



ICSCC Memo #7—August 2013

The Official Publication of the
International Conference of Sports Car Clubs

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- Armadillo Andy & the Australian Super Touring V8 Race

From the President

This season is 70% complete and by the end of August we will have one championship race remaining on the schedule. The season is going by fast, so I hope everyone is signing up for the final Cascade race and the three day event at Mission. Both events will be interesting and challenging.

For those of you that did not get to race at Spokane, you missed a great three race weekend. Three races in three days can and does take a toll on race cars and drivers. Most drivers needed a whole day to recover when they got home. NWMS put on a great race and the food was terrific. The special race was very exciting to watch and I am sure more cars will participate next year. The weather was perfect and the fellowship was outstanding.

When I joined Conference racing many years ago, I was impressed with the warm welcome that every driver received in the paddock area. If something happened on track or you just wanted some advice, open communication was always available. This is one of the reasons that Conference Racing is so popular today. So, if something happens on track or you see something unusual, take that 1st step by talking to each other. I know that you will walk away with a completely different perspective of the situation. We are all out here because we love the sport, the speed and the competition. The money is secondary, keep dreaming...

With five races remaining in the schedule, the need for volunteers is increasing. If you are a driver who is not competing in a local race, why not come out to the track and support your club and conference by volunteering to man a corner. It is a lot of fun and those turn marshals will really appreciate your assistance. Did I mention free food and drink at the end of the day. What a great deal.

I need one volunteer for the License Registrar position for 2014. This is a key position within our organization. Debbie Morton has done an outstanding job for several years but it is time for her to take a break. If you are interested or know of someone who may be a good candidate, please call me or Debbie Morton. Did I mention that this person is paid to attend every race!!

Come out and support your club and Conference.

See you at the track,

Dave Bennitt
ICSCC President



ICSCC Officials 2013

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

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Sports Car Club of British Columbia

Presents

“Labour Daze”

Aug 31 - Sep 2, 2013

This event is sanctioned by ICSCC as a championship points race conducted under the 2013 ICSCC regulations and is organized by the Sports Car Club of British Columbia at the Mission Raceway Park Road Course in Mission, BC. This is a triple-race weekend with points awarded on Saturday, Sunday and Monday.

All Race Entries MUST be completed in MotorSportReg.com. NO paper entries will be accepted, and will be considered late entries. There is a Friday Practice. See sccbc.motorsportreg.com to register.

Entries Close: August 25th, 2013

Entry Fees 2013		
ICSCC – 2 or 3 Day Entry	\$400.00	CDN/USD
Additional 2 or 3-Day Entry	\$210.00	CDN/USD
ICSCC - One Day Entry	\$195.00	CDN/USD
ICSCC - One Day Add'l Entry	\$119.00	CDN/USD
ICSCC – Novice – 2 or 3 Day Entry (Upgrade race is free)	\$275.00	CDN/USD
ICSCC – Novice – 1 Day Entry	\$155.00	CDN/USD
Pit Crew (5 free with entry)	\$5.00	CDN/USD
Late Entry	\$60.00	CDN/USD

ALL PRICES INCLUDE 5% GST

A credit card is required to register on MotorSportReg.com, however your credit card will not be charged until the race weekend. If you do not have a credit card, please contact the Registrar before the race entry deadline to make other arrangements.

Transponders: Weekend rental at track \$60.00 CDN/US for 2 or 3 days or \$35.00 CDN/US for 1 day.

Notes:

- Vehicles in timed sessions must have an operational AMB TranX260 or MYLAPS Car Classic, Flex or Direct Power transponder.
- Open to vehicles eligible under current ICSCC, ASN Canada FIA, CACC, or SCCA regulations.
- Insurance shall be as per ASN Canada FIA and ICSCC regulations.

Paved Paddock Spaces: Paddock reservations are made with your registration on MotorsportReg.com. Please indicate your 1st, 2nd, 3rd and 4th choices. They will be assigned in the order the entries are received. If your entry is late or you do not indicate your choices, your pit assignment will be determined at registration from any remaining. The back row will be allocated to pre-approved trailers first.

Registration Enquiries: SCCBC Registrar, Marc Ramsay, Phone: (604) 816-6272 (**No calls after 8pm**), Email: registrar@sccbc.net

Registration Hours:	Friday	5:30pm - 7:30pm (Tech to 7:30pm)
	Saturday	7:00am - 11:00am
	Sunday	7:00am - 10:00am
	Monday	7:00am - 9:00am

Notes:

- 1) There are recycling containers for waste fluids in the tech area and garbage bin along the back road of the paddock. Please do your part to clean up.
- 2) Consumption of Alcoholic Beverages is **NOT PERMITTED** during an event.
- 3) Weekend schedule will be available at Registration.

Rotation 2, 3 & 4 – Triple Race Weekend – Mandatory Tech for Groups 1, 2 & 3	
Group 1: A-B-C Prod, SPO-M-U, PRO3	Group 5: ITA-B-C-S, GTL, E-F-H Imp Prod
Group 2: D-E-F-G-H-I Prod, CR, Pro7, H4, SM, CSM, PRO 44, ITX	Group 6: FV, FFF/500, FL, S2, A-B-C-D-E-F SR, Novice O/W
Group 3: CF, FF, FA, FM, FC, FBX, SRX	Group 7: Novice C/W
Group 4: GT1-2-3, AS, ITE, RS, ST	

SCCBC Race Chair: Irene Chambers

This announcement forms part of the Supplementary Regulations



Sports Car Club of British Columbia

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"Labour Daze"
Aug 31 - Sep 2, 2013

FRIDAY: Friday Practice from 10:00AM to 4:30PM
Registration & Tech from 5:30PM to 7:30PM. *Main Gate Closed at 10:30PM*

SATURDAY: *!PLEASE DO NOT BLOCK PAVED LANES WHILE LOADING TRAILERS!*

7:00	Main Gate Opens – Registration & Tech Opens				
7:30	-	8:00		Mandatory Novice Track Walk - Meet @ PreGrid	
8:00	-	8:35		Mandatory Novice Drivers Meeting - Meet @ Pit 1	
8:30	-	8:45	GROUP 2	Qualifying	15 min
8:50	-	9:05	GROUP 3	Qualifying	15 min
9:10	-	9:25	GROUP 7 – Novice C/W	Practice	15 min
9:35	-	9:50	GROUP 4	Qualifying	15 min
9:55	-	10:10	GROUP 5	Qualifying	15 min
10:15	-	10:30	GROUP 6 & Novice O/W	Qualifying	15 min
10:40	-	10:55	GROUP 1	Qualifying	15 min
11:00	-	11:15	GROUP 7 – Novice C/W	Qualifying	15 min
11:00	Registration Closed				
11:15	-	12:10		Lunch	
11:25	Mandatory Drivers Meeting @ Tech				
12:10	-	12:40	GROUP 2	Race	30 min
12:45	-	1:15	GROUP 3	Race	30 min
1:05	-	1:25		Mandatory Novice Drivers Meeting - Meet @ Pit 1	
1:20	-	1:50	GROUP 4	Race	30 min
2:00	-	2:30	GROUP 5	Race	30 min
2:35	-	3:05	GROUP 6 & Novice O/W	Race	30 min
3:10	-	3:40	GROUP 1	Race	30 min
3:50	-	4:20	GROUP 7 - Novice C/W	Race	30 min
4:20	TRACK CLEAR FOR DRAGS SETUP				
10:30PM	MAIN GATE CLOSED - OPENS AT 7:00AM				

SUNDAY:

7:00	Main Gate Opens – Registration and Tech Opens				
8:00	-	8:35		Mandatory Novice Drivers Meeting - Meet @ Pit 1	
8:30	-	8:50	GROUP 3	Qualifying	20 min
8:55	-	9:15	GROUP 4	Qualifying	20 min
9:20	-	9:35	GROUP 7 – Novice C/W	Practice	15 min
10:00	Registration Closed				
9:45	-	10:05	GROUP 5	Qualifying	20 min
10:10	-	10:30	GROUP 6 & Novice O/W	Qualifying	20 min
10:35	-	10:55	GROUP 1	Qualifying	20 min
11:05	-	11:25	GROUP 2	Qualifying	20 min
11:30	-	11:50	GROUP 7 – Novice C/W	Qualifying	20 min
11:50	-	12:40		Lunch	
12:00	Mandatory Drivers Meeting @ Tech				
12:40	-	1:10	GROUP 3	Race	30 min
1:05	-	1:25		Mandatory Novice Drivers Meeting - Meet @ Pit 1	
1:15	-	1:45	GROUP 4	Race	30 min
1:50	-	2:20	GROUP 5	Race	30 min
2:30	-	3:00	GROUP 6 & Novice O/W	Race	30 min
3:05	-	3:35	GROUP 1	Race	30 min
3:40	-	4:10	GROUP 2	Race	30 min
4:20	-	4:50	GROUP 7 - Novice C/W	Race	30 min
4:50	End Of The Day – Thank You for Racing at Mission Raceway Park Road Course				



Sports Car Club of British Columbia

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Aug 31 - Sep 2, 2013

MONDAY:

7:00	Main Gate Opens – Registration and Tech Opens					
8:00	-	8:35	Mandatory Novice Drivers Meeting - Meet @ Pit 1			
8:30	-	8:50	GROUP 4	Qualifying	20 min	
8:55	-	9:15	GROUP 5	Qualifying	20 min	
9:20	-	9:35	GROUP 7 – Novice C/W	Practice	15 min	
10:00	Registration Closed					
9:45	-	10:05	GROUP 6 & Novice O/W	Qualifying	20 min	
10:10	-	10:30	GROUP 1	Qualifying	20 min	
10:35	-	10:55	GROUP 2	Qualifying	20 min	
11:05	-	11:25	GROUP 3	Qualifying	20 min	
11:30	-	11:50	GROUP 7 – Novice C/W	Qualifying	20 min	
11:50	-	12:40	Lunch			
12:00	Mandatory Drivers Meeting @ Tech					
12:30	-	12:50	Mandatory Novice Drivers Meeting - Meet @ Pit 1			
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1:15	-	1:45	GROUP 5	Race	30 min	
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3:05	-	3:35	GROUP 2	Race	30 min	
3:40	-	4:10	GROUP 3	Race	30 min	
4:20	-	4:50	GROUP 7 - Novice C/W	Race	30 min	
4:50	End Of The Day – Thank You for Racing at Mission Raceway Park Road Course					

ALL TIMES SUBJECT TO CHANGE AT ORGANIZER'S DISCRETION

Rotation 2, 3 & 4 – Triple Race Weekend – Mandatory Tech for Groups 1, 2 & 3	
Group 1: A-B-C Prod, SPO-M-U, PRO3	Group 5: ITA-B-C-S, GTL, E-F-H Imp Prod
Group 2: D-E-F-G-H-I Prod, CR, Pro7, H4, SM, CSM, PRO 44, ITX	Group 6: FV, FFF/500, FL, S2, A-B-C-D-E-F SR, Novice O/W
Group 3: CF, FF, FA, FM, FC, FBX, SRX	Group 7: Novice C/W
Group 4: GT1-2-3, AS, ITE, RS, ST	

SCCBC Race Chair: Irene Chambers

This announcement forms part of the Supplementary Regulations



ICSCC RACE ENTRY FORM



Please type or print Complete all information and sign entry

© ICSCC 1-19-13

<small>DO NOT WRITE IN THIS SPACE</small>	<small>DO NOT WRITE IN THIS SPACE</small>	<small>DO NOT WRITE IN THIS SPACE</small>
CAR # _____	CLASS _____	GROUP # _____
Amount prepaid _____		Total amount due _____
Amount paid at track _____	Cash _____	Check # _____ Cr. Card # _____

Drivers Name:			Address:		
City:		State/Prov	Zip/Postal Code	Best Contact # - Area Code & Phone Number	
Email address:			Cell Phone:		
In case of Emergency Notify:		At track? <input type="checkbox"/> Yes <input type="checkbox"/> No	Relationship:	Phone:	
ICSCC Car #	Competition License Type <input type="checkbox"/> ICSCC <input type="checkbox"/> CACC <input type="checkbox"/> SCCA <input type="checkbox"/> Other		Club Affiliation	Preferred NON-ICSCC CAR# <small>(Must be a 700 Series #)</small>	
1 st Race Group	Class	2 nd Race Group	Class	3 rd Race Group	Class
Number of Races Entered		Car Make:	Model	Color	

Sponsors:		Crew: First 5, list additional on back	
Name of Event	1 st Entry Fee	1 _____	
Date of Event	2 nd Entry Fee	2 _____	
Sponsoring Club	3 rd Entry Fee	3 _____	
Note: IF MULTIPLE RACE EVENT, FILL OUT FORM FOR EACH RACE DAY	Worker Fund Donation	4 _____	
	Transponder Rental	5 _____	
Note: FEE SECTION MUST BE FILLED OUT	Passes or Late Fee	4 _____	
	Amount enclosed	4 _____	
	Amount-Pay at Track	5 _____	

Group 1	<input type="checkbox"/> A Prod	<input type="checkbox"/> B Prod	<input type="checkbox"/> C Prod	<input type="checkbox"/> SPU	<input type="checkbox"/> SPO	<input type="checkbox"/> SPM	<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"/> PRO44	<input type="checkbox"/> CR	<input type="checkbox"/> PRO7	<input type="checkbox"/> SM	<input type="checkbox"/> CBM	<input type="checkbox"/> H-4	<input type="checkbox"/> ITX
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"/> AB	<input type="checkbox"/> ITE	<input type="checkbox"/> RB	<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"/> S-2	<input type="checkbox"/> ABR	<input type="checkbox"/> BSR	<input type="checkbox"/> CBR	<input type="checkbox"/> D8R	<input type="checkbox"/> E8R	<input type="checkbox"/> F8R	<input type="checkbox"/> FL	<input type="checkbox"/> NOW		
Group 7	<input type="checkbox"/> Novice Closed Wheel												

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

The undersigned represents and affirms to the sponsoring club, as well as the ICSCC, that the undersigned has reviewed and agrees to compete under the current ICSCC competition regulations and any supplementary regulations which may be issued by a sponsoring club pertaining to this event. The undersigned further certifies that the car's equipment complies with current ICSCC competition regulations. The undersigned certifies that the undersigned has read the race announcement and holds a competition license authorizing the undersigned's participation in this race event.

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

ENTRANT'S LEGAL SIGNATURE: _____ DATE: _____

Steward

Although I'm preparing for Spokane as I write this, by the time it hits the streets the Northwest Grand Prix will be in the books. Hard to believe we're over halfway through this season, I guess time does fly when you're having fun!

In my last article I mentioned how much I enjoy hearing everyone's racing stories and perspectives. At the Chicane Challenge a few weeks ago, one of our white clad heroes shared a tale with me that really drove home a point in a way I had never considered, I feel compelled to share what was said:

"When a driver gets in their fully caged race car with an integrated fire system wearing their fire resistant driving suit, nomex gloves, socks and balaclava, straps into their 5 point harness, and connects their Hans device to their helmet; they feel safe because they have all of their safety equipment in place and they know they are protected." At this point, our story teller held up a yellow flag and made this statement. "This is my safety equipment, my protection!"

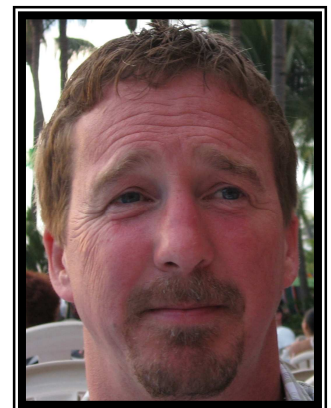
Wow, okay, that's why they get so bent out of shape when drivers ignore "yellow flags" or keep racing under "black flag all" conditions, now I get it! So the next time you see a yellow flag, red flag or black flag, **make sure you see it!** And instead of thinking of how it will impact your race or affect your lap time, think about the fact that you are most likely approaching a situation where there are people in a compromised position and the only protection they have is your awareness of, and compliance to the rules of the flag being displayed.

On another note... the other day I was scanning through the Conference forum and came across an interesting thread, the title of which was "Contact". Now the part of this thread that caught my attention had nothing to do with the title, it was a conversation within the thread about the etiquette of club racing and why it has seemingly dwindled. Specifically, the responsibility of approaching a fellow driver whom you may have wrongly had contact with, pinched, hacked or blocked and stepping up to apologize, even to explain what caused the situation. Alternately, if you've been in a great wheel to wheel race with another driver, my instinct has always been to find him/ her walk over, shake their hand and share the joy of the moment.

This is how I was schooled, and I wonder if perhaps not everyone has had the benefit of such precious mentoring. So I submit that those of us who are in possession of this critical piece of information and believe this to be an important part of the club racing experience, step forward and lead by example. Perhaps we can start a revolution...

See you at the track,

Terry Overdick
2013 ICSCC Race
Steward



Austin Texas – Australian Super Touring V8 Racing

Armadillo Andy

Your license director, Scott Faris, has a ticket license for the Formula 1 race at the Circuit of the Americas (COTA) in Austin, Texas. Seems he didn't read the fine print that said to keep said license, he had to purchase tickets to at least one other race. So there he was in Portland, OR, trying to decide what to do, right up until I walked up and said, "Hey Scott, wanna go to Austin for the Australian Super Touring V8 car race." Sheez, I didn't even have to ask twice and he was all in.

Let me tell you what a great guy Scott is, he told the salesman at COTA that I might be interested in a licensed seat and they comp'd me a seat with Scott in the main grandstand opposite the hot pits. Sweet.

Maybe you are new to Conference Racing and haven't been around to know that Austin is my home town. Those burnt orange and white colors at Armadillo Racing aren't by chance; they are the colors of my alma mater, The University of Texas. So any excuse to get to Austin is all right by me. 'Course I went to high school there and many of you know my daughter Mandie who worked trackside with me for many years is a senior at UT. So let's get to Austin my pronto. Here is an insider secret, Gary Parker of BBQ2U who just provided that great BBQ dinner at the IRDC race, went to my high school in Austin. That explains why his barbeque is so good.

Poor Scott had to sleep on the couch at my mom's place and put up with my brother but it was free so I guess it worked out. Plus I had use of momsie's Honda car so we could get around. Turns out former Conference steward, Rick Delamare, his brother Mike and his son and dad all made the trip too. There were several other Conference racers there too like Brad Grecko and Jim Walsh. Jim was driving in the Porsche Cup race which was very cool. At the time of the race, Jim was leading the series in points.

When I wrote about the F1 race I told you all about the shuttle bus system that dropped you about 5 miles from the track and you just walked from there. Welp for this event, the shuttle was gone and replaced by parking lots. Great, we now controlled our own fate as far as coming and going when we wanted. That all sounds great until we learned that parking was \$30....per day! And we still had to walk 5 miles up hill each way to the track. OK I'm over it...sorta.

So on Saturday we met the Delamares at their hotel and rode over with them in their rental Cadillac to save some cash on parking. Nothing like 6 people crammed in the car with a racer at the wheel. OK this time there was to be no screw

ups. We walked the 5 miles in from the dusty old lot and made a beeline to the souvenir stand. I was not going to get screwed out of my Inaugural V8 Tour Car cap and t-shirt. So the money saved on parking was quickly exchanged for fan-wear plus about \$100. But at least we got something and didn't have to wait in line for 2 hours like F1.

Right off we met some folks from Australia (fancy that). They were in the states for about 3 weeks and had already done a Sprint Cup race. Said they travelled all over the world chasing the Touring Cars. Told us when the Australian F1 race booted the Touring Cars out, attendance dropped by 50%. The Aussies love these cars, drivers and series. According to the Austin American Statesman paper, there were between 2 and 4 thousand Aussies in for the race.

After hitting the souvenir stand we headed for the main grandstand and a seat in the shade. It was 96 degrees that day and in the sun was no place to be. The Super Touring cars are very sophisticated stock cars and run very close together. The scenario for the Austin 400 was 2 100km races on Saturday and 2 on Sunday. Each car must make a mandatory pit stop after lap 10 but of course before the last lap which was lap 26. From our seats we

could see the pit stops, standing start, main straight and turn one. Great fun really. At noon they opened the pits and we walked along getting up close with the cars and taking photos and having fun. I think the heat was bothering Scott as I went to find and chat with Jim Walsh and Scott went to find an air conditioned lounge for lunch. Right after lunch was the SCCA World Challenge race which was great fun too.

After a hard day of watching racing and the 5 mile trek back to the car, we cleaned up and met the Delamares at The Shady Grove for some excellent Texas food. You know, catfish, chicken fried steaks and the like. Mmmm...peach cobbler with ice cream sitting outside under a huge live oak tree. Of course the margarita before dinner set the tone. My mom joined us and we had a swell time.

Sunday I spent the day with Mandie but Scott, Rick and his family all met us for BBQ dinner at the County Line on Lake Austin. The food there is OK but they all seemed to love the atmosphere. Monday morning at 4AM I took Scott back to the airport and did a little 3 mile run around Lake Lady Bird and flew home to Seattle on Tuesday.

If you haven't been to COTA you need to go. It is the finest racing facility in America with great viewing and great facilities. The 14,000 seat amphitheater is finished and you can go

(Continued on page 12)





PENALTY BOX

Race #5, June 22-23, Cascade Sports Car Club, PIR

Group 2 - Race

- Car #168 – Loss of lap, \$50 Fine – Avoidable Contact
- Car #196 – Loss of lap, \$50 Fine – Improper re-entry on Pace Lap
- Car #460 – DQ – Failed to report to scales
- Car #492 – DQ – Failed to report to scales
- Car #731 – DQ – Failed to report to scales

Group 5 – Race

- Car #02 – Loss of lap, \$50 Fine – Avoidable Contact
- Car #725 – DQ - Failed to report to scales

Group 8

- Car #59 – Loss of lap, \$50 Fine or Work turn station – Pass Under Yellow
- Car #88 – Loss of lap, \$50 Fine or Work turn station – Pass Under Yellow
- Car #93 – Loss of lap, \$50 Fine or Work turn station – Pass Under Yellow
- Car #221 – Loss of lap, \$50 Fine – Avoidable Contact
- Car #350 – DQ, \$250.00 Fine, Reduced to Novice License – Dangerous Driving

REMINDERS — As noted in the President's column last month:

Driver of the Year nominations are due soon. Submit your selection to your Competition Committee Representative.

ICSCC Drivers determine the Competition Rules, and rule change proposals should be discussed soon. Contact your Contest Board Representative to let your thoughts be heard.

2013 ICSCC Event Schedule

<u>Date</u>	<u>Event</u>	<u>Club</u>	<u>Location</u>
January 12	ICSCC Spring Meeting	All	SeaTac Marriott
March 9	RATS Meeting	All	SeaTac Marriott
March 23-24	Driver Training	VMSC	Western
March 29	HPDE	IRDC	Bremerton
March 30	Driver Training	CSCC	PIR
April 6	Driver Training / Test & Tune	IRDC	The Ridge
April 7	Enduro (6-Hour)	IRDC	The Ridge
April 26	Driver Training	CSCC	PIR
April 27-28	Race #1 (rotn 4)	CSCC	PIR
May 10	Test & Tune	IRDC	PR
May 11-12	Race #2 (rotn 5)	IRDC	PR
May 24	Driver Training	TC	ORP
May 25-26	Race #3/4 (rotn 6/1) (Double)	TC	ORP
June 21	Driver Training	CSCC	PIR
June 22/23	Race #5 (rotn 2)	CSCC	PIR
June 29	Driver Training	IRDC	PR
July 11	Test & Tune	NWMS	SCR
July 12-14	Race #6/7/8 (rotn 3/4/5) (Triple)	NWMS	SCR
July 19	Test & Tune	IRDC	PR
July 20-21	Race #9 (rotn 6)	IRDC	PR
August 9	Driver Training	CSCC	PIR
August 10-11	Race #10 (rotn 1)	CSCC	PIR
August 30	Test & Tune*	SCCBC	Mission
August 31-September 1	Race #11/12/13 (rotn 2/3/4) (Triple)	SCCBC	Mission
September 6	Driver Training	CSCC	PIR
September 27	Test & Tune	IRDC	The Ridge
September 28-29	Race #14 (rotn 5)	IRDC	The Ridge
October 19	Enduros (2-hour & 6-Hour)	CSCC	PIR
November 9	ICSCC Banquet	All	SeaTac Marriott
November 9/10	ICSCC Fall Meeting	All	SeaTac Marriott

* Event not sanctioned by ICSCC

Armadillo Andy (Continued)

up in the 237 ft tower to check out the whole track. Austin is a fabulous town and I know if you go you'll have lots of fun. Warning, this year's F1 race conflicts with a UT football game so if you don't already have a hotel and rental car may I suggest you stay in San Antonio. It is only 90 miles from Austin (70 from COTA) and is in itself a great town what with the Alamo and River walk right downtown. And the drive to COTA is only slightly longer than the walk from the parking lot to the track.

Classified Ads

FOR SALE: ASA Chevy stock car, Howe chassis, fiber glass body, Nutter built (2011) 350 cu.in. LS1 Chevy 440hp engine, fuel injected, 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, new 5-Star windshield; this was a backup chassis that was never run in the ASA series and has only been raced last 2 years, very fast & reliable-no DNF's last 19 races, 2nd in SPO points in 2011 & 2012, one race this season so it's ready to run for a new owner.
Contact Jeff Penick 503-701-6648 \$23,000 obo 6/13

FOR SALE: 1987 Mazda RX-7, Turbo II. Comp suspension (including 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

6/13

When in doubt, just take the next small step.
Regina Brett, 90 years old

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 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.

Memo Submission Schedule 2013

Deadline	Issue	Content
3/5/13	#2 March	Race Announcement IRDC Enduro, CSCC #1, IRDC #2
4/5/13	#3 April	Race Announcement TC #3/4
5/3/13	#4 May	Race Announcement CSCC #5
5/23/13	#5 June	Race Announcement NWMS #6/7/8, IRDC #9
6/21/13	#6 July	Race Announcement CSCC #10
7/12/13	#7 August	Race Announcement SCCBC #11/12/13
8/9/13	#8 September	Race Announcement IRDC #14, Banquet Announcement #1
9/1/13	#9 October	Rule Change Proposals, CSCC Enduro, Banquet Announcement #2
11/15/13	#10 Nov/Dec	Final Approved Rule Changes, Invite to Bid Memo, 2014 License Application & Medical Forms



Memo #7 August 2013

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Spring has sprung, fall has fell, summer is here and it is hotter than usual

It is always hot in a race car. And now there is a fast, efficient, and extremely cost-effective way to stay cool. Introducing the **TechKewl** hybrid sport cooling vest.

This vest uses Phase Change technology for longer and effective cooling. Worn under your driving suit, the vest keeps you cool for over 1-1/2 hours.

How it works: The vest has pockets for the Phase Change packets. They look like water packets but this material freezes solid at 58 degrees F! That means you can refreeze them in about 20 minutes just by throwing them into your ice chest.



These vests are so effective they are used by top Formula One teams such as Ferrari, McLaren and Red Bull.

With nothing to install in the car, and re-freezing in your ice chest right at the track, there is no reason to swelter in a hot car ever again.

Come by or call Armadillo Racing today and get cool in your car so you can focus on Winning.



More for you...

Complete Safety Equipment Packages (Suit, gloves, shoes, socks, balaclava) featuring OMP Suits (worn by the top Formula 1 drivers) with box quilting and functional features such as knit stretch panels for driving comfort. A Bell helmet (worn by the best drivers for over 50 years) or a lightweight HJC helmet will complete your package. We'll help you pick the right package that fits your needs and desires and will make you look so professional, your kids will want to take your picture to school to show their friends.

Ask for our Free Report: How to Buy Exceptional Safety Equipment to Be Safe, Look Professional, and Feel Comfortable When You Go Racing.

"Andy at Armadillo Racing runs his business like we all wish everyone did. If he doesn't have it, he will do his best to get it. He is knowledgeable about what he sells. Good old fashioned customer service." John Gardiner – Chevy Monza, Bonneville



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