



ICSCC MEMO #10 DECEMBER 2016

*The Official Publication of the
International Conference of Sports Car Clubs*

2017 Tentative Race Schedule
Messages from the President, the Race
Steward & Year end Officer Reports
2017 Licence Applications

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Seasons Greetings



FROM THE PRESIDENT

We wrapped up 2016 with our Fall Meeting and Awards Banquet. Thanks to all that worked to make the Banquet a success and a special thanks to Jennifer Higinbotham, Kristi Bennett, Carol Faris, Cheryl Gilbert, Jim Cissell and Michael Olsen.

At the Fall Meeting, all but one of the rule changes were approved by the Executive Board and the tentative event schedule is published on our website. I would like to highlight one of the rule changes that was approved; the Sprint races that are often held on single race weekends, can now be used for qualifying for the championship race. There was a rule change submitted to the Executive Board that would have allowed clubs to have up to 6 championship races (current rule limits each club to a max of 3 championship races per season). This would allow the non-points "Sprint" race to become a full championship event. There would still be the restriction of only counting a maximum of 3 races per club and only the best 10 count towards the championship. After a lot of discussion this was tabled until the Spring Meeting, so if you have feelings on this, please let your Executive Board representative know so they can come to the Spring Meeting prepared.

In 2016, we had 2051 total race entries, of which 1379 were entries in championship races, of those 509 were from drivers that participated in 6 or more races, resulting in the 49 drivers that received trophies at the banquet. In 2015 we had 2441 total entries over 14 races. Accounting for the fact that there were only 13 races in 2016 we were still down about 10% in total entries although all but NWMS were down 15% to

30%. So you can see why I was pleasantly surprised to learn that NWMS, IRDC, and SCCBC made it through the year without ending up in the red, I was sure it would only be NWMS. 2016 may be an outlier, but looking back over the last eight years, we took a hit in participation (measured in avg entries per race) during the 2008/2009 recession and only grp3 and grp4 have held constant since 2010. All other run groups have been declining. Most concerning is the Novice Closed Wheel group that over the past 6 years has dropped from an average of 20 to an average of 7 entries per race. One of our topics for the Spring Meeting will be addressing these trends. We are not alone, nor a worst case, in seeing falling participation. Andy Collins (Armadillo Andy) pulled together a cross organizational meeting on this topic as well. Several from ICSCC participated, including our PR Director, Scott Faris, who produced minutes and volunteered to be on one of the committees.

In closing let me announce the new ICSCC Officers; Steward: Dan Heinrich, ROD Director: Lynn Rimmer and Points Keeper: Michael Lensen. We are still in need of a License Director, please contact me if you would consider taking this on for 2017. All other Officers continued in their positions from last year (including me :o).

It was a pleasure being President this last year and personally I had a great year, but hopefully we can make 2017 a little more successful from our member clubs' financial perspective.



STEWARD'S CORNER

Writing this column for the Memo is essentially my final official act as Steward so it seems appropriate that I share a few last random thoughts and say a few thank you's!

The recent columns that I have written on the subject of falling attendance, loyalty, and engagement seems to have struck a nerve. Several drivers and workers who at some point attended our events have been gracious enough to contact me to give their thoughts on the matter. It is commonly accepted in business that if someone is unhappy with your people, products, or services they will simply disappear and never come back without telling you why more than 90% of the time. When someone contacts me to discuss why they prefer to race elsewhere (or not at all) I don't get upset or insulted. I consider it a personal favor that they cared enough to take some of their time to help me understand why we didn't meet their needs so we can be better in the future. One of the ICSCC's strengths when compared to competing organizations has always been our relatively low barriers to entry along with our friendly, welcoming approach and willingness to help and mentor new people. Imagine my surprise when I started hearing pretty regularly that people had come out to race events and walked down the paddock after end-of-day on Saturday looking for an opportunity to make friends and bond themselves to our organization but coming up empty. Comments included that they couldn't find anyone from their class or with a similar car to talk to, that a lot of people leave the track as soon as their race group is done, that they were intimidated by the big expensive rigs and cars, or that it seemed like the established and experienced guys had enclaves of their own friends and family and they felt like they couldn't really intrude. Has it changed gradually enough that I didn't notice or am I just such an insider now I can't relate? I still see a lot of very friendly and accepting people at the track but I may be a tad more extroverted than most. Maybe we have forgotten how awkward it was to not know anybody when we first started racing or how good it felt when someone reached out and brought us into their circle for no reason other than friendliness. When I came into Conference as "the young guy" (at 40!) several people befriended and guided me and made me feel so welcome that I couldn't wait to get back to the track to

enjoy their friendship and race my car. 15 years later and I show up as much for my enjoyment of the people and the lifestyle as for the racing. Have we changed so much? Maybe next time you see someone walking down the paddock looking a little lost, say hi. Ask them how their day is going, invite them to chat while you work on your car, or hand them a drink and invite them to sit down with your friends. We all race because we feel some degree of competitive fire but in life people go where they feel wanted. It may take no more than that to insure the future of Conference and possibly make a lifelong friend in the process.

Committing to 24 months of Stewarding seemed like a daunting task when I reluctantly agreed to it late in 2014 but I have to say, never has two years flown by at such an incredible pace. I took the job because I thought it would give me an opportunity to see racing from yet another interesting angle and because someone I liked and respected asked. It turned out to be a lot more fun and fulfilling than I had anticipated and I admit that I thoroughly enjoyed the experience. Thanks to all the drivers I interacted with for mostly showing great restraint and respect and entrusting me with your safety. Thanks to all those I got to work with for carrying me with your professionalism and passion for the sport. Thanks to my friends for your kindness, help, and support. Thanks to Bob Mearns who invited me to take this journey and to Dan Heinrich who was so fun to work with for the last two years that I ALMOST hate to quit almost.

I look forward to seeing you all when I return to the role of driver in 2017 with a renewed appreciation of those who make it all possible. Have a good winter and get busy – spring will be here in no time!



ICSCC RULE CHANGE RESULTS

Passed rules to be enforced for 2017 Championship Season

YES/NO	Page #	Club	Section/ Jurisdiction	Proposal
295 YES 50 NO PASSED	30	CSCC	703F E/C	Special and/or feature races shall not be scheduled in a manner that interrupts the continuity of the ICSCC championship race program within a race weekend. Special or feature races shall be the last race of the day after all championship / novice races are completed, <u>unless approved by the E Board</u> . Special races may be held on any day of the race weekend. With the exception of ICSCC Novice races, any non-Championship race shall be considered a special race. Championship races shall not be shortened to facilitate special races. <u>Lap times from Special Races (i.e Sprint Races) where all competitors from all Championship race groups are able to enter, may count as an additional qualifying time at the Member Club's discretion. The Race Announcement must make this clear to the driver's and under no circumstances will a Special Race be the only qualifying session for the Championship race. Rule 714 shall apply, "Cars may be weighed following any timed qualifying session, provided that all cars in the class that participated in the session are weighed."</u>
325 YES 5 NO 15 ABS PASSED	57	CSCC	1306 A. E	Classifications. ICSCC Formula cars will be classified as follows. Formula Atlantic, Formula Libre, Formula Ford, Formula Club Ford, Formula Vee, Formula 440/500, Formula Continental, and Formula Mazda.
325 YES 5 NO 15 ABS PASSED	57	CSCC	1306 B. 2. E/C	Except as provided below, Formula Vee and Formula 440/500 shall meet current SCCA regulations. (a) Cars built to Formula 500 SCCA Specifications shall meet current SCCA Regulations (b) Cars built to Formula 440 SCCA Specifications may continue to compete as Formula 440 under the most recent applicable Formula 440 specifications but may substitute any unmodified 430 to 510 cc 2 cylinder liquid cooled snowmobile engine. Engines may be sleeved and overbored by 1.2mm. Ports may not be modified. Engines may be fuel injected or carbureted with no restriction to throttle body or carburetor bore size.
193 YES 152 NO PASSED but E-BOARD REVERSED FAILED (No SCCA "Formula Ford")	57	CSCC	1306 B. 4. (a) E/C	All Formula Ford and Club Ford Cars must comply with all 2009 SCCA <u>Current</u> regulations applicable to Formula Ford. All Club Ford cars must use the "spec" tire and compound number approved for the class. The approved tires are the American Racer Tire Co., compound #133, or equivalent rating number. Any brand of rain tires may be used, provided that the tires were originally designed and produced by the manufacturer as rain tires for use exclusively on a wet track. Dry-track racing tires, other than the permissible "spec" tires, may not be modified for use as a rain or intermediate tire. Nothing may be added to or applied on the Specification tire, which results in a softening of the rubber compound.

YES/NO	Page #	Club	Section/ Jurisdiction	Proposal
284 YES 5 NO 56 ABS PASSED	58	CSCC	1306 B. 4. (b). (2). E/C	<p>An eligible chassis can be one that was either manufactured in stock configuration with the spring/shock assemblies mounted outboard and in the airstream on all four corners, or a chassis manufactured in stock configuration with at least two spring/shock assemblies mounted outboard and in the airstream and has been modified to an all outboard configuration. A chassis manufactured with all suspension components mounted inboard may not be modified and considered eligible for Formula Club Ford. For any chassis manufactured with at least two spring/shock assemblies in the airstream and meeting the production date requirement, the two remaining inboard spring/shock assemblies must be converted to an outboard configuration to be eligible for Formula Club Ford. The spring/shock assemblies must be fully functional and attached such that one end is connected to a chassis location and the other end attached to an outboard suspension location. Vertical mountings that run parallel and next to the chassis are not considered to be within the intent of the rules and shall not be allowed. The relocated spring/shock assemblies must be the primary and only means of suspension damping and control. The use of dummy or secondary spring/shock assemblies is not allowed. The intent of any suspension modification which converts an inboard configuration to an outboard configuration is that of compatibility with older chassis designs. Any attempt to circumvent this intent by manipulating the interpretation of the rules shall be considered outside of the purpose of Formula Club Ford and will not be allowed.</p> <p><u>Exceptions to Section (1) and accepted as Club Fords will be: Lola T-440, Zink Z-10, ADF, Eagle, Van Diemen RF 81, Elden PH-6, Royale RP 24, RP 26, Martyn FEF</u></p>
284 YES 5 NO 56 ABS PASSED	59	CSCC	1306 B. 4. (c). (2). E/C	<p>Coil springs, shock absorbers, anti-roll bars, steering components, and suspension settings are free provided all four spring/shock assemblies remain outboard and in the airstream and the use of titanium is prohibited.</p>
289 YES 56 ABS PASSED	59	CSCC	1306 B. 4. (c). (6). E/C	<p>711M blocks or 771M blocks may be used. <u>The Ford racing block, part number M-6010-16K, is permitted as a replacement block.</u></p>
137 YES 193 NO 15 ABS FAILED	59	CSCC	1306 B. 4. (b). (7). E/C	<p>Only 100 Octane LL (Low Lead) general-purpose aviation fuel <u>or commercially available Unleaded gasoline</u> is allowed for racing or qualification purposes.</p>
308 YES 37 ABS PASSED	64	CSCC	1314 B. 2. C	<p>The primary CR spec tire is the Hoosier R6/R7/<u>SRF</u> with the tire size of R6/R7 P185/60ZR13 or P205/55ZR14. The Hoosier H2O tire is the designated CR rain tire with the tire size of P185/60R13 or P205/55R14. Shaving of the Hoosier R6/R7/<u>SRF</u> or the Hoosier H2O tire is allowed. Tire grooving is not allowed. It is permitted to use the Hoosier H2O tire as a dry racing tire. Front fender modification is permitted to allow clearance for the 14" Hoosier tires.</p>

YES/NO	Page #	Club	Section/ Jurisdiction	Proposal
72 YES 273 NO FAILED	30	TC	706. E/C	Drivers Meetings. There shall be a minimum of one mandatory Drivers Meeting held before the first Championship race <u>of the event</u> . There will be a partial random roll call at the start of the meeting. Failure to attend may result in the driver having to start at the back of the grid at the discretion of the Race Steward. There shall be a minimum of ten minutes between the end of the drivers meeting and the 5-minute warning for the first race group.
345 YES PASSED	47	TC	1107.C E/C	Brake condition and adjustment. All cars must have effective pedal operated brakes working directly on each road wheel. All brake parts must be in <u>perfect working order</u> , and the brake linings must be new or very good. The entrant should be prepared to remove brake drums for inspection.
308 YES 37 ABS PASSED	63	IRDC	1307 E/C	Add Section "A" under E/C 1307: <u>SM/CSM in ITA and ITS: 1990-2005 SM or CSM class-compliant cars may enter ITA. SM or CSM cars entering as ITA cars must comply with all SM/CSM Class rules except for tires, which must comply with GCR Section 9.3.45 (Tires). All other ITA entries must comply fully with ITA class rules per GCR Section 9.1.3.A 1999-2005 SM class-compliant car may enter ITS. SM cars entering as ITS cars must comply with all SM class rules except for tires, which must comply with GCR Section 9.3.45 (Tires); and restrictor plates, which must comply with GCR Section 9.1.3. All other ITS entries must comply fully with ITS class rules per GCR Section 9.1.3</u>
345 YES PASSED	28	STEW	701 E/C	Length of events. The length of events at ICSCC championship points races shall be established by the organizing member club as follows: A. Where there are seven (7) or less ICSCC championship points events scheduled for an ICSCC championship points race <u>The length of each event championship points event shall be scheduled to be no less than thirty (30) minutes, provided however, that the length of events at Pacific Raceway or events held during any triple race weekend shall be scheduled to be not less than twenty-five (25) minutes. Race events may, at the organizers discretion, be scheduled for a minimum of twenty minutes in cases where there are eight or more championship points race events within a race program. Race events scheduled for less than thirty minutes will shall be published in the race announcement. Any schedule changes made during the race weekend will be announced at the driver's meeting.</u>
345 YES PASSED	29	STEW	703 C. E/C	Each Conference race program, whether a single or multiple race weekend, shall schedule practice / and <u>qualifying sessions and Novice races</u> as follows: 1. For Senior Drivers 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. 2. For Novice drivers: One practice session and one qualifying session of at least 15 minutes each, for each scheduled novice race. <u>On single and double race weekends clubs are required to schedule a minimum of one Novice race. On triple race weekends clubs are required to schedule a minimum of two Novice races.</u> Length of race events shall be defined in Section 702.

YES/NO	Page #	Club	Section/ Jurisdiction	Proposal
345 YES PASSED	51	STEW	1112 B. E/C	The car numbers of all cars <u>attaining a sound reading within 3 decibels of the race weekend sound limits during any exceeding 98db on Saturday and Sunday practice and or qualifying session</u> are to be posted along with the qualifying times.
345 YES PASSED	45	STEW	1106 E/C	C. Numbers must be block numbers at least 40" <u>8" high</u> , width stroke of at least 1 1/2". Exceptions due to physical limitations may be made at the discretion of the Race Steward. It is recommended that larger numbers be used if possible. All digits of a number must be of the same size. Numbers should be spaced by a distance of not less than the stroke of the numbers. D. Numbers are required on the front, rear and both sides of all cars. <u>Rear car numbers are recommended</u> . Open wheel cars are not required to have rear numbers
345 YES PASSED	50	STEW	1111	<u>Vehicle Log Books. Log books are available from the License Director or the The Race Steward(s) shall issue and fill out the vehicle description section of all ICSCC vehicle log books.</u> A. Every driver <u>Vehicle owners will</u> may be issued a vehicle log book, which shall remain with the car. If lost, the driver <u>vehicle owner</u> must replace the log book at a cost of \$20.00. Upon <u>purchasing a new changing cars car</u> , or if the technical inspection section of an existing log book is completely filled, a driver <u>vehicle owner</u> may request a new log book at no charge. B. All entrants must present a vehicle log book at tech inspection. either ICSCC or that corresponding to the license under which the entrant has registered. All vehicle information sections in the log book shall be completed. i.e.: make of car, year, model, color, engine, make/model, displacement, horsepower, race group(s), car number(s), class(es), vehicle weight (if applicable) for each class, etc
345 YES PASSED	56	STEW	1305 E.	S2. This class shall run under current SCCA rules <u>as a C Sports racer (1600cc through 2000cc).</u>

2017 TENTATIVE ICSCC EVENT SCHEDULE

<i>Championship Race Events</i>			
Date	Rotation	Club	Track
May 5-7	(rotn 5)	CSCC	PIR
May 19-21	(rotn 6)	IRDC	PR
June 2-4	(rotn 1)	CSCC	PIR
June 23	(rotn 2)	NWMS	SCR
June 24	(rotn 3)	NWMS	SCR
June 25	(rotn 4)	NWMS	SCR
July 21-23	(rotn 5)	IRDC	PR
August 5	(rotn 6)	TC	ORP
August 6	(rotn 1)	TC	ORP
August 18-20	(rotn 2)	CSCC	PIR
Sept 2	(rotn 3)	SCCBC	Mission
Sept 3	(rotn 4)	SCCBC	Mission
Sept 4	(rotn 5)	SCCBC	Mission
September 15-17	(rotn 6)	IRDC	The Ridge
<i>Endurance Events</i>			
April 22/23		The Ridge	IRDC
October 14		Portland International Raceway	CSCC



OFFICER REPORTS FROM FALL MEETING

Web Admin Report *Alberto Fonseca*

WEBSITE

This year we've implemented automated backups using the free tier of the Dropbox service. This means backups now occur more frequently (daily and quarterly) on a regular schedule. Previously, backups were done manually every quarter so this change gives us more flexible recovery options.

Outside of that the website has continued in maintenance mode the remainder of the year.

FORUMS

In 2016 we had 20 new user registrations for the forums. We've now enabled user self-registration and implemented Google's reCAPTCHA (Completely Automated Public Turing test to tell Computers and Humans Apart) verification system. I'll continue to monitor user registrations closely and evaluate the effectiveness of the new system throughout 2017.

TECHNOLOGY

This year we purchased the RackForms web form building software to help develop some back-end administration pages. The goal is to reduce the amount of direct database manipulation required when making updates to club contacts and other tables. I'll be developing and testing incrementally with this tool throughout the year.

STATISTICAL REVIEW

Website

Following the trend from last year, the forums continue to be the primary destination for visitors of the Conference website. We average about 300 visitors daily which has held steady throughout the year.

Forum

In 2016 we had 163 active forum users. 116 users participated by posting at least once. There was a noticeable drop in activity from the previous year (213 active, 144 posting). Active users are defined as those that have logged in at least once during the year.

Historian Report *Gerry Frechette*

In 2016, I attended the races at Pacific Raceways in May, both days at Mission in July, and The Ridge in September. That makes four races at three different tracks.

I tried to attend more events, but factors like date conflicts and budgetary constraints conspired to limit my ability to travel to them this season.

Once again, I want to take this chance to thank photographer Doug Berger of Portland for his generous contributions to ICSCC this season. He attended most of the races I wasn't able to, ensuring more complete photographic coverage of ICSCC racing in 2016.

Likewise, I wish to acknowledge and thank my wife and partner Sue Pypers, who, once again, contributed photos to ICSCC, especially the "pits and people" ones I don't get as much opportunity to take when I am out on course.

As always, I thank the clubs for their access, assistance and hospitality.

Insurance Advisor Report *David D. Bennitt*

The 2016 season was a success from an insurance point of view. We issued all the event certificates prior to the RATS meeting and I contacted each track manager to verify that the supplied documentation was correct.

There were several recorded incidents this year with no major claims made to the insurance carrier. The reporting of incidents needs much improvement to insure that the head office is current should a claim be submitted for review. It is the responsibility of the Steward &/or the Event Chairperson to collect all the incident information, fill out the ICSCC form, attach a copy of the clearly signed insurance liability release waiver and get a medical report from the on-site staff. This information needs to be completed the day of the event and a copy sent to the head office.

The signing of liability waivers at the point of entrance



to the facility continues to be a problem. The ICSCC supplied release waiver must be signed with a clear and legible signature. If an individual facility required that there waiver be signed, this is fine but the ICSCC waiver must be signed as well. ICSCC is providing the event insurance not the facility and therefore the ICSCC waiver takes priority.

I have enjoyed working with all the clubs this year.

Public Relations Director *Scott Faris*

As I write this report in early November, two meetings are looming on the calendar. The one everyone knows about is the Conference Fall Meeting that occurs on November 12. But there is another one that perhaps not every member of Conference knows about that occurs on November 5. From a public relations perspective, the meeting on November 5 could be a watershed event for Conference.

What is happening that day is a brainstorming/marketing strategy meeting at the Proformance offices at Pacific Raceways. Hopefully representatives from every club and the suite of Conference officers will be in attendance. We expect more than 20 attendees. The topic of the meeting is the elephant in the room. That elephant is the fact that race and driving school entries have taken a nose dive this year and many if not all the clubs are losing substantial amounts of money as a result. We know the problem. We know it is not unique to any particular Club or Conference in general, but also affects other motorsports organizations such as SCCA. What we don't know yet is what to do about the problem.

The purpose of the meeting, which was organized by Andy Collins of Armadillo Racing, is to discuss what we collectively think are the reasons for the declines in entries and strategize possible solutions. After the meeting I will summarize our findings and present them to the Conference officers. Action plans would be the logical next step once the solutions are agreed upon, which would ultimately mean that the Eboard would likely have to approve them. Stay tuned for that update.

So that is the big downer news that we face as racers, high performance drivers, officers and officials. But there is another story line that is much more uplifting and positive. The other story is the incredible amount of work that many Conference members have put forth and success gained during 2016 to get the word

out about Conference events and promote participation. Here is a brief recap of those efforts:

- Executive Board approved a budget for creating marketing materials at the spring meeting in early January
- 500 color posters were distributed to each club for use in promoting events and race official participation
- A sandwich board was designed and purchased that features the ICSCC logo on both sides and a pocket for inserting club literature and has been used at Conference events and other car related events
- Cascade, Team Continental and IRDC boards met to brainstorm ideas and recruit volunteers who are interested in helping us promote racing and track driving
- Cascade and TC approved free raffles for a driver's school and raffle tickets were distributed at car club events and Roadster Shows in the spring and summer- well over 200 new names and contact information was added to the Clubs' contact databases
- IRDC provided a race car and handed out many copies of the Club's brochure at a well-attended cars and coffee event in Redmond Washington
- The World of Speed museum in Portland let us put out folded letter-paper sized versions of our Conference poster and other promotional materials in their kiosk

Though we may face some uncertainty in the future of motorsports in the Pacific Northwest, as the poet Dylan Thomas so famously said, we will “not go gentle into that good night”.

Points Keeper *Charles Hurley*

Overall a good year. Officials finalized results in a timely fashion. Timing and Scoring folks provided PDF files after each event. There were a couple races where it took a little longer to get final results because of some incidents over the weekend which delay me in entering the points but I think it was still done in a timely fashion. I personally could have done a better and more prompt job but had a lot going on this season.



License Director *Scott Shobert*

In 2016 there was an average of 10.7 novice race participants per race weekend. This number is up from 2015 which had an average attendance of 8.4 novices per race. Based on previous information ICSCC averaged 8.8 novices per race in 2014 and 12.9 novices per race in 2013.

A total of twenty three, novices upgraded to their International Road Race (IRR) license in 2016. This number does not include nine observation drivers that were issued their IRR license. In comparison to 2015 there was a total of twenty seven novices which upgraded to IRR license. Additionally, there were six observation drivers that were issued their IRR license. In 2014 there was a total of twenty three novices which upgraded to ARR. In 2013 there was a total of fifty two.

Based on the trend of these four seasons, 2016 was not the worst season but definitely lacking when compared to the 2013.

A trend I did observe this year is the limited numbers of "true novices". I consider these drivers who have not previously participated in some other form of on track activity. This includes track days, either car club or Hooked on Driving, Chump Car, Lucky Dog, or autocrossing.

On three occasions I gave credit to novice drivers for their previous race experience, such as Chump Car or Lucky Dog, towards their three race requirements. I required references from ICSCC licensed drivers and a racing resume. I did still require them to complete all of their work requirements. Two of these racers won E0 in the most recent enduro.

There is a large potential pool of ICSCC drivers being grown in Chump Car or Lucky Dog. Bill Murry's letter to the editor in the most recent newsletter spells it out. There were seventeen entries in the Cascade Enduro and seventy one in the Chump Car race. Many of these drivers, want to compete in a more serious racing venue that only ICSCC and SCCA can provide. We need to provide access to them.

I know my recognition of Chump Car and Lucky Dog race experience goes counter to ICSCC past practices. I think for the most part the drivers I did allow credit for their previous race experience showed to be competent and safe drivers on the track. I personally raced door to door with two of them at this past enduro and had no issues. I would encourage my successor to continue my/this policy going forward.



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ENDURO CORNER

The 2016 ICSCC racing season is complete as is the 2016 Northwest Mini Enduro Championship Series. Congratulations to the NWMECS Champions – Rusty Gill in ME0, Chuck Hurley in ME1, Gamaliel Aguilar-Gamez (aka Gama) in ME2, and Will Schrader in ME3. Some of these names may look familiar as Chuck Hurley is a three time Northwest Mini Enduro Series Champion and Gama is a two time Champion.

Cascade's October enduro saw a dismal turnout. With an incredibly stormy weather forecast predicted that called for damaging winds and rain the call was made to postpone the race. Two weeks later many teams were unable to make the new date and a weather forecast that called for rain probably kept some teams from attending. Needless to say, the turnout stunk! The weather for the afternoon 8 hour and 300 mile races turned out to be great as conditions were dry for

the entire time! Congratulations to Mark Sundberg and team for winning the Iron Team award and coming home with the overall win! Congratulations to all of the class winners in all three races! Unfortunately, the Cascade enduro has been losing popularity over the past several years. The club has decided to give it one more chance in 2017. So, if you like this race, would like to try this race, and would like to see this race continue, 2017 is the year to support it.

Plans for 2017 have yet to be finalized, but I believe the Northwest Mini Enduro Championship Series will continue. Stay tuned for more information on this.

Enjoy the Holidays and the off season! 2017 is just around the corner!



FROM THE LICENSE REGISTRAR

Happy Holidays everyone! I hope you are enjoying your off-season with family and friends, while still dreaming and planning for the upcoming race season.

Here are just a few quick reminders and notes . . .

1. Your 2016 ICSCC Competition License expires 12-31-16. If you are planning to compete in a race before our season officially begins, you should get your application in early.
2. All the 2017 forms (License Application, Medical History, and Physical Exam) have been updated and can be downloaded from the ICSCC website. Please check your 2016 license for your 4-digit driver identification number and medical expiration date. And don't forget to use the checklist at the bottom of the license application form to ensure your application will be received as complete.
3. The 2017 ICSCC Competition License fee is still \$85 if you pay with a check or cash. Expedite fees for late applications will remain at \$75. You may also pay your license fee on motorsportreg. However, there is an additional \$5.00 convenience fee for using

this method. Both U.S. and Canadian credit cards are accepted.

To pay on motorsportreg:

- Go to the motorsportreg home page
- In the "Find Events" box, type ICSCC and hit search
- "Competition License Fee" should pop up
- Continue as requested

4. All ICSCC Club Membership cards must expire no earlier than November 30, 2017. You will need to send me a copy of your 2017 card, a motorsportreg receipt, or email verification from your club to obtain a license. Renew early. The processing of your license application is much faster if you send me all your documents at the same time.

I think that's it for now, but feel free to email or call if you have additional questions.

I am looking forward to the upcoming year and seeing all of you at the track.

ICSCC OFFICIALS 2016

Please respect our volunteers-no calls or faxes after 9pm

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License Director	Scott Shobert	2018 NW 108th St	Vancouver WA 98685	Tel: : 360-690-6565
Email: license_director@icscc.com				
Secretary	Lynn Coupland	5670 SW Menefee Dr.	Portland, OR 97239	Tel: 503-246-3511 Cell: 503-701-3547
Email: secretary@icscc.com				
Race Steward	Rick Bostrom	2909 N. 13th Street	Tacoma WA 98406	Tel: 253-298-8465
Email: steward@icscc.com				
Assistant Race Steward	to be advised			
Assistant Race Steward #2	Dan Heinrich	P.O. Box 1977	North Plains, OR 97133-1977	Tel: 503-647-5399 Fax: 503-647-5389
Email: asst_steward2@icscc.com				
License Registrar	Linda Heinrich	P.O. Box 1977	North Plains, OR 97133-1977	Tel: 503-647-5399 Fax: 503-647-5389
Email: license_registrar@icscc.com				
Public Relations	Scott Faris	22505 SW 104th Ave.	Tualatin OR 97062	Tel: 971-207-8325
Email: pr@icscc.com				
Points Keeper	Charles Hurley	16025 Cascade Lane SE	Monroe, WA 98272	Tel: 206-353-7854
Email: points@icscc.com				
ROD	Ann Peters	10952 McAdam Road	Delta, BC, BC Canada	Tel: 604-581-7189
Email: rod_director@icscc.com				
Insurance Advisor	David Bennitt	14023 Bear Creek Rd. NE	Woodinville, WA 98077	Tel: 425-869-2868
Email: insurance@icscc.com				
Historian	Gerry Frechette	2355 W 7th Avenue	Van., BC V6K 1Y4 Canada	Tel/Fax: 604-734-4721
Email: historian@icscc.com				
Sound Control	T.B.A.			
Legal Advisor	Charles Denkers	4208 SE Harrison	Milwaukie, OR 97222	Tel: 503-222-6102 (work)
Email: denkersc@gmail.com				
Medical Officer	Doug Jennings	467 Solnae Place NW	Bremerton, WA 98311	Tel: 360-692-6244
Email: medical@icscc.com				
Banquet Facilitator	Jen Higinbotham			
Banquet Support	Kristi Bennitt	14023 Bear Creek Rd .NE	Woodinville, WA 98077	Tel: 425-869-2868
Email: banquet2@icscc.com				
Charge D'Affaires	Dick Boggs	13749 97th Ave NE	Kirkland, WA 98034	Tel: 425-823-4883 (evenings)
Email:				
Memo Editor	Kevin Skinner	25141 53rd Ave.	Aldergrove, BC V4W 1T1	Tel: 604-856-8957
Email: memo@icscc.com				





ICSCC 2017 COMPETITION LICENSE APPLICATION

Application Fee: \$85 U.S. Funds

ICSCC LICENSE REGISTRAR

Linda Heinrich

P.O. Box 1977, North Plains, OR 97133-1977
Tel: 503-647-5399 • Fax: 503-591-7727 • Email: license_registrar@icscc.com

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
---------------	-------------------------	--------------	---------------

CLUB AFFILIATION (REFLECTS CONTEST BOARD VOTE)	FOUR DIGIT COMPETITION LICENSE #	CAR MAKE and MODEL ___ Own ___ Rent ___ Share
--	----------------------------------	--

Did You Race in The Last Year? <input type="checkbox"/> Yes <input type="checkbox"/> No Location _____	SANCTIONING BODY <input type="checkbox"/> ICSCC <input type="checkbox"/> SCCA <input type="checkbox"/> ASN/CACC <input type="checkbox"/> _____
--	---

YOUR GROUP CHOICES FOR GUARANTEED NUMBERS ARE (Mark with an "X"):

GROUP 1	<input type="checkbox"/> A PROD <input type="checkbox"/> B PROD <input type="checkbox"/> C PROD <input type="checkbox"/> 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"/> HT <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 <input type="checkbox"/> SE46
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"/> FL <input type="checkbox"/> FLX <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

NUMBER CHOICES/GROUP		
1ST	2ND	3RD

YOUR CHOICES FOR NUMBERS ARE: 00 - 299

PLEASE COMPLETE CHECK LIST:

<input type="checkbox"/>	Money order or check: (U.S. funds) for \$85.00 or Motorsportsreg.com: for \$90.00
<input type="checkbox"/>	<input type="checkbox"/> Use last year's photo on file <input type="checkbox"/> New photo (digital jpg file)
<input type="checkbox"/>	Proof of club membership valid through 11/30/17 Send a copy of your card, MSR* receipt or email verification from club
<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 Competition Regulation # 302.C
<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__

* MotorsportReg

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

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



ICSCC 2017 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: _____



ICSCC 2017 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>FOR DIABETICS ONLY: 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.

Place physician's office stamp below
(physician's name, phone and address)

Physician's Signature: _____

Date: _____

Memo Commercial Advertising Rates

Full page \$80/issuefull year, or \$110/issue
 1/2 page \$50/issue full year, or \$70/issue
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 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: 1/15 means first issue of 2015; that ad will expire after issue #3 of 2015 (3/15). There are 10 issues per year.



has photos of your car See them on the internet

Tour our website and 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.

Racing photography by Doug Berger



Photographic prints, digital copies, t-shirts, mugs, phone/tablet covers, water bottles, mouse pads, yadda yadda, yabba dabba do.

We offer the largest selection of photos from ICSCC events, visit us online at:

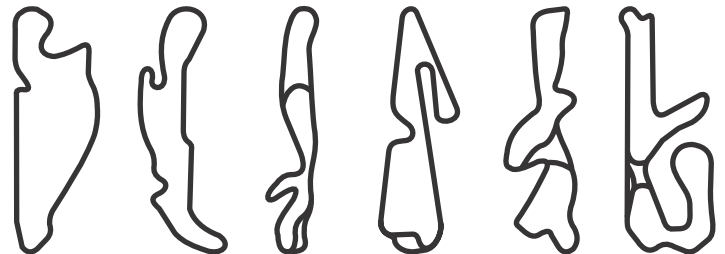


E-Mail: doug@dbpics.com

2016 MEMO PUBLICATION SCHEDULE

memo #2	March 15	IRDC enduro CSCC race 1
memo #3	April 15	IRDC 2 CSCC 3
memo #4	may 15	NWMS 6/8
memo #5	June 1	SCCBC 9 IRDC 10
memo #6	July 15	CSCC 11
memo #7	Aug 1	TC 12-13 IRDC 14 CSCC enduro
memo #8	Sept 15	rule changes banquet info
memo #9	Oct 1	awards banquet
memo #10	Dec 1	approved rule changes

Please allow one week for memo submissions



Merry Christmas & Happy New Year



Memo #10
December 2016

P.O. Box 1977
North Plains, OR 97133-1977

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Printed in the USA

Advance registration discount available

Registration now open for the 22nd 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 2017 racing season. ■ Saturday, February 11, 2017 – 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.

This year there will be a top racing coach, a race engineer, a data acquisition guru and a special lunchtime guest.

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, Leo Mehl, Alan Berg, Bob Earl, Darrick Dong and Tommy Kendall.**

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 2017 season with a roomful of your closest competitors. The cost for this year's event is \$257. However Advanced Registration entitles you to a \$40 in Armadillo Bucks. Details are available on the Armadillo Racing website at www.armadilloracing.com.

To Register call today at 1-888-211-9129 or register on-line at www.armadilloracing.com and SAVE!

In Their Own Words...

"Andy works hard to get a great selection of speakers with a wide range of interests. Don't miss it! Great winter fix to get rev'd up for season."
Mel Kemper – *Formula Mazda* • "Good variety of subjects, diverse sincere, knowledgeable speakers (good lunch, and gratuities)."
Tom Montgomery – *'34 Coupe NHRA* • "I have been to several seminars and they are great. This was one of the best (2016). I always learn something new that I can apply to my driving and increase my performance behind the wheel"
Gerry Loeffler – *Sunbeam Tiger* • "Every speaker had something of interest to offer, each was entertaining yet knowledgeable on their subject. I know my driving will improve, my confidence will improve, and my knowledge of how a race car works with preparation and driver input reduces lap times."
Nick DeVitis – *Shelby GT 350* • "Amazingly useful information that I will use for the rest of my career."
Chris Novotney – *Global Rally Cross Championship Supercar Lites* • "Very good, this is my 4th – should go every year."
Steve Barnes – *914* • "I have been hoping to attend for the last 3-4 years, and have been unable. The seminar was excellent this year (2016). I will do whatever it takes to attend again!"
Gerry Snow – *Lotus Formula Ford* • "Great mix of technical information and entertainment. I got a lot of ideas on how to improve car design, prep and driving."
Leo Del Castillo – *SRF and Factory Five 818-R* • "If I came away from a session learning two or more things I can practically use on the track, I feel it was time well spent. I always surpass that goal at Andy's seminars."
Mark McClure – *Caterham SP/300R*



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