Art Metz... sound fair? Just blame Art! He was an excellent teacher.

First. Have Fun,
Ron Muro, 2007 Race Steward

P.S. Just a reminder.....There was a rule change, moving our Pro 3 Class to Group One. This will necessitate Pro 3 drivers securing a car number in Group One. Incidentally, while we are talking about Pro 3, I want to give "Profs" to the Hill Brothers, and several other competitors, in that class, who have done a wonderful job of welcoming "new folks" into our Conference family. Thanks to you for promoting Conference Racing.

It's the RATS!

Yes, Ladies and Gentlemen, it is once again time for our annual
Race Admistration Trainig Seminar

Saturday February 24, 2007

Location: **Best Western Peppertree Auburn Inn**
401 8th St. SW
Auburn, WA 98001
253-887-7600

Time: **9:30 am until early afternoon.**

Who: **This seminar is designed for all 2007 Race Officials and Workers.**

It is not only a chance to see what's in store for the 2007 race season, but a perfect opportunity to share your ideas with others.

I suspect by now that your club's Race Chairperson has already invited you. The meeting will cover our theme for 2007, "Information Sharing", as well as informal, planning discussions for ROD, Race Chairs, Driving Masters, Registrars, Tech, Scale and Sound personnel.

Refreshments will be served.

See you there, Ron Muro, 2007 Race Steward
Hal Hilton, Asst. Race Steward
Questions: 503-665-0785 or Rmuro1@msn.com

Spare Parts ICSCC (and related) News

ICSCC License Registrar's notice: I would like to advise you that license packets will be sent AFTER FEBRUARY 24, 2007. You should receive yours about 2 weeks after this date (may vary according to date of receipt of application). This is the RATS Meeting date and when I pick up all forms, rule books, stickers, etc. to place in your packet. Also, a note about checks: these take awhile to get to the treasurer to be deposited. This is why your check may take some time to clear at your bank. If you DO NOT receive your packet in the time frame stated, then contact me and inquire at OliviaConLicense@msn.com

ICSCC officials for 2007 are listed in this issue. If you are one of these, please check your contact information for accuracy and completeness, and report any errors to the Memo editor at icscc@telus.net. (Note that clubs' new info has not been received yet.)

ICSCC Web Forum update: As many of you know, we had another problem with spam postings on the Conference web forum in January. As a result, for a while the forum was configured to require registration for any access, including reading. We think we have fixed the weakness that made this necessary, and reading access is once again open to all. The forum remains the quickest way to get updated event information, forms, etc., and we hope all our visitors feel welcome there and comfortable using it.

INTERNATIONAL CONFERENCE OF SPORTS CAR CLUBS



ROD MEMBERSHIP APPLICATION

Name: _____

Address: _____

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Phone: (Home): _____ - _____ - _____ (Bus., optional): _____ - _____ - _____

Email (please print clearly): _____

Home Track: (circle one) PIR PR Mission | Info to be listed in membership roster? Yes No

Track Position: eg: F & C, Safety, Timing and Scoring, etc. _____

Annual Fee: \$10.00 (Payable to ICSCC (US Funds) if by cheque or to META (CDN Funds) for forwarding to ICSCC)

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Race Cars for Rent: eight cars to choose from! ITC, CP2/EP, A-Sedan, SPM, even a circle track Dwarf car! Arrive and Drive, Trackside Support, Personal Tutoring. Competition Motorsports, Portland, Oregon, 503-281-1579. 4/05

Club Officials' Contact Info

The list of ICSCC member clubs' Race Chairs and Race Registrars will reappear in the next Memo, when all the names for 2007 have been received.

The Race Chair and Registrar for the Cascade Enduro are listed in their race announcement.

Classified Ads

For Sale: Swift DB-1 \$18,750. Double National winner this year. Just back from Runoffs. Good car in fine condition. Usual spares and gears. 2 sets of painted body work. 12 wheels and tires--rains and intermediates. Extra tires from Runoffs available also. **Crossle 32F** with 45 body work. \$19,500. Very competitive front running Conference CF. Fresh no time rebuilt chassis. Strong Black Jack Racing engine. Taylor Race Engineering prepped gear box. Lots of spares and gears. 16 wheels. Rains and American Racers. **Spec Miata**. 94 1800. \$12,600. Fresh paint, strong rebuilt Japanese crate engine (114.5 HP on chassis dyno) , rebuilt gear box, some spares (mostly brake pads and consumables) 16 wheels incl. rains and 2/32nd shaved drys. All well maintained good examples of strong and safe race cars. Delivery Pacific Northwest negotiable. Mark 206 419 4080. 9/06

For Sale: Greco-Roman Racing ICSCC EP 200SX. Well prepared, reliable race car w/only 3 race weekends on race-prepared 3.0L V6. Accusump, fire system, proportioning valve. Long racing history. 8 ICSCC wins with current owner/driver in current level of preparation. Includes parts car, notebook with technical information, track setup info, race results, spare engine parts, gearbox parts. Asking \$6500/offer. MCI tandem axle trailer available: Diamond plate deck, "Washington-legal" package (electric brakes on both axles, running lights, emergency brake). Asking \$1500/offer. Trailer will not be sold separately until car is sold. Asking \$7800/package (race car+trailer) Phone: 503.936.5335, email: randyk@easystreet.com. 9/06

For Sale: Ice Racer: very fast 4WD Subaru with 13B rotary engine, street ported, 4bbl Holley, stainless steel exhaust, 4 core rad, twin oil coolers, 4 wheel disc brakes, rear sway bar. Optional front wing and lexan fence (unique to ice racing) Custom dash, dual batteries (batteries not included!) racing seat, full cage. 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. Photos available on request. Contact Andrew at 604-942-4974 or atc16@shaw.ca \$2995cdn. 10/06

For Sale: 1993 Mister Ian FV (Mysterian M1 clone). 36 total races since new. Several regional wins and only 1 DNF. Fresh engine, new tires (one race), new battery, coil, distributor, and fuel pump. Meets minimum weight with 200# driver. Quick steering, cambered front spindles, etc. COMPLETE spares package and MANY other parts go with car! 1:32's in Portland, 1:41's in Seattle, Lap record in Spokane; 1:53.2. Many features too numerous to list. \$7.5k/best offer. Must sell to fix old Mustang for upcoming season! Vee is a great class with a lot of competition! Buy this car and find out how good you really are! Lawrence Hayes 509.922.5408 shop 509.768.5408 cell HayesCagesLLC(@hotmail.com 1/07

For Sale: 2001 FM 5th PL Qualifier Runoffs New Engine Spare nose, sidepods, 4 sets of wheels, rains, Stack 8600M wheel, all gears, radiators, and more. \$22,000 www.greyghostracing.com I have much more for sale also Radios, Scales, 45'gooseneck trailer, Easyup, etc. Rodney Jessen 425-681-0917 9/06

For Sale: 2002 BMW 525i with 31,000 miles, auto with steptronic shift, black on tan, moon/sun roof, heated leather seats. front & side airbags, CD player, typical BMW perks with 100K / December 2008 warranty. \$26,000. Bud (206) 285-7304 1/07

For Sale: Spec Miata 1992 1 owner, well cared for, 59,000 miles, Only raced 3 times, Silver w/red hardtop, No dents or crashes, Race Tech Fab roll cage, w/Nascar and cross-dash brace, Very well prepared by Pat McFall of FMR, Also have enclosed trailer, Will e-mail complete info and pictures. Ric Cavallero 503-690-9450 Bus, 503-320-8888 Cell. 10/06

For Sale: Straight non-sunroof 1985 RX7 with roll cage installed, \$1300 worth of Ground Control suspension parts, disc brakes all around, limited slip rear end, transmission, 2 radiators with factory oil coolers attached, 12 factory alloy wheel rims, 1 each 12A and 6 port 13B engines, all for \$1000. I also have the new race parts from MazdaSpeed to rebuild the 12A, including new rotor housings, price negotiable. Contact Keith at 253 638-0648 or kharwood1@yahoo.com 10/06

Memo Classified Ad Policies:

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 rewrite it and submit the new wording in its entirety.**

Northwest Racers

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