



# ICSCC Memo #8—September 2011

The Official Publication of the  
International Conference of Sports Car Clubs

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## Steward's Soapbox

This is the issue where we roll out the 2012 rule change proposals. Conference is a very special organization because the drivers vote on the rule changes. Nothing gets into the Rulebook unless we vote it in. But the key to this is we need to participate! The more of us that are involved, the better decisions will be. Please make a point of attending the meeting of your Club where you will vote on these proposals. There are several very important decisions to be made, and your Contest Board representative needs to know where you stand!

You probably noticed there's one proposal that's not there. I didn't put forward a proposal to require neck restraints. I think you've figured out by now I'm definitely not a guy that's going to avoid a heated debate if it needs to happen. In this case I definitely saw the writing on the wall last year. Politically it's not going to happen until we talk more drivers into it. So here goes - I hope I can convince a few more people they shouldn't get in a racing car without one.

Recently I've watched a couple of documentaries of F1 in the 60's & 70's that reminded me of just how dangerous our favorite sport used to be. It wasn't that long ago that we were losing drivers on a regular basis. Thankfully, there've been huge advances in racing safety in the past few decades. Fire suits have improved vastly. Seat belts have gone from nothing, to lap belts, to 5-point harnesses. Fuel tanks don't fail with the smallest impact. I can't believe the risks drivers took 40 or 50 years ago. Are you willing to go flat-out, wheel-to-wheel in a car that's going burst into a huge fire if you get into it with another car? Is it a better idea to be thrown

from the car in a wreck? I really hope your answer is no!

A good head & neck restraint is in the same category. 20 years from now people are going to be shocked we raced without them. As I've said before, part of racing is taking care of your family. In this case I'm talking about your real family. There's a piece of equipment out there that can make a huge difference to your welfare if you're wearing it when the shit hits the fan. If you doubt me, I can think of at least 4 drivers immediately that will tell you they wouldn't be here today without one. I owe it to my wife to do everything I can to make sure I come home Sunday night in one piece.

I know it's expensive. So's your helmet, and you're not getting in to your car without that, right? Did you buy your helmet because you're required to, or is it a dumb idea to get in a car without one? When I started racing, the HANS was brand new, and I invested in one before I built my own car. Heck, I asked my family to skip birthday & Christmas presents for a year to help me get it. Yup, they thought I was nuts. But I don't want to be behind the wheel without one, and I was tired of borrowing Bill's. Realistically we're talking about a set of tires here, folks. I absolutely love racing, but I sure as heck don't want to be injured seriously doing it. And the one thing I can think of that's worse than getting burned is a head or neck injury.

Tom Olsson,  
2011 ICSCC Race Steward



# ICSCC Officials 2011

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

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**ICSCC Annual Awards Banquet**  
***Celebrate Racing Stars***

★ November 12, 2011, Marriott Hotel, Seattle Airport

★ Star Driver Awards (New 'speedy' version!)

★ Support Star Awards

★ Dancing & Door Prizes

✦ Tickets: \$45.00 US per person

✦ Room nights: \$89.00 per night Parking: \$8.00

✦ Hotel: 201 S. 176<sup>th</sup> Street, Seattle, WA. 206-241-2000

✦ 5:30 pm Appetizers 6:00 pm Dinner

✦ Registration: Peggy Walker, 503-537-9103, [peggyw@99westtrailers.com](mailto:peggyw@99westtrailers.com)

✦ Mail checks to: 6327 SW Hiawatha Court, Lake Oswego, OR 97035

✦ Please specify dinner: Salmon or Steak

# PENALTY BOX



## Race #10—Pacific Raceways

### Saturday Special Race

Group 8— #15 Pass Under Yellow, loss of one lap, \$50  
#126 Pass Under Yellow, loss of one lap, \$50

### Sunday Race

Group 1— #319 Underweight, DQ  
#795 Underweight, DQ

**Protest:** #183 protested #126 for violation of CR 1501.C.3—pass under yellow. The stewards found that the pass did happen. Since this was the second PUY of the weekend for #126, the penalty was loss of one lap and \$250.

Group 3— #95 Underweight, DQ

## Race #11—Portland International Raceway

### Saturday Qualifying

Group 2— #426 Pass Under Yellow, DQ from session, \$50  
#731 Pass Under Yellow, DQ from session, \$50  
Group 1— #319 Avoidable Contact, DQ from session, \$50

### Sunday Qualifying

Group 2— #09 Did not report to scales, DQ from session  
Group 1— #412 Underweight, DQ from session  
Group 6— #480 Missed drivers' meeting, loss of qualifying position  
#728 Missed drivers' meeting, loss of qualifying position

### Sunday Race

Group 2— #734 Did not report to scales, DQ  
#751 Pass Under Yellow, loss of one lap, \$50  
Group 5— #46 Did not report to scales, DQ  
#84 Did not report to scales, DQ  
#734 Did not report to scales, DQ

## Race #12—Mission Raceway Park

### Sunday Qualifying

Group 4— #772 Did not report to scales, DQ from session  
Group 5— #729 Underweight, DQ from session

### Sunday Race

Group 4— #15 Did not report to scales, DQ  
#711 Did not report to scales, DQ  
#713 Underweight, DQ  
#772 Did not report to scales, DQ  
Group 5— #131 Did not report to scales, DQ  
#788 Did not report to scales, DQ  
Group 6— #88 Pass Under Yellow, loss of one lap, \$50  
Group 1— #15 Underweight, DQ  
#758 Did not report to scales, DQ  
Group 2— #714 Did not report to scales, DQ  
Group 3— #88 Avoidable Contact, loss of one lap, \$50

## Race #13—Mission Raceway Park

### Monday Qualifying

Group 1— #15 Underweight, DQ from session  
#795 Underweight, DQ from session  
Group 2— #760 Underweight, DQ from session

### Monday Race

Group 5— #131 Did not report to scales, DQ  
#713 Avoidable Contact, loss of one lap, \$50

**2012 ICSCC CONTEST BOARD RULE CHANGE PROPOSALS**

YES	NO	Item #	Page #	Club	Jurisdiction / Section	Proposal
		1	20	VSCC	E/C 503.A	To be eligible for a championship, a driver must compete in class in a minimum of one- half <u>minus one</u> of the total ICSCC Championship races.....
		2	21	Stewards	E/C 601.A	..... Any change of car or driver after entries close shall be considered as a late entry. Any change during an event must have the Race Steward's approval and <u>shall result in the loss of all previous qualifying times.</u>
		3	22	VSCC	E 602.A	..... <u>Announcements for all US races will include the ZIP+4 in the registrar's address.</u>
		4	26	Stewards	E 703.A	..... Once a race schedule is published it may be delayed due to circumstances beyond the control of the sponsoring club, but <del>at no time shall</del> the schedule <u>may not</u> be advanced. (i.e. no practice, qualifying or race will start before its posted time.) <u>The only exception to this is that the Steward may combine race groups into the earlier scheduled start time of the two with the consent of all drivers registered in both groups.</u> .....
		5	27	IRDC	E/C 707	All cars will be called to an area designated pregrid (false grid) for the purpose of placing each car in its proper starting position. If the cars are unduly delayed in being called to the grid, drivers shall be given adequate warning as to when the race will begin. All cars must be on pregrid by the 5 minute warning. Any car failing to arrive at pregrid before the 5 minute warning shall lose its grid position and be placed at the back of the grid, unless said car competed in the race immediately preceding. A car competing in back-to-back races will be allowed to grid in its qualified grid position any time up to the 1 minute warning, after which time it must be placed at the back of the grid. Any driver <u>starting the race in a car in which he or she did not qualify will start at the back of the grid.</u> .....

**2012 ICSCC CONTEST BOARD RULE CHANGE PROPOSALS**

6	40	VMSC	E 1105.B.4	<p>Expiry. Systems meeting SFI specifications include at least one label bearing the date of manufacture. <del>The certification of these belts expires after two years. These belts shall not be used after the expiration date of the SFI certification. For example, a belt manufactured in May 2000 shall not be used after May 31, 2014. Systems meeting FIA specifications must have all belts labeled with their date of expiration, and these belts will expire on the last day of the year indicated on their labels. (Spring 2010) The certification indicated by this label shall expire on December 31st of the 2nd year after the date of manufacture as indicated by the label. If for example the manufacture date is in 2010 the second year after this date of manufacture is 2012.</del></p>
7	44	Stewards	E/C 1108.F	<p>Seats. Seats shall not be of makeshift construction and shall be securely mounted to the car. <del>The back of the seat shall be firmly attached to the roll cage with a seat brace. Seats homologated to FIA standard 8855-1999, 8862-2009 or higher need not have the seat back attached to the roll cage. If the passenger seat back folds, the back shall be securely bolted or strapped in place. The passenger seat back, if a folding seat, and cushion, if removable shall be securely belted or strapped in place.</del></p>
8	45	Stewards	E/C 1108.O	<p>Installation of camera equipment, camera mounts and/or camera accessories is permitted, PROVIDED that all the equipment be secured in place and checked for safety at technical inspections. <del>Cameras weighing more than 8oz must be secured to the car on two sides. Any camera and its mounting system that is attached to the outside structure of the vehicle shall be tethered to the vehicle in such a manner that if the mounting system fails the camera and its mounting system cannot come in contact with the ground with both tires on one side of the vehicle deflated.</del></p>
9	49	SCCBC	E 1301.A	<p>Drivers running in new classes ..... will receive year end rewards only if the new class entries average 2.5 for <del>an entire season</del> a maximum of 10 races of the total ICSCC championship races. <del>New classes achieving a 2.5 entry average for the entire season will automatically become sanctioned the following year.</del></p>

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10	55	SCCBC	E/C 1306.B.5	<p>Formula Vee - All Formula Vee cars shall conform to SCCA regulations applicable to Formula Vee. All Formula Vees <del>must</del> <u>may</u> use <del>the specified</del> <u>any</u> brand of tire and compound number approved for the class to fit 4 1/2" rims. <del>The approved tires are the American-Racer Tire Company compound 131 or 132, or current equivalent rating number.</del> Any brand of rain tires may be used providing that the tires were originally designed and produced by the manufacturer as rain tires for use exclusively on a wet track. Dry-track racing tires, other than the permissible specified tires, may not be modified for use as a rain or intermediate tire.</p>
11	55	VMSC	E/C 1306.B.5	<p>Formula Vee - All Formula Vee cars shall conform to SCCA regulations applicable to Formula Vee. All Formula Vees <del>must use the specified tire and compound number approved for the class. The approved tires are the American-Racer Tire Company compound 131 or 132, or current equivalent rating number.</del> Any brand of rain tires may be used providing that the <del>tires were originally designed and produced by the manufacturer as rain tires for use exclusively on a wet track. Dry-track racing tires, other than the permissible specified tires, may not be modified for use as a rain or intermediate tire.</del></p>
12	59	VMSC	E/C 1313	<p><del>Super Production cars shall compete in 3 classes, over 4.0 litres or 20B rotary powered (SPO), 2.0 - 4.0 litres or 13B rotary powered (SPM), and under 2.0 litres or 12A rotary powered (SPU). Super Production cars shall compete in 3 classes determined by engine capacity. SPO - over 4.0 litres. SPM - 2.3 to 4.0 litres. SPU - 2.299 litres or less. Rotary engine cars will be classed on the basis of a piston displacement equivalence formula. This equivalence is calculated as twice the volume determined by the difference between the maximum and minimum capacity of a working chamber multiplied by the number of rotors. EG. 573 cc ( difference in volume of 1 chamber) x 2 = 1146 cc ( 1 rotor equivalence) x 2 9 number of rotors) = 2292 cc for Mazda 12A. ....</del></p>

2012 ICSCC CONTEST BOARD RULE CHANGE PROPOSALS

	13	60	CSCC	C 1314.B.2	<p><del>CR cars will use a spec tire on all 4 wheels at all times. Grooving of the spec tire is not allowed. If the CR spec tire becomes unavailable during a racing season, the licensed CR drivers will meet with the Race Steward and assist the Race Steward in selecting a new spec tire. If the CR spec tire changes during a racing season, the old spec tire will remain legal until the end of the season. CR drivers are required to have enough spec tires on hand to complete an event/race weekend. Failure to use the spec tire for a race will result in disqualification. Wheels are restricted to 13" or 14" diameter.</del></p> <p><del>Manufacturer is free. The CR spec tire is the Toyo Proxes RA1 and must be one of the following sizes: 185/60R13, 205/55R14. Shaving of the RA1 is allowed.</del></p> <p>The CR spec tire is the Toyo Proxes R888 and must be one of the following sizes: 185/60R13 or 205/55R14. Shaving of the Proxes R888 tire is allowed. Circumferential straight line grooving of an unshaven Proxes R888 tire is allowed.</p> <p>The use of the previous spec tire Toyo Proxes RA1 185/60R13 and 205/55R14 is allowed. Grooving of the Proxes RA1 is not allowed. Shaving of the Proxes RA1 is allowed.</p> <p>CR will use a spec tire on all 4 wheels at all times. If the CR spec tire becomes unavailable during a race season, the licensed CR drivers will meet with the Race Steward and assist the Race Steward in selecting a replacement tire for the current season. Licensed CR drivers will determine if a new spec tire is needed for the next race season. CR drivers are required to have enough spec tires on hand to complete an event / race weekend. Failure to use the spec tire for qualifying shall result in a loss of time. Failure to use the spec tire for a race shall result in disqualification. Wheels are restricted to 13" or 14" diameter. The wheel manufacturer is free.</p>
	14	69	IRDC	C 1315.B.11(a)	<p>The catalytic converter may be removed and the exhaust pipe aft of the exhaust manifold may be replaced with a single pipe, 2.5" O.D. maximum. The exhaust must exit behind the driver, directed away from the car. A muffler may be required to meet sound regulations. <u>The stock 1981-1985 Mazda exhaust manifold must be used.</u></p>



**2012 ICSCC CONTEST BOARD RULE CHANGE PROPOSALS**

15	75	IRDC	C 1316.B.6(b)	Fuel pumps, pressure regulating valves, filters, lines, and hoses are unrestricted. Fittings may be modified only for the addition of an AN fitting. Pumps may not be mounted inside the passenger compartment. Any fuel line that passes through the passenger compartment must be metal or metal braided. All lines must be securely fastened and safely routed. <u>No fuel coolers, stock or otherwise, may be used.</u> .....
16	76	IRDC	C 1316.B.7(a)	Air measuring/metering devices (i.e., air flow meter) shall be the swinging gate -- <u>potentiometer type as provided on E30 BMW 325i cars and may not be modified or replaced.</u> The stock intake manifold shall be used. ....
17	77	IRDC	C 1316.B.12(d)	The differential housing must be a stock OEM unit, correct for the body series. The ring/pinion gears are limited to the following OEM ratios: 3.73, 3.91, 4.10, 4.27, 4.44 and 4.45; and must fit in the stock housing. Limited slip devices are unrestricted, <del>however fully locked differentials are prohibited.</del> Any lubricant or additive may be substituted. Cooling covers, lines and radiators may be modified or added. (Fall 2009)
18	78	IRDC	C 1316.B.14(a)	The Pro3 spec tire is Toyo Proxes R888 or RA-1, and must be one of the following sizes: 225-50/14, <u>225/45/15</u> or 225-50/15. Shaving of the spec tire is allowed.
19	79	IRDC	C 1316.B.16(e) (new section)	A cross-brace may be added from one shock or strut tower to the other. The brace <u>and/or its mounting bracket can not be anchored to any other part of the car and shall serve no other purpose.</u>
20	87	IRDC	C 1324.A.6	The absolute minimum weight (with driver) is <u>2400</u> 2200 lbs.
21	88	IRDC	C 1324.C.3	Every vehicle must retain its OEM strut towers, frame rails, floorpan, and firewall <u>in their original configuration and intended usage, although the floor pan and tunnel on the driver's side may be modified for driver safety and comfort.</u> Partial tube-frame chassis conversion is not permitted. If the car could not be driven normally with the tubes removed then it is considered to be tube frame.

**2012 ICSCC CONTEST BOARD RULE CHANGE PROPOSALS**

	22	91	IRDC	C 1324.J	<p>Dyno Certification Form .....</p> <ol style="list-style-type: none"> <li>Maximum Horsepower of three runs: _____ hp</li> <li>Maximum Torque of three runs: _____ ft/lbs</li> <li>Declared Maximum Horsepower: hp (must be greater than or equal to Line 1)</li> <li>Declared Maximum Torque: ft/lbs (must be greater than or equal to Line 2)</li> </ol> <p>If declared maximum torque (Line 4) is less than declared maximum horsepower (Line 3): Line 3 _____ x 10 = Calculated Minimum Weight*</p> <p>If declared maximum torque (Line 4) is greater than declared maximum horsepower (Line 3): ((Line 3 _____ + Line 4 _____) / 2) x 10 = Calculated Minimum Weight*</p> <p>* Must be greater than or equal to <u>2400</u> <u>2200</u>.</p>
	23	94	IRDC	C 1402.B.5	<p>The maximum rim width for each car will be determined by original equipment specifications, or factory dry weight as follows:</p> <p>3000 lbs. and over - 8.5" wide  <del>2500 lbs. through 2999 lbs.</del> 7" wide 2100 lbs. through 2999 lbs. - 7"  <del>1500 lbs. through 2499 lbs.</del> 6" wide 1500 lbs. through 2099 lbs. - 6"          1499 lbs. and below - 5.5" wide</p>

**2012 ICSCC CONTEST BOARD RULE CHANGE PROPOSALS**

24	95	CSCC	C 1402.C.1(a)	<p>Class A.....12.9 and under          B.....13.0          C.....14.5          D.....16.0          E.....18.0          F.....20.0          G.....22.0          H.....24.5          I.....27.0 and over  <del>J.....20.6-end-over</del></p> <p>These classifications are for minimum race weight with driver. A car may be classified to run in 3 adjoining classes, as long as minimum race weight is met. Example B C D are adjoining, F G H are adjoining and <del>H I J</del> <u>G H I</u> are also adjoining. Examples of car classes: A car with 140 stock horsepower to run in E class would have a minimum race weight of 2520 pounds. 140 times 18 equals 2520. A car with 75 stock horsepower to run in H class would have a minimum race weight of 1838. 75 times 24.5 equals 1837.5 rounded to 1838. Race weight rounding will be determined by standard mathematical rounding. 0.5 to 0.9 gets rounded up and 0.1 to 0.4 gets rounded down. A Production cars have no minimum weight and are not required to report to scales. (Fall 2009)</p>
25	98	IRDC	C 1402.D.7	<p><del>Except as specified in Section 1112 any exhaust system retaining the stock exhaust manifold may be used.</del> <u>Any exhaust header and exhaust system may be used.</u> .....</p>
26	P&P 62	VMSC	E P&P 23.1.3	<p>The ICSCC logo shall use the sports car symbol with the car in yellow on a white background with the border, chequer flag, and lettering in black.</p>

## **The Greatest Weekend of Racing Ever, Part II**

By Armadillo Andy

Part I of this saga ended with a promise to share the rest of the story of how my wife Ana, my friend Dick Henderson and I went to Indianapolis for the 100<sup>th</sup> year of the first 500 in 1911. As with the last story I've been told to keep the length reasonable, so I'll have to leave out a few details to fit Karen's space requirements. As you may recall, we went to Indy because my good friend and Conference racer Mike Mehl had been going for 40 years. Since Mike was an expert at the whole experience, we pretty much did what he suggested. This includes going to the Little 500 at Anderson Speedway.

On Saturday we had great fun at the Indy 500 driver's meeting and autograph session. We ran into Mike and his wife Michelle who were in line to get Gil deFaran's autograph. Mike has been getting the winners to sign his ticket stub for years and, since his dad Leo is retired from Goodyear, Mike had missed a few winners. As we stood there, I saw Johnny Rutherford who I had last seen on a motorsports cruise in the Caribbean about 20 years ago (arranged for by former Conference Driver of the Year Don Kitch). I walked right up and asked if he remembered the cruise and we chatted a few minutes. Rutherford was a great racer and a great 500 champion.

While we hung out waiting for the driver's meeting, there was a memorabilia show just opening the doors. Man, I have never seen so much junk.....er important Indy treasures. You want a crew shirt with all the embroidering, they've got hundreds. Old ticket stubs, books, gear bags, driver's suits, autographed pictures, driver's cards, engine parts (broken, of course, but each with a history), videos, and so much more. I found a 1991 set of CART stars cards still unopened. Hey for just \$4 I snapped that up. I was wondering who was that red headed kid sitting in an Indycar. Oh, heh heh, it was Little Al. I got a deal on The Autobiography of A.J. Foyt, The World's Greatest Race Car Driver. I always wanted to read that one and I had it finished before the plane landed in Seattle. If you like, I may review that for you some time, but the tale of A.J. getting stopped by the cops for speeding with Linda Vaughn in the car is worth the price of the book. For you young people, Linda Vaughn was the first lady of racing for about 40 years, former Miss Hurst shifter and has as Woody Allen said in his movie "Love and Death," she "had large tracks of land." Sorry, I digress.

Driver's meeting over, parade done, now it was off to Anderson Speedway. First, there was lunch at The Longhorn Steak House. A real Longhorn never passes a place like this. Our meal was superb and all that was left on my plate was the 6 little bones from the ribs I had. We drove on out to Anderson about 35 miles NE of Indianapolis. Found Anderson alright, but the Speedway was a different story. Being a man, I hate to ask directions but there were no signs in that town and, since my wife mostly speaks Spanish, I sent Dick in to ask (this was as close to manly as I could get). The gals there said to go out this street a long way and they emphasized a long way. So off we went, a long way to the T in the road. Well we never did find the T but we did go a long way. Finally after passing through fields of crops and a high school and a bunch of nothing, we were in some little town. At this point I humbled myself and asked this lady pushing a stroller if she knew where Anderson Speedway was. She said, "Anderson Speedway? You're in Label." OK where's Label? Anyway we drove a long way back and asked again and finally got to the Speedway still a good hour before the race. Of course it started to rain.

Continued next page

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## The Greatest Weekend of Racing Ever (Cont.)

What a difference, the Indianapolis Motor speedway with 275,000 seats around a 2.5 mile oval and Anderson Speedway with about 10,000 seats around a quarter mile oval. We bought a program so we could have it autographed by all the drivers. This place was really classy with a huge circus tent set up for an autograph session. While it rained, we lined up along with the Mehl family to get every one of the 33 Sprint Car Driver's autographs. How cool is that? So as we got the autographs I chatted with each driver asking how they had qualified and where they were from. Then I met a young guy from Puyallup, WA. Very fun but not near as fun as meeting an old friend, Tim Cox. Now Tim used to sell Pyrotec suits and Bell helmets back in the day when Bob Booth owned Bell Motorsports. Tim and I had been to dinner several times during the Performance Racing Industry show in Indy. I said as I passed by to get his autograph, "Hey I know you." Tim responded with "Hey I know you too." We

laughed and talked about a mutual friend Joe Pittman. It turns out Joe was there too but not racing. We both comment on how sad it was that Bob Booth passed away just a couple of months ago. Well that just made my day, travelling across the USA to a little Sprint car track in Indiana only to meet some old friends.

Oh, oh, I see that I'm pushing my space limit again and we haven't even gotten to the race. Trust me when I tell you there is some more good stuff coming up. As we sat in the stands with Mike and his family chatting with Mike's buddies that have been going to this race for 50 years, lightning struck 4 times and it started to rain so hard we just got back to the car without getting drowned. Since it was now 10 PM they postponed the race until Sunday and we headed back to Indy. Now stay tuned for Part III and the conclusion of this saga found in the next issue of the Conference Memo.

# 2011 ICSCC Event Schedule

"Rotn" is race group rotation: For example, in "rotn 2," Group 2 is first on the weekend's schedule.

<u>Date</u>	<u>Event</u>	<u>Club</u>	<u>Location</u>
January 8	ICSCC Spring Meeting	All	SeaTac Marriott
February 26	RATS Meeting	All	Best Western Peppertree, Auburn
March 19	Driver Training	CSCC	Portland Intl Raceway
March 25	Track Day	IRDC	Bremerton Motorsports Park
March 26/27	Driver Training	VMSC	Western
March 26/27	Driver Training	SCCBC	River's Edge, Mission
April 2/3	Driver Training	NWMS	Oregon Raceway Park, Grass Valley
April 9	Driver Training	IRDC	Pacific Raceways, Kent
April 10	Enduro (4 hours)	IRDC	Pacific Raceways, Kent
April 29	Driver Training	CSCC	Portland Intl Raceway
<b>April 30 / May 1</b>	<b>Race #1 (rotn 4)</b>	<b>CSCC</b>	Portland Intl Raceway
May 14	Driver Training	CSCC	Portland Intl Raceway
May 20	Test and Tune	IRDC	Pacific Raceways, Kent
<b>May 21/22</b>	<b>Race #2 (rotn 5)</b>	<b>IRDC</b>	Pacific Raceways, Kent
May 27	Driver Training	TC	Oregon Raceway Park, Grass Valley
<b>May 28-30</b>	<b>Race #3/4 (rotn 6/1) [double race]</b>	<b>TC</b>	Oregon Raceway Park, Grass Valley
June 10	Driver Training	CSCC	Portland Intl Raceway
<b>June 11/12</b>	<b>Race #5 (rotn 2)</b>	<b>CSCC</b>	Portland Intl Raceway
June 17	Test and Tune	SCCBC	River's Edge, Mission
<b>June 18/19</b>	<b>Race #6 (rotn 3)</b>	<b>SCCBC</b>	River's Edge, Mission
July 10	Driver Training	IRDC	Pacific Raceways, Kent
July 14	Test and Tune	NWMS	Spokane County Raceway
<b>July 15-17</b>	<b>Race #7/8/9 (rotn 4/5/6) [triple race]</b>	<b>NWMS</b>	Spokane County Raceway
July 16/17	Driver Training	SCCBC	River's Edge, Mission
July 21-23	Driver Training	VMSC	Western
July 29	Test and Tune	IRDC	Pacific Raceways, Kent
<b>July 30/31</b>	<b>Race #10 (rotn 1)</b>	<b>IRDC</b>	Pacific Raceways, Kent
August 12	Driver Training	CSCC	Portland Intl Raceway
<b>August 13/14</b>	<b>Race #11 (rotn 2)</b>	<b>CSCC</b>	Portland Intl Raceway
September 2	Test and Tune	SCCBC	River's Edge, Mission
<b>September 3-5</b>	<b>Race #12/13 (rotn 3/4) [double race]</b>	<b>SCCBC</b>	River's Edge, Mission
September 16	Driver Training	TC	Oregon Raceway Park, Grass Valley
<b>September 17/18</b>	<b>Race #14 (rotn 5)</b>	<b>TC</b>	Oregon Raceway Park, Grass Valley
September 23	Test and Tune	IRDC	Pacific Raceways, Kent
<b>September 24/25</b>	<b>Race #15 (rotn 6)</b>	<b>IRDC</b>	Pacific Raceways, Kent
October 15	Enduro (8 hours)	CSCC	Portland Intl Raceway
October 29	Track Day	IRDC	Bremerton Motorsports Park
November 12	ICSCC Banquet	All	SeaTac Marriott
November 12/13	ICSCC Fall Meeting	All	SeaTac Marriott

# Memo Submission Schedule 2011

Deadline	Issue	Content
09/12/11	#8 September	Rule Change Proposals Banquet Announcement #1
10/05/11	#9 Oct / Nov	Banquet Announcement #2
11/28/11	#10 Dec / Jan	Final Approved Rule Changes 2012 License Appl & Medical Invite to Bid Memo

The future is no more uncertain than  
the present. Walt Whitman

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