



ICSCC Memo #10—December 2012

The Official Publication of the
International Conference of Sports Car Clubs

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President's Message

The 2012 ICSCC season saw each of the five member clubs hosting three races for a total of 15 championship races held over 11 weekends at six racing facilities. The total participation in 2012 was 2183 including the special races as compared to 2261 in 2011 and 2243 in 2010. This represents a decline of over 3% which could be contributed to the slow economic recovery, the congested August schedule (five races in five weekends) or outside impacts from competing race groups or any combination of the above. I remain confident that the future of Conference is very positive.

Conference was pleased to add The Ridge Raceway Park at Shelton WA to our list of approved racing facilities this year. While other areas of North America and Canada are losing racing facilities, we have been able to increase our racing venues over the last four years. This advantage will allow Conference to attract racers from adjacent areas and assist the member clubs in achieving financial stability.

Conference has shown itself to be a successful organization for 56 years by remaining true to its goal to supervise and regulate competition in accordance with the wishes of the majority of Conference License holders. The racing community in the Pacific Northwest has many options when it comes to the organization in which to race. We have been successful because we listen to our membership and act responsibly within the rules of our organization.

The future of racing in the Pacific Northwest will

see more outside competition for our drivers and volunteers because of the success of Conference. I know that next year we will see more competition for our Driver's Schools and possibly our race weekends. We will need to work closely together in developing a schedule with limited congestion, while fortifying our volunteer base. Volunteers and new drivers are the lifeblood of Conference. Without sufficient volunteers to man all the positions at a race, our drivers will not be able to enjoy racing.



I have appointed Michael Conatore as an Advisor to develop a marketing strategy for Conference. If we can get more people aware of our organization, get them involved in a weekend, or increase our driver school attendance, Conference and the member clubs will all benefit.

I have enjoyed my first year as Conference President. The people that you meet and the ideas that are conveyed in open discussions are enlightening. I would like to thank my staff for all the assistance given this year and the simple reminders of items to be addressed. Conference is blessed with very dedicated individuals who think of our organization ahead of all else.

I would like to wish everyone Season Greetings and a Happy New Year. The 2013 season is shaping up to be a fantastic year; come out and support your club and Conference.

See you in the Spring!
Dave Bennitt
ICSCC President (and 2012 Driver of the Year—
Congratulations, Dave! Ed.)

ICSCC Officials 2012

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

President	David Bennitt president@icscc.com	14023 Bear Creek Road NE	Woodinville WA 98077	425-869-2868
Vice President	Dick Boggs vice_president2@icscc.com	13749 97th Avenue NE	Kirkland WA 98034	425-823-4883
Vice President	Linda Heinrich vice_president@icscc.com	P.O. Box 1977	North Plains OR 97133-1977	503-647-5399 res 503-647-5389 fax
Vice President	Kevin Skinner vice_president3@icscc.com	25141 53 rd Avenue	Aldergrove BC V4W 1T1 Canada	604-856-8957 res 604-230-6084 cell
Secretary	Lynn Coupland secretary@icscc.com	5670 SW Menefee Drive	Portland OR 97239	503-246-3511 res 503-701-3547 cell
Treasurer / Advisor	Dan Heinrich treasurer@icscc.com	P.O. Box 1977	North Plains OR 97133-1977	503-647-5399 res 503-310-6610 cell 503-647-5389 fax
Race Steward	Michael Conatore	P.O. Box 14951	Tumwater WA 98511	360-970-6177
License Director	Bob Mearns license_director@icscc.com	22638 Old Woodinville-Duvall Rd	Woodinville WA 98077	206-713-3345
License Registrar	Debbie Morton license_registrar@icscc.com	7931 111th Avenue NE	Lake Stevens WA 98258	360-659-7396 tel & fax
Sound Control	Albert Manson sound@icscc.com	11609 55 Avenue E Apt 204	Puyallup WA 98373	253-307-7588
Memo Editor	Karen McCoy memo@icscc.com	13702 SW Hall Boulevard, #4	Tigard OR 97223	503-730-9007 cell
Website	Steve Adams admin@icscc.com	18916 197th Avenue NE	Woodinville WA 98077	425-260-5474
Race Officials Div.	Ann Peters rod_director@icscc.com	10952 McAdam Road	Delta BC V4C 3E8 Canada	604-581-7189
Points Keeper	Mike Tripp points@icscc.com	532 Sky Lane	Forest Grove OR 97116	503-359-4837
Medical Officer	Doug Jennings medical@icscc.com	467 Solnae Place NW	Bremerton WA 98311	360-692-6244
Legal Advisor	Charles Denkers	3123 SE Olsen Street	Milwaukie OR 97222	503-222-6102 bus
Insurance Advisor	Scott Adare insurance@icscc.com	11911 E Empire Avenue #E2	Spokane Valley WA 99206	509-230-0929 res 509-466-4776 fax
Historian	Gerry Frechette historian@icscc.com	2355 West 7th Avenue	Vancouver BC V6K 1Y4 Canada	604-734-4721 tel & fax
PR North / South	POSITIONS OPEN			
Banquet Facilitator	Peggy Ann Walker banquet@icscc.com	P O Box 3070	Newberg OR 97132	503-913-7987 cell 503-537-9103 bus
Banquet Support	Holly Remington banquet2@icscc.com	9536 SE Winsor Drive	Milwaukie OR 97222	503-376-9090 503-714-9974 fax

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License Director



Daryl Owens is the 2012 Novice of the Year. He has a background in road racing karts, where he had much success and often stood on the podium.

With encouragement from PRO3 driver, friend, and former kart racer Scott

Haynes, Daryl bought an F1000 race car and entered the Novice program. But even before he had the race car he started to come to Novice driver meetings – he was pretty eager to get started. Once on track, he showed himself to be a smart and heads-up driver, earning the respect of senior drivers in Group 6. When other racers have car problems Daryl is there to help out – he gets the Conference-as-Family idea. He is an excellent addition to Conference. Please join me in congratulating Daryl.

We had a combined 258 NOW, NCW, and Observation race starts in 2012, up about 6% from last year. But NOW entries nearly tripled from 2011. That's a fantastic trend and one we all hope continues. I credit the senior drivers in Group 6 for mentoring the NOW drivers and keeping them coming back. Our biggest NCW grid was 25 (plus 2 observation drivers) at the Rose City Opener. Our biggest NOW grid was 5, at the Chicane Challenge.

I am stepping down (or getting out of the way!) as License Director at the end of this year. It has been a much more rewarding job than I ever expected, from watching and helping new racers develop, to getting to know more of the Conference family. At the last race of the year at the Sunday drivers meeting I looked up into the grandstands and started to pick out the drivers present who have come through the Novice program in the last 2 years. There was at least one in every row of the stands and

more often 4 or 5. That really brought home to me how satisfying the License Director job has been. It's not that I take credit for the accomplishments of our new drivers – rather I'm proud to have had a small part in bringing so many fresh faces and new energy into Conference.

So many people have been of enormous help and I would like to thank them. License Registrars Debbie Morton and Karen McCoy are very easy to work with and just a joy to be around. Race chairs arrange for novice track tours and find senior observers in addition to the thousand other things they do. Stewards Tom Olsson and Michael Conatore gave advice and counsel. Presidents Kevin Skinner and Dave Bennitt were incredibly supportive, as was my predecessor Randy Blaylock. Senior drivers were ready to fill out small novice grids or dice with novices who had nobody to play with. Turn marshals with tired arms waved flags in drills at the end of long days. Thank you all for making my job easy and fun. Anybody need a couple of XXL orange shirts?

Scott Faris is taking over as License Director next year. He is eager to take the reins and I think he will do an excellent job. With the support he will get from all of you, it's practically a certainty.

Bob Mearns, ICSCC License Director



Daryl Owens
2012 Novice of the
Year

License Registrar

Well, the new year is almost upon us. It is time to renew your club memberships and your racing license.

I realize your license is good until March, but why wait? If you wait until the last minute before your first race, you may be required to pay \$150 for your license! Get your application in early and I will get it processed for you. The earlier you send them the better!!

A few things that will help you make the process go smoothly...

1. There is a check list at the bottom of the Application; please use this – it will help you.
2. The forms can be downloaded from the ICSCC website or copied from this Memo.
3. Note about photos... If you are renewing, your photo will be on file from last year. I will be happy to use it and there would be no need to send a new one. If you are applying for a new Novice license or new to ICSCC, please email a jpeg photo. The photo can be a simple picture taken with a cell phone and emailed. Please do not spend any money on pictures.
4. Physical Exam form... Physicals are due every other year. If you are unsure whether you are due for a physical, just email me. I will check and email you back. If you're receiving your Memo by mail, the label on this issue will tell you whether you need a physical.
5. Medical History form... This form is turned in every year and is filled out by the driver.
6. Club Membership cards... Please include a photo of your 2013 club membership card or a copy of your payment receipt. Please remem-

ber to get your Club Membership renewal early so you can send it with your other documents.

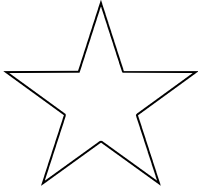
7. Car Numbers... If you are trying to figure out race car numbers or want to know what is available, email me and I will help you. Keep in mind if you are trying to get the same number in two or more groups, we did open up 200-299. Having the extra bank of numbers has helped tremendously. Remember, Novices still use 300-499 numbers.

8. When you do get your license in the mail, please make sure all the information is correct, group, car numbers and even the picture! Please contact me if a correction needs to be made.

Please send in your License Applications as soon as possible. I am looking forward to the upcoming year and getting back to the race tracks!!

Debbie Morton
2013 ICSCC
License Registrar
license_registrar@icscc.com





**CONGRATULATIONS & THANK YOU TO OUR
RACE OFFICIALS DIVISION
AWARD WINNERS**

RED—Attended 3-6 Races (one out of town):

Andrew Clouston	Karen Clouston
Jason Collins	Vanessa Constanti
Philip DiNapoli	Charley Mahley
Sandy Meggyesi	Mark Miller
Bryan Nuttall	Ann Peters
Faustine Reynolds	Dave Riehl
Nick Roche	Roger Salomon

BLUE—Attended 7-10 Races

James B Collins Jr	Hugh Figueroa
Ken Killam	Thomas Liesner
Kim Kuzma-McFarland	Lauren Stimson
Ryan Stimson	Ric Wilson
Tasma Wooton	

SILVER—Attended 11-13 Races

Linda Blackburn	Rob Jacobsen
Adam Jacobsen	Jim O'Keefe
Lynn Rimmer	Ray Yost



A few of our terrific Race Officials

ICSCC CONTEST BOARD RULE CHANGE PROPOSALS
Proposals for Championship Season 2013

YES	NO	AB S	Item #	Page #	Club	Section/ Jurisdiction	Proposal
238 under (F)	203 review	0	1	41	Steward	1105.H (E) Spring Mtg. Vote	The use of head and neck support system meeting SFI 28.1 or FIA 8858 standards is highly recommended. The use of a head and neck restraint system that has been certified in accordance with SFI 38.1, FIA 8858-2002 or 8858-2010 is required; an SFI 38.1 or FIA 8858-2002 or 8858-2010 label must be properly affixed to the device.
48 (F)	390	0	2	35	TC	911 (C)	Mandatory 30 minutes course impound for each Spec class directly after each competition race. Each competitor in Conference Championship Spec class event shall remain at the race course with his/her automobile for a minimum of 30 minutes, after his/her race or may leave only with special permission of the Race Steward.
364 (P)	0	75	3	60	TC	1314 B.2 (C)	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. The primary CR spec tire is the Hoosier R6. Shaving of the Hoosier R6 is allowed. Grooving of the Hoosier R6 is not allowed. The Proxes R888 is the designated CR rain tire. Circumferential straight line grooving of an unshaven Proxes R888 tire is allowed. The permitted tire sizes are either 185/60R13 or 205/55R14 for the Hoosier R6 and the Proxes R888. It is permitted to use the Proxes R888 tire as a dry racing tire.
88 (F)	353	0	4	8	TC	302.E. (E)	Competition Licenses may be purchased annually biennially at a fee of \$75 \$150

117 (F)	322	0	5	29	TC	714. (C/E)	<p>E/C 714. All class winners shall be weighed when applicable and where possible. When the class winner is weighed, it is recommended mandatory that at least second and third place finishers in the class be weighed as well. Cars in a restricted weight class may be weighed following any timed qualifying session, in order to keep their qualifying times. Provided that all cars in the class that participated in the session are weighed. Each club is to make sure the scales are accurate and in good working order throughout the racing event. Scales shall be manned by competent personnel of the sponsoring club at least one hour before and during all timed qualifying sessions and one hour before and during all racing sessions. Failure of finishers designated by the Race Steward to report directly to the scales at the end of their race will result in disqualification.</p> <p>All cars except Formula, Super Production and Sports Racers are strongly encouraged to display an ICSCC Minimum Race Weight Sticker or an appropriate substitute as per ICSCC Competition Regulation 1106L. Any car required to weigh at the end of a race that does not meet the required minimum weight, will be disqualified.</p>
315 (P)	49	75	6	60	CSCC	1314 C.2 / C	<p>U.S. and/or European VW Rabbit factory bumpers are allowed. Custom bumpers are not allowed. Modifications to the factory metal bumper ends are allowed to minimize or eliminate the sharp bumper ends. Custom fabricated bumpers are not allowed. Custom fabricated bumper mounting brackets are allowed.</p>
188 (F)	243	8	7	14	CSCC	402 A.9 / E/C	<p>The Race Steward shall visually inspect at least one car at random during each Championship event for Competition Regulations Section 11 compliance and Competition Regulations Section 13/14 class rules compliance during each Championship event.</p>
269 (P)	170	0	8	8/9	IRDC	302. G. / E	<p>Any holder of an IRR license who has not raced for two or more seasons must compete in at least one Novice race, under observation before being permitted to enter a senior race. Any ARR or IRR licensee may be required – at the discretion of the License Director to compete in at least one Novice race under observation for the purpose of evaluating or developing driver skills. Further, any IRR or ARR license holder who has not raced for three or more seasons may also be required – at the discretion of the License Director – to complete a driver training session. Any IRR licensed driver who has not raced for one or more years at the discretion of the License Director may be issued a Novice license with their IRR number and the word 'observation' written upon it. A day-glo panel, with a recommended minimum size of 25 sq. in. (5" x 5"), with an "O" in contrasting color signifying Observation shall be displayed on the front and rear of a car driven by an Observation license holder whenever said car is on the circuit. Size exceptions may be allowed at the discretion of the License Director.</p>

431 (P)	8	0	9	9	IRDC	304. A. / E	Upon proof of satisfactory completion of a drivers training course approved by the License Director, a Novice license may be issued upon application being made under Section 302. A Novice license holder may participate in Novice practice, <u>qualifying</u> and races. Credit for having passed a driver training course will not be valid unless the driver competes in at least one ICSCC Novice race within one year of the drivers' training date
431 (P)	8	0	10	9	IRDC	304. B. / E	Drivers holding an ICSCC Novice or ARR license, and visiting Novice drivers must report to the License Director before entering the circuit for practice, <u>qualifying</u> or racing. A Novice handbook will be issued by the License Registrar or the License Director to each Novice license holder. This handbook will be a reference manual to assist the Novice in his/her development as a driver, and will also be used to record participation, performance, observations and other pertinent information concerning the Novice license holder or ARR license holder in ICSCC events.
431 (P)	8	0	11	10	IRDC	305. A. / E/C	The ARR License permits the holder to participate in Senior Practice, <u>qualifying</u> and/or races. He/she may also participate in Novice practice, <u>qualifying</u> and/or races. Drivers may not practice with the Novice group unless they are entered in the Novice race.
431 (P)	8	0	12	11	IRDC	305. E. / E/C	Drivers holding ARR license must report to the License Director before entering the circuit for practice, <u>qualifying</u> or racing.
431 (P)	8	0	13	11	IRDC	306. A. / E/C	The IRR license permits the holder to participate in any practice, <u>qualifying</u> or race with the exception of Novice practice, <u>qualifying</u> and/or races, except as provided under Section 302. G. At the discretion of the License Director, an IRR license holder may be allowed on track during Novice practice, <u>qualifying</u> and/or races for driver development purposes.
238 (P)	201	0	14	25	IRDC	701. / E/C	Definition of race. A race is a program of competitive motor events on a defined course in which speed is the determining factor. Practice and/or qualifications for the events, together with the events themselves, shall constitute any given race. <u>Practice is optional for senior race events.</u>
212 (P) EB vote	227	0	15	26	IRDC	703. C.1. / E	For Senior Drivers :- <u>a minimum of one (1) practice session of at least 10 minutes in length. A minimum of two (2) qualifying session per weekend and no less than one (1) qualifying session per championship race. All qualifying sessions must be of at least 15 minutes in length. Practice sessions are optional for Senior race events.</u>

439 (P)	0	0	16	45	IRDC	1108.S. / E/C (New Section)	<u>Driver cooling: Installation of aftermarket systems designed and intended for the sole purpose of cooling the driver including water-circulating and/or air circulating systems is permitted provided that all the equipment be secured in place and checked for safety at technical inspections and that it serves no other purpose than its intended design.</u>
33 (F)	408	0	17	47	IRDC	1112. B. / E/C	The car numbers of all cars exceeding 98 db on Saturday and Sunday practice and during qualifying are to be posted along with the qualifying times. Muffler systems will be checked during technical inspection and only vehicles with well maintained mufflers will be allowed to compete. Formula Vees with a 4 into 1 header system will not be required to have a muffler, but still be below 103 decibels. A turbo charger is an approved muffler.
408 (P)	0	31	18	73	IRDC	1316.B.3(a) / C	Hoses, and plumbing, and to heater core (including the housing and fan unit) may be bypassed or removed. An auxiliary fan or blower may be added for the expressed purpose of defogging the windshield and/or rear window.
208 (P)	181	72	19	74	IRDC	1316.B.5(a) / C	<u>The Stock ECU containing the BMW part number ending in: 153, 173, 380, 524, 525 must be used without modification except for the replacement of the "ECU chip" with a standard performance chip from Dinan, Conforti (labeled as Bonneville Motorsports or Turner Motorsport), or Mark Dsyiva. The ECU may not be modified, and the chip must be used with software as provided by Dinan, Conforti, or Mark Dsyiva in a standard program readily available to anyone. The aftermarket chips may NOT contain a custom program. The engine harness must be stock, except for allowable repairs that maintain the original continuity of wires and all of the stock sensors must operate as stock. No additional or alternate sensors may be used that interfere with, influence, or modify the operation of the ECU and stock engine wiring harness. Data acquisition and storage of engine parameters is allowed, however, except for an RPM pickup wire, no additional sensors, wires, or equipment of any kind may be connected to the ECU or chip. chip may be modified or replaced with a performance chip. "Piggy-back" systems may be used, as long as they are integrated with the original harness. On-board data acquisition and storage of engine parameters is allowed. On-board adjustability of engine these parameters is not allowed.</u>
280 (P)	113	48	20	77	IRDC	1316.B.13(b) / C	<u>Wheel spacers of up to a maximum of 15mm may be used.</u>
408 (P)	0	31	21	78	IRDC	1316.B.14(a) / C	<u>The Pro3 spec tire is Toyo Proxes R888 or RA-1, and must be one of the following sizes: 225-50/14, 225-45/15 or 225-50/15. The R888 is permitted to be used through the 2013 season to use up existing stock.</u>

408 (P)	0	31	22	90	IRDC	1324.A.5 / C	All cars will be required to display their calculated minimum weight on the <u>ICSCC Minimum Race Weight Sticker</u> or an appropriate substitute (see Section 1406+) <u>both sides of the car</u> with numbers at least 1" high. Cars may run in class without dyno certification and without an ST class entry in the vehicle's log book. However, any car required to weigh at the end of a session that does not have a calculated minimum weight signed off by the Race Steward in the vehicle's log book will be disqualified.
400 (P)	0	39	23	92	IRDC	1324.C.1 / C	All vehicles must be <u>unibody production cars</u> and have been available for sale based on OEM series production street cars that were sold as complete vehicles (chassis and drivetrain) by the manufacturer to the general public in the USA or Canada. Tube-frame cars are not eligible.
344 (P)	0	95	24	94	IRDC	1324.H.3.b / C	When a trackside dynamometer is NOT present: All cars designated for weighing must proceed directly to the scales after leaving the track. Failure to do so will result in disqualification. Any car not meeting minimum required weight or not having a <u>ST class entry on their ICSCC Minimum Race Weight Sticker</u> , calculated minimum weight signed off by the Race Steward in the vehicle's log book, will be disqualified.
352 (P)	0	87	25	94	IRDC	1324.I.1 / C	Any dynamometer testing required for a protest shall be done on <u>the trackside dynamometer</u> on a Dynojet 248/224/424 dynamometer at a facility chosen by the Race Steward. <u>If not available, a Dynojet 248/224/424 dynamometer at a facility agreed upon by the car owner and Race Steward shall be used.</u> Dynamometer testing will be supervised by the Race Steward or a Contest Board member in the area of the driver's residence where the testing occurs. If feasible, the facility used for the protest will be different than the facility used for the previous certification. The testing is to be completed in the most timely manner possible. The protested car will be adequately sealed at the course by the Race Steward. This may include the sealing of any or all of the following: hood, kill switch, ignition, other engine management electronics as well as other components at the Steward's discretion. A new Dyno Certification Form must be completed.
439 (P)	0	0	26	104	IRDC	1501. H. / E/C	Checked Flag. End of race or practice practice, qualifying or race. Complete lap at reduced speed and exit the track. Races shall be started and finished from the same location.
439 (P)	0	0	27	108	IRDC	1514. / E/C	Passengers and instructors. Only the driver will be allowed in the car during a race and/or practice practice, qualifying or a race, other than provided in Section 1513., with the exception of a driver training event, in which an assigned instructor can be the only other occupant.

(P) Passed by the E-Board

(F) Failed by the E-Board

Invitation to Bid for Memo Editor

In accordance with ICSCC policy the Memo Editor position is hereby open for bids.

The Memo Editor is responsible for creating and submitting in electronic format ten (10) Memos per year to both the ICSCC web editor and a print shop designated by ICSCC headquarters in compliance with Section 3.26 of the ICSCC Policy and Procedures Manual.

The Editor is appointed by the ICSCC President. Every effort shall be made to secure the services of a person experienced in the fields of word processing, computers, and printers, and various methods of mailing.

Immediately after the Spring Executive Board

Meeting, the Editor shall establish a publication calendar for the year, taking into account the schedules established for race announcement publication, points standing publication, as well as all deadlines, dates, and notices required to be published by the P&P Manual. A deadline calendar shall be established by the Memo Editor and published in the first edition of the Memo following the Spring Executive Board Meeting.

If you are interested in this Conference position, please send your bid in writing to:

ICSCC Headquarters
14023 Bear Creek Road NE
Woodinville WA 98077
president@icscc.com



Michael McAleenan, winner of 2012 Worker's Choice Award & Ann Peters, ROD Director

2013 ICSCC Event Schedule

<u>Date</u>	<u>Event</u>	<u>Club</u>	<u>Location</u>
January 12	ICSCC Spring Meeting	All	SeaTac Marriott

NW Racers Travel to Austin, Texas for Formula 1

By Armadillo Andy Collins

The Circuit of the Americas or COTA opened for business the weekend of November 16-18 with the U.S. Formula One Grand Prix. A number of NW racers made the trek to Austin, and this is the inside story that you won't read in Autoweek or Racer Magazine.

For most, the story begins way back in the spring when tickets were bought and plans made to attend the first US Grand Prix since Indy in 2007. Good thing plans were made then since hotels and rental cars were nearly impossible to find and outrageous to pay for. For example, a room in the Quality Inn in Roundrock about 20 miles North of Austin were \$345/night with a 4 night minimum. So tickets were purchased based on a map of the track, airfare, lodging and rental cars lined up, now everyone was ready.

My wife Ana and I arrive Friday the 9th on the non-stop Alaska flight. Of course we were on a mission to see the Longhorns play football on the 10th. Well, my mission was to see the 'Horns beat Iowa State. We were gifted two tickets and found ourselves on the 6 yard line about 38 rows up. Perfect. Earlier in the week the most beloved coach of UT, Darrell Royal passed away. As a tribute, on the first offensive play, Texas lined up in the wishbone offense invented by Royal. The play went for 41 yards and the Horns were off to a great start. The day ended with a smile on my face and the scoreboard reading Texas 33 – Iowa State 7.

Now many NW racers know my daughter Mandie who worked the track with me for about 7 years. She and her husband Stephen live in Austin where Mandie is a Junior at UT. So during the week we visited with my mother, brother, high school and college friends as well as Mandie. As the race weekend approached, we had everything figured out and were ready to go.

Friday morning at 6 AM we left the house for the downtown shuttle bus to the COTA. Standing in a relatively short line for the 7AM shuttle, we spied Scott Faris President of the Cascade Sports Car Club and Frank Dimecili, IRDC Race Chairman. They were fired up as the night before in downtown Austin they saw Sir Jackie Stewart and took a photo. The weekend was off to a great start.

After a 40 minute bus ride to the track, we were dumped off at the shuttle station. And to think only 2/3 of a mile to the track. Nothing like a short walk to get the old blood pumping. Loved the signs that stated: "Warning, this area is inhabited by native animals and reptiles." I would have said "Watch Out for Rattle Snakes" but that is just me.

We were in at 8:15 and had 45 minutes to find our seats and get ready for F1 practice. As often happens to me at a new and wonderful facility, my head started spinning around just looking and being awed by the fantastic

facility. The racing surface perfectly smooth and wide with beautiful painted curbs and colorful red, white and blue paint on the runoffs around the corners. Then there was the 251-foot tower. For just \$35 you could go up and watch from the top and even look through the glass floor at the track below. Whew, the tower is beautiful and certainly will be landmark the track is known for, unless of course it is turn 1. Well, screw sitting in turn 5 where our \$315 seat were, we headed for turn one. It was a long walk but worth it as our view of the pit exit, main straight and turn one were outstanding. Turn 1 rises 131 up from S/F and then turns hard left and drops downhill and the hard right to turn 2. It was with great anticipation that we stood waiting for the green flag to start practice.

At precisely 9AM CST, the first car rolled out. A huge cheer went up as the event was underway. Now the announcer warned people that it would be loud. Heh, heh, through my earmuffs I could hear the guy next to me say, "This is an assault on my eardrums?" Quoting the announcer's comments only minutes before. I wonder how the guy felt a few minutes later when 22 cars were out all in full song. It was loud but in a good way.

OK turn 1 was good and the practice OK but, again, it was just practice. We took a tram ride around to turn 11 and watched the second practice from there. Yes we missed some of the Vintage F1 cars but Friday is always a day to reconnoiter the facility. By the afternoon, the sun was out and it was very warm and enjoyable. Then we watched the Ferrari Challenge from turn 19 and called it a day. Well actually we made our 3rd attempt to buy an event shirt and cap. When that proved a waste of time we headed out toward the shuttle. On the way we passed Bob Bondurant glad handing people so we paused for a photo and a chat about some mutual friends. Then we hiked to the shuttle to end day one. The city and the track was thrilled with the estimated crowd of 63,000 people.

Saturday the shuttle got us to the track a little earlier. No need to worry about the snakes as it was about 38 degrees and we could see our breath on the long walk to the track. Did I tell you it was over a mile to the track from the shuttle? By about 9 it had warmed up and by the afternoon it was in the high 70's again and a great day for racing. I am determined and this time my efforts to get an event cap and shirt paid off. A mere 45 minutes netted Ana a wonderful hoodie and me a cap and t-shirt. You know it is bad when people who have been in line a long, long time to get a souvenir received a huge cheer from the waiting crowd when they showed off their purchase to indicate that it could be done! Waiting to get a souvenir was the only real glitch in the whole event so really I shouldn't complain. Hey I did get to meet people from Boston, Chicago, and New Mexico while I waited. No body cared and everyone was having the time of their life just being at the COTA and the race.

We found a spot at turn 12 for qualifying. Now that was a fantastic place to watch. The cars were blasting down the back straight, then making the hard left toward the stadium section. We had a big closed circuit TV right in front of us so we were in the know for the entire qualifying. Of course F1 drivers don't leave anything on the table and Sebastian Vettel locked up the tires 3 or 4 times on his flying lap to secure the pole but Lewis Hamilton was a fraction of a second behind. Poor Ferdinand Alonso just couldn't catch them and qualified well back.

We watched the GT3 Cup qualifying and the first of two Ferrari Challenge races from Turn 19. Jim Walsh from Seattle and Bill Fogg from Portland were both competing as well as Chris Pallis a former Team Seattle driver. So the NW was well represented. Former Conference Champion Ed Zabinski was coaching Scott Tucker in the Ferrari Challenge. Scott qualified P1 but had to start on the back row due some issue with the car. In the race he moved from 21 to 9th. Very respectable indeed.

Last on the schedule for Saturday was the Historic F1 race. We were able to get into the turn 12 premium seats. Wow those seats beat the heck out of sitting on the grass in turn 19 but at over \$500 each plus a \$1000 seat license the grass seemed pretty good. John Goodman from Seattle was driving the this race in his Ferrari. Ooooh, there was a wonderful 6 wheeled Tyerrell racing and that is a car you don't see very often.

Day over except for the 2 mile hike to the shuttle. The paper said the crowd was 83,000 but the place seemed full to me.

Sunday, race day, was perfect weather again. We thought we ought to go see our seats just so we could say that we did see them. So after the 3 mile trek from the shuttle drop off to the track, we made our way to turn 5 and up to our seats. Now these seats were excellent if you want to see the esses but no real passing. The primary reason for going to our seats were to hook up with Jeff and Megan Clark so we could then go to our choice race viewing spot in turn 19. We watched the GT3 race from turn 5 and then headed to turn 19. Bill Fogg lead the opening laps and finished a very fine 2nd place. Hurray for NW racers.

Since we were staying with my mom, we borrowed a blanket and set it out in turn 19 right in front of the big TV screen so we could see turn 19 and 20. As fate would have it, two guys right behind our spot went to my high school and they agreed to watch the blanket so Ana and I could meet Jeff and Megan in turn 5. Sure enough when we returned, our blanket and seats were secure in an area that now had no empty spots.

Following the second of the Ferrari Challenge races (where Scott Tucker wasn't very competitive), we were ready for the F1 race. Oh yeah we were ready.

Now I know you are not going to believe me but I'll tell you anyway, every race all weekend long started exactly

on time! This a brand new event at a new circuit and they were right on time. Kudos to the COTA personnel for pulling it off.

My favorite part of the weekend came when the Showband of the Southwest, the 300 member Longhorn band, marched out and played Texas Our Texas, the Yellow Rose of Texas, San Antonio Rose and my favorite The Eyes of Texas. Well that is what the announcer told us they were playing as we could see them on the Big TV but couldn't hear them. Sorta like going to see the Beatles but not getting to hear them.

From our seats we could see turn 1 for real as well as on the big TV so the seats were perfect. If you didn't see the race on TV, I'll tell you that all 22 cars made it through on the first lap and in fact the race only had about 2 DNF's. There was one pass as Hamilton passed Vettel on lap 42 of 56. But 1.5 seconds was all that separated the two. Alonso was a good 30 seconds back in 3rd. The governor of Texas, Rick Perry, gave the winners trophy and the top 3 each got a wonderful black Stetson to wear or spray with Champagne.

That was it. All we had to do was make the expeditionary trek the 12 miles back to the shuttle bus and we were done. Listening to the people talk on the hike back, it seems everyone had a blast. Lots of people from England saying how cheap the tickets were and the folks from Mexico were thrilled with the performance of Sergio Perez in the Sauber.

Wait the story isn't over. Sunday November 18th, race day, was my 60th birthday so we had a little party to attend. At 7PM a small crowd gathered at Threadgill's Restaurant in North Austin. My family was joined by some high school buddies, my little brother from the Big Brothers and Sisters organization (Walt and I have been friends now for 30 years and he used to go to auto-crosses with me back in the days when I was active in the Texas Spokes Sports Car Club in my 1973 Trans-Am) and Mirsa his wife, Frank Dimiceli, Scott Faris, Jeff and Megan Clark, Dave Mead (Conference and SCCA Racer from the Puget Sound) and Ed Zabinski. Threadgill's was the place where Janis Joplin got her start and serves up great Texas food. The chicken fried steak with mashed 'taters and cream gravy was really good.

Monday it was Andy's cut rate tour of Austin. Scott Faris had to fly home so Frank, Jeff, Megan, Ana and I started the day at Maria's Taco Express for breakfast. A very eclectic Austin eatery with a huge figure of Maria on the roof of the building with her arms outstretched. From there it was to Zilker Park to see Barton Springs pool, then over the Congress Ave bridge, home to the largest population of Mexican Free Tailed Bats in the world (1.5 million bats), to the Texas state capital building. There we learned of the fascinating history of Texas that included David Crockett, Sam Houston and General Santa Ana the President of Mexico. Of course they built the Texas Capital taller than the US Capital in DC.

We made a quick trip to the first presidential library in the USA, that of LBJ on the campus of the University of Texas and saw a 9/10th scale replica of the oval office. Then the Bob Bullock Texas history museum and the interactive theater to see the film "Texas Weather." Interactive means the seats vibrate and shake when it thunders and you get rained on during raining parts of the movie. Then it was lunch time.

Wouldn't be right to leave Texas without chili so we stopped at the Texas Chili Parlor. I couldn't believe my friends had never had Frito Pie. Welp, they have now. Jeff noted the sign "Tipping is not a city in China." Also the house rules, #1 being: No we don't serve Lone Star Beer.

After lunch we drove down the drag, passed UT and on to the highest point in Austin, Mt. Bonnell, where we were able to see the entire city and the million dollar homes on Lake Austin. From there we made a dash to the airport to drop off Frank and then do a little shopping on South Congress including Allen's boots where you could pick up a nice pair of cowboy boots. If you couldn't find a pair you liked among the hundreds of pairs they had, they would make a custom pair for you.

That's it. Hopefully this little tale will inspire you to attend the race next year. By personal experience and as noted here, don't spend the money on a seat because general admission areas are outstanding. You might want

to bring a folding chair or buy one when you get to Austin. If you want barbeque just hep yersef right at the track, where the Saltlick was vending outstanding brisket. On a scale of 1 to 10, I'd give this event and facility a 9 and I'm betting they fix the souvenir vending issue. Hey don't take my word for it, just ask anyone of the 117,469 people who were there for the race. Now if they just move the shuttle bus drop off station a little closer than the 15 miles from the track entrance....

Armadillo Andy

Congratulations to
Jim O'Keefe
2012 Worker of the Year!

Thank you to Rainbow Action Imagery
for use of the Awards Banquet photos
in this issue.
See their ad on P. 18 for ordering
information.





ICSCC 2013 COMPETITION LICENSE APPLICATION

Application Fee: \$75 U.S. Funds

ICSCC LICENSE REGISTRAR
Debbie Morton
 7931 111th Ave NE
 Lake Stevens, WA 98258

 Tel/Fax: 360-659-7396
 Email: license_registrar@icscc.com

DO NOT WRITE IN THIS SPACE	
Date Received: _____	GRP/License #: _____
Fee: _____	GRP/License #: _____
Check/Cash: _____	GRP/License #: _____
Photos: _____	Approved By: _____
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"):

	3 NUMBER CHOICES/GROUP		
	1ST	2ND	3RD
GROUP 1	<input type="checkbox"/> A PROD <input type="checkbox"/> B PROD <input type="checkbox"/> C PROD <input type="checkbox"/> SPU <input type="checkbox"/> SPM <input type="checkbox"/> SPO <input type="checkbox"/> PRO3		
GROUP 2	<input type="checkbox"/> D PROD <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"/> SPEC MIATA <input type="checkbox"/> CR <input type="checkbox"/> PRO7 <input type="checkbox"/> CLUB SPEC MIATA <input type="checkbox"/> HONDA 4 <input type="checkbox"/> ITX <input type="checkbox"/> PRO44		
GROUP 3	<input type="checkbox"/> CF <input type="checkbox"/> FF <input type="checkbox"/> FA <input type="checkbox"/> FM <input type="checkbox"/> FC <input type="checkbox"/> FBX <input type="checkbox"/> SRX		
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"/> ST		
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"/> HIP		
GROUP 6	<input type="checkbox"/> FV <input type="checkbox"/> FFF/500 <input type="checkbox"/> FL <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 <input type="checkbox"/> NOVICE OPEN WHEEL		
GROUP 7	<input type="checkbox"/> NOVICE CLOSED WHEEL		

YOUR CHOICES FOR NUMBERS ARE:	IRR: 00 - 299	ARR: Use Original Novice #	NOVICE C/W or O/W: 300 - 499
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IF SHARING A CAR WITH ANOTHER DRIVER, PLEASE SUPPLY THE FOLLOWING IF KNOWN:	NAME						
	PRIMARY #		GROUP		SECOND #		GROUP

PLEASE COMPLETE CHECK LIST:

<input type="checkbox"/>	Money order or check: (U.S. funds) for \$75.00
<input type="checkbox"/>	One photo - 1" x 1" (Photo ID size ONLY or Digital jpg file) or <input type="checkbox"/> Use last year's photo on file
<input type="checkbox"/>	Proof of valid club membership <u>Mail copy of your card</u> (Receipt of payment; this is your Contest Board Vote)
<input type="checkbox"/>	Form signed and dated
<input type="checkbox"/>	Medical History Application (this form is filled out by the driver yearly)
<input type="checkbox"/>	Physician Exam Form, if required by ICSCC Regulations
<input type="checkbox"/>	Doctor has marked "Is Fit" or "Should be Reviewed" in Recommendation section on Physical Examination Form
<input type="checkbox"/>	Novices – photocopy of Certificate of Completion of Driving School
<input type="checkbox"/>	Check here to opt out of receiving the ICSCC Memo by postal mail (every issue is available online)

APPLICANT'S LEGAL SIGNATURE: _____

DATE: _____

, 20__

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.

First Enduro

What a blast! For 8 hours we ran my 43 year old Datsun PL510 and it was a blast. Getting the gumption up to do the Enduro after several years of hemming and hawing about it was one of the best decisions and most memorable experiences of my life. With Dan Zenner and Bret Beinerth as co-drivers we ran what we knew would not be a class winning race, but that's not what we focused on. We wanted to go out and have fun, learn what we could, and see if it was something to do more of.

I can tell you 1,000,000 % I'm hooked. We are already planning on next years race!

What I was always concerned about:

Tires: Could I run a whole race on what tires I had? Yes, with lots of tread left over! I ran on Toyo R888's that I have had for about 3 seasons, with several race days on them. They started out as unshaved tires for me to use in the wet, and they turned out to be just fine for the 8 Hour. The edges became rounded but the R888's are built with lots of edge rubber. Result, the tires can be used for next year, likely another 8 hour race! Bonus.

Fuel: Not knowing exactly how much fuel the car would go through we bought plenty. Too much actually. But no worries there. Next year we will likely do a BYOG - Bring Your Own Gas - with each of us "contributing" some fuel. This will reduce the amount spent for each of us.

Engine: Will it last, What "damage" will be done, Will it need refreshed? As I did not have an opportunity to do any Sprint Racing this year the engine was a fresh rebuild. I got lucky on finding an excellent donor engine off Craigslist and went through it for very little cost this last summer. But it was not broken in and it sure could have went south on us. It didn't (good old L16 Datsun's!!). I have not done a tear-down inspection, BUT the oil is not looking bad at all and the filter shows no heavy metal debris that you would not expect to see in an engine getting a good break-in period. I dare say I could run the engine for a whole sprint season with no problems. We'll see! I will have a spare built just in case I need it before the next CSCC 8 Hours of Cascades!

Clutch/Transmission: No problems there. I run a kevlar clutch and those last nearly forever.

Brakes: I ran Porterfield Enduro compound and they took a bit to get bedded in, but once they did they worked very well. They are easy on the rotors so I can still use them for quite a while. At this time the brakes have 50% left, so I can use them up for some spring racing and then start with new again on next year's Enduro.

Chassis ETC: Tweety held up fine. Everyone was great out there and we incurred no damage. Some cars did though and I noticed there was more racing

between some folks than maybe should have been. A long race allows for generous passing choices: IE Why pass in a danger zone - wait a few seconds until a clear lane develops. But I'm new to this type racing so maybe you just gotta pass the guy!!!

Expenses:

Entry Cost: I like the way CSCC is heading. I like the driver fee and a fee for the car. I'd like to see the fees reduced though. I am a believer that if it was just "too good to pass up" more people wouldn't. I think CSCC would be just fine next year charging \$350.00 entry fee and \$50.00 per driver. Offer NO DISCOUNTs. No multi-car driver fee. Just a simple structure. Make it cheap and the number will grow, I'm just sure of it. CSCC could try it for a couple years, and lose a little money if it had to. This is too important of a race.

Food: We had a large amount of chicken noodle soup that lasted all day and still some (was great the next day as I was too tired to cook!). That was cheap. Pizza was brought in and some other munchies provided. Bottom line. No huge cost.

Fuel: The car went through less fuel than anticipated but we didn't know that. Next year I think we could use a total of 65 gallons including the practice time. We also learned how to fuel faster and better, so our pit times will be much less than they were. More time on track.

OVERALL: We ran this race for just a bit over \$1,000.00. I don't expect to spend more than \$200.00 to "refresh" the engine to be ready for next year's Sprint Races. I am sure we can run it for even less next year. The car is healthy and will be ready with little effort.

We did offer free entertainment at the start: Another thing to improve on. Better radio's and listening to your Crew Chief telling you when to "GO" and not the Pit Official!!!

So if you are thinking about giving the Enduro a try, please, DON'T HOLD BACK!!! You don't have to go big buck, fancy, flashy or be the best. You won't regret trying. Put together a team to run your car, with the attitude of going out to have fun and enjoy their company. I know the argument that racing is finishing in First place, nothing else matters - but I don't think it has to apply all the time. Especially for a first timer. If you want to win the Enduro or place high in your class, expect to spend much more. I loved the "team-work" we had - the time in close quarters compared to a sprint weekend was priceless. Sprint weekends are spent hashing and thrashing on the car with little social time. An Enduro leaves you with plenty of time to talk and get to know each other better.

Great Job CSCC Enduro Committee. I am so thrilled I did this. See you next year.

Kyle Nickels — Co-Drivers Brett Beinerth & Dan Zenner
Spare Change Racing Team
Experience Driving! llc
Nicks Acres



ICSCC 2013 MEDICAL HISTORY APPLICATION

(To be filled out by the Applicant
whether or not you require a physical exam by doctor)

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: _____

Classified Ads

FOR SALE: Former ASA Series 2005 Chevy stock car, Nutter built (2011) 350 cu.in. LS1 Chevy 440hp engine, fuel injected so it runs on pump gas, Jerico 4 speed trans, Winters quick change rear end, AP Racing 6 piston calipers front, Outlaw 4 piston rear, all new suspension, 2700 lbs., fast & reliable -no DNF's last 18 races (2 years!), bang for the buck it can't be beat, 2nd in SPO in 2011 & 2012, \$25,000.
Jeff Penick 503-701-6648

9-12

FOR SALE: 1989 Caracal D, Nationally competitive, Ron Chuck engine, spare Noble engine (needs rebuilding), Penske shocks, spare long box transmission, 3 spare nose cones and mold, 5 sets of wheels including rains and intermediates. BRAND NEW fuel cell, front brakes and battery! TOO MANY SPARES TO LIST!!! Asking \$11,000 but price is ALWAYS negotiable!

Call for more information 425-829-6547

7-12

FOR SALE: 1990 Spec Miata Racecar

Car built in 2006; SM, CSM and ITA legal
Well sorted set-up; neutral handling
Fully welded roll cage with NASCAR bars on driver and passenger sides
Multiple International Conference podium finishes
2 sets of wheels with shaved Toyo RA-1's and Hoosier tires
Springfield and Mazda Comp exhaust systems
Custom hot weather cooler box, circulating pump and hoses (think Cool Suit)
Fresh radiator, motor, differential and transmission fluids
Fully serviceable brakes
Many spares including body parts, brakes, half shafts, etc.
\$8,500. Contact Scott Faris at safarismotor@gmail.com or at 971 207 8325.
Car presently located in North Plains, Oregon just west of Portland. Three year old Eagle trailer with lowered flatbed, double axles, electric brakes, removable driver-side fender and heavy duty aluminium tool/storage box also available separately @ \$1,200. Also available separately one set of Kosei wheels with brand new Hoosier rains mounted- no heat cycles on these gems!

8/12

For Sale, 87 Mazda RX-7, Turbo II. Comp suspension (no steer rear-end). Rebuilt tranny, Comp Clutch. Comp Seat, releasable steering wheel. Stripped but needs Roll cage. \$3500.
Bill Hill, bhill73@comcast.net, 360-357-7865.

10-12

Rainbow Action Imagery has photos of your car... see them on the internet!

At our website you can see all the photos from an event in one place, pick the ones you like, and order them online. To see your photos:

Go to www.gerryfrechette.zenfolio.com and pick a photo album to view. No user name or password needed.

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

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.

Memo Commercial Advertising Rates:

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.

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.



ICSCC 2013 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		_____

<p>An EKG is <u>NOT</u> required as of November 13, 2004.</p> <p><u>FOR DIABETICS ONLY:</u> HgBA₁C measured in the past two months. _____</p>	<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>
--	--

PHYSICIAN'S 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
(physician's name, phone and address):



Memo #10 December 2012

13702 SW Hall Blvd #4
Tigard OR 97223

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Printed in the USA

Advance registration discount available

Registration now open for the 18th Annual High Performance Racing Seminar

There is no offseason for improving your racing skills and there is no better time than now to get started on the 2013 racing season. ■ Saturday, February 9, 2013 – Tacoma, WA

Speakers are now being confirmed but you can be sure that the best racing minds will be corralled and hogtied to bring them to the Pacific NW to share their racing secrets.

An advanced driving coach, a race engineer or two, along with several other racing experts will be your trainers for the day. Last year, one of America's top racing instructors, Bob Earl, gave the group insight to driving at the Ridge before the track was even available and I can tell you his insight was spot on. Bob was joined by the author of THE book on data acquisition Data Power, Buddy Fey and racing's lawyer, Ken McGuire. Special guest Ed Shadle featured in Racing Car Engineering magazine, shared his adventures in designing the North American Eagle, Land Speed Record challenger.

Past seminar speakers are an indication of the caliber of speakers who have shared their knowledge. This year's speakers will be every bit as insightful. **Here's a partial list of past speakers: Carroll Smith, Ross Bentley, William C. Mitchell, Ryan Falconer, Jay Ivey, Terry Borchellor, Peter Brock, Bruce McCaw, Jim Downing, Dr. Bob Hubbard, Lee Stohr, John Morton, Leo Mehl, and Alan Berg.**

Seminar includes all speakers, access to the speakers for private consultation on your car and your racing (as time permits), a wonderful hot lunch, and a day of working on your 2013 season with a roomful of your closest competitors. The cost for this year's event is \$225. However Advanced Registration entitles you to a \$40 in Armadillo Bucks. Details are available on the Armadillo Racing website at www.armadilloracing.com.

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In Their Own Words...

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