



ICSCC Memo #9—Oct/Nov 2011

The Official Publication of the
International Conference of Sports Car Clubs

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President's Message



The final championship race of 2011 is over and only the non-championship Cascade Enduro at PIR is left on the schedule. The contest boards of all our clubs have submitted their requests for rule changes and will soon be conducting club meetings to determine their vote. It is important that all ICSCC licensed drivers make every effort to attend their club's contest board meeting and direct their representative's vote. This is the process that sets ICSCC ahead of other racing organizations and is outlined in the lead-in to our rule book entitled "How the Conference Works." Each licensed driver has a voice and a vote in the operation of ICSCC and you owe it to our drivers in the organization to exercise that right.

Each member of a Conference member club, whether a licensed driver or not, also has a voice and a vote on the e-board through their e-board representative. You need to attend your club meetings and give direction to your executive.

The Fall Banquet and Awards Ceremony is just around the corner, so mark your calendars and book your reservations. Held again at the Marriott Hotel, Seattle Airport, on November 12, 2011. Please see the announcement in this Memo.

On our return from ORP Sept 19, Leslie and I dropped by The Ridge in Shelton to check on the progress of Washington's newest race track. The work is progressing on schedule, and Rod Powell treated us to a tour of the track. When we arrived, Rod and Joe were just completing a meeting with the paving company and scheduling the grade and paving for early October. Once paving is complete, the infrastructure of safety barriers, run-off areas, buildings, fences, pits, etc., can be started. The track is progressing nicely and the goal of being operational for 2012 appears to be achievable. There is much to do before ICSCC will be able to race at the site, but I am confident in the ability of The Ridge to bring this track to Conference.

Kevin Skinner, ICSCC President

The Ridge in Shelton, September 2011



ICSCC Officials 2011

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

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PR North / South	POSITIONS OPEN			
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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. 176th Street, Seattle, WA. 206-241-2000

✦ 5:30 pm Appetizers 6:00 pm Dinner

✦ Registration: Peggy Walker, 503-537-9103, peggyw@99westtrailers.com

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

✦ Please specify dinner: Salmon or Steak



PENALTY BOX

Race #14—Oregon Raceway Park

Sunday Race

Group 1— **PROTEST:** #102 protested #103 for violation of CR 1517.A—Avoidable Contact. The Stewards found that #103 was at fault and assessed a penalty of \$50 and loss of one lap.

Group 8 (Special Race)— #00 Avoidable Contact—loss of one lap, \$50

Race #15—Pacific Raceways

Sunday Qualifying

Group 3— #8 Missed driver's meeting—loss of qualifying times

Sunday Race

Group 6— #57 Pass under yellow—loss of one lap, \$50

Group 1— #300 Pass under yellow—loss of one lap, \$50

Group 2— #88 Did not report to scales—DQ

Group 3— #11 Underweight—DQ

Group 4— #714 Failure to report to black flag—DQ

Steward's Soapbox

As my stint as Steward comes to a close, I've found myself looking back over the last 2 years.

It's been said before – Conference is a very special organization. Watching it work through two seasons from the inside has been really rewarding. Granted it hasn't been easy at times, but Conference worked fantastically when the going got rough. The reason Conference is such a success is because the stakeholders have a huge amount of involvement in the operation of the organization. It is successful because of the efforts of a ton of people.

I've been racing in Conference for a quite a while as one of those guys who's just a racer. I was active in my class, but didn't know much about the rest of Conference, and didn't know many other drivers. Well, now I'm on a first-name basis with

just about every driver in Conference! I've met some incredibly nice people and learned a ton about racing. I promise you that Conference gives you back just as much as you contribute. Please consider volunteering for your Club or Conference. You will be amazed how much it adds to your racing experience. Yes, I had to hang up my helmet for a couple of years, but it's an experience I'll never forget.



Thanks to all of you for a great couple of years. I'll see you in the paddock.

Tom Olsson,
2011 ICSCC Race Steward

The Greatest Weekend of Racing Ever, Part III

By Armadillo Andy

Last episode we ended as my wife Ana, friend Dick Henderson, and I ran for the car in a huge thunderstorm at Anderson Speedway on Saturday night. I did promise that the best is yet to come so here is the conclusion to the Greatest Weekend of Racing Ever.

Sunday was the Indy 500 and that has been covered in Part I of this saga. We left the Speedway and made our way back out to Anderson Speedway about 35 miles NE of Indy. Dick wasn't too keen that we didn't have time for a proper dinner as we would have been late for the 63rd running of the "Little 500." This time we found the track without a trip to Label, Indiana. The crowd had fully returned for the rain date and were ready to go racing.

Before we get to that I have to tell you about Anderson Speedway. After the drive out there in traffic I had to make a pit stop and asked where the bathroom was. The guy pointed and said, "Up the Hill." Oh yeah I walked easily uphill and into the men's room. Wait? Did I say "room?" It was a walled courtyard about 100 ft. X 100 ft. with a urinal running around 3 of the 4 sides. In other words a 300 foot urinal. OK I guess, but if you turned around you noticed that the balcony on the starters stand/scoring building looked right into the courtyard. Well if the ladies standing there drinking beer wanted to watch I guess that was their business. We laughed about the men's "room" for the rest of our trip.

As they introduced the 33 drivers we also were introduced to the race queen, a young lady from Label High School. Hey we've been to Label and even seen the high school. Not by choice you understand, but our detour while looking for the track the night before made us familiar with the area. Cool.

They lined up the 33 sprint cars for the 500 lap race. I'll tell you what, sprint cars are wild enough as it is, but 33 on a ¼ mile oval for 500 laps is almost too much. We were chatting with Mike Mehl's buddies who had driven over from Illinois and come every year. This was their Indy 500. Nice, nice people and we were treated very well. So ear muffs on and standing for the start. I couldn't look. There is no way these 33 cars, all at flying speed, could possibly make it through turn 1. The green flag waved and they made it! Oh wow! In fact they went 38 green flag laps before the first caution. They were lapping in 10 to 12 seconds

per lap! That was serious racing.

Of course when the first caution came out it was a typical sprint car crash. One car ended about 4 times and rolled a few times for good measure. Good news was that no one was hurt. The whole race had just 6 caution flags so we saw a very fast event. Anderson Speedway had a nice timing and scoring board so you could keep track of all the cars. That made watching easy.

Now stop a moment and think about this event. 33 sprint cars for 500 laps. Can a sprint car go that far on one tank of methanol? No. Do sprint cars have on board starters? No. So the pit stops were crazy. A car would come in, refuel, and then the crew would jump up and down waving like mad to get the attention of one of the 6 or 8 push trucks to come over and push them to get going again. The infield had the traditional "X" for running figure 8 demolition derby races, so after a pit stop the car might be pushed out into turn 1, 2 or 3. As it turned out two pit stops were mandatory (one in the first 250 laps and one in the second 250 laps). Trust me, we weren't bored for even a minute.

On lap 490 the second place car passed the leader to unlap himself. Now it was obvious that the leader's tires were going off but could the number 2 car make up one lap with just 10 left in the race? Yes he did and on lap 498, the lead changed hands and the race was over. 500 laps done in about 2 and one half hours. There were 14 cars finishing with my buddy Tim Cox and his son both finishing but off the podium.

As we made our way out to the car, we were totally satisfied. On Sunday May 29th we'd seen the Indy 500 and the Little 500. 750 laps of the best oval track racing in the world. Whew, I was whopped. Monday we had breakfast at Charlie Brown's pancake house near the Indianapolis motorspeedway. The place was jammed with racing memorabilia. Indy greats ate there all the time and, while we didn't see any when we were there, we had fun looking at the pictures and stuff on the walls and hanging from the ceiling.

We had time to visit the Speedway museum and see the collection of nearly every winning car from the past 100 years. Plus we got to take the famous van tour around the track and that is worth every penny of the 3 bucks they charge. From the museum we headed to the airport and home to Bremerton, WA. On the way home I finished A.J. Foyt's Autobiography and just stared out the window of the plane thinking how lucky I am to be involved in the greatest sport in the world and to have just returned from the 100th anniversary of the first Indy 500. Oh yeah.



The Ridge in Shelton, September 2011



2011 ICSCC Event Schedule

<u>Date</u>	<u>Event</u>	<u>Club</u>	<u>Location</u>
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
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

How many roads must a man walk down before he admits he's lost?

Classified Ads

Shop space for rent. This is a race car & custom fabrication shop. Use of fab equipment includes: deep throat band saws, lathe, many different types of sanders, cut-off saw, drill press & more. Shop located in the Beaverton-Hillsdale Hwy area of Portland. Call Jeff 503-317-1111. 7/11

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7/11

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For photos prior to 2011, continue to view them at DotPhoto, but please do not order from there; instead, contact us directly and we will process your order.

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

Commercial classified \$10/issue full year
or \$12/issue

Memo Classified Ad Policies:

Non-commercial ads are free to Conference licensed drivers, officials, and workers.

Maximum ad length 100 words: Longer ads not accepted.

To place an ad in the Memo, contact the Memo editor at memo@icscc.com. Proof your ad when it first appears – it is presumed correct unless the editor is notified in writing.

Ads run for 3 issues then are automatically cancelled unless renewed. Numbers at the end of the ad show when it began: 1/11 means first issue of 2011; that ad will expire after issue #3 of 2011 (3/11). There are 10 issues per year.

To change an ad, please rewrite it and submit the new wording in its entirety.



Memo #9 October/November 2011

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Pending Rules Changes Mandate Changes in Safety Equipment

Are you ready for big changes in 2012?



Mandatory Use of Head and Neck Restraints – SCCA, NASA and most major sanctioning bodies are mandating the use of head and neck restraints for 2012. Are you ready? The HANS (Head and Neck System) is the easiest and safest device of it's kind. Mandated in Formula 1 and used by over 175,000 racers world wide. Goes on in seconds and provides the lowest neck loading of any head and neck restraint system. **ON SALE NOW! - \$50 OFF** Until the end of the year you can get this remarkable safety device with your choice of standard helmet anchor posts or quick release tethers for as low as \$595. That is a full \$50 off the regular price. Always Free Installation of helmet anchors.

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"Andy's knowledge of his products is really helpful." **Dave Wahl** – Pro3 BMW ■ "Armadillo Racing is the racer's best friend" **Dale Beuning** – Pro3 ■ "Truly appreciate your dedication to the race community. When I'm in need of something at the track, I go to Armadillo." **Mieko Doi** – Spec Miata ■ "Armadillo Racing's seminars are always a terrific experience. The speakers are tops in their field." **Frank DiMiceli** – Mazda Miata ■ "Very knowledgeable. Good inventory. More than competitive pricing." **Jim Cissell** – BMW PRO3 ■ "Excellent customer service and support at every race weekend." **Frank DiMiceli** – Spec Miata



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