



ICSCC Memo #2 March April 2016

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

In This Issue:

2016 Race Schedule, Enduro Corner
IRDC & CSCC Race Announcements
Messages from the President,
ROD Director & Public Relations Director



From The President

We are now 47 days from our first race, IRDC's 6hr enduro at The Ridge. Enduro's are very different than our championship sprint races. In a sprint race if something breaks, you're done. Not so with an enduro, you try to fix it and get back on track. We've been know to borrow parts from a visitor's car or bring a complete spare (parts) car. And endures are a team effort, in addition to the multiple drivers you have to have at least two extra folks for fueling and three is really much better. Executions during the pit stops become as important as driver ability. It is extremely easy for a team to take an extra 20 to 40 seconds in a pit stop, that is tough for the best drivers to make up, and conversely, when my pit crew gives me a 20 second lead, I am grateful and usually need all of it. I don't know how many of you are NASCAR fans, but just about everyone knows Jimmy Johnson is a fantastic driver and would have likely finished in the top three in the last race but for the fantastic pit stop call by Chad Knaus that ultimately put in him the lead and his driving ability enabled him to keep it for the win. Did I forget to mention strategy comes in play as well as lucky timing. If you haven't tried endurance racing, and you don't want to jump in with both feet, you should come and crew, just hang out with a team or come volunteer as a race official.

Well back to Conference business, the search for an Assistant Steward came up short so Dan Heinrich stepped up and volunteered to be "THE" Assistant Steward this year and become "THE" Steward next year. We are going to have to get the Heinrich family super "person" costumes (I figured I better be

politically correct since so many of the presidential candidates aren't). This does mean we are in need of a 1 year Assistant Steward.

The RATS meeting (Race Administrators Training Session) is this weekend, this is the Steward's meeting to set the tone and baseline plans for the upcoming racing season. My job is to pass out manuals.

For those that want to get on track before the enduro, we have several drivers trainings in Oregon and Canada.

MARCH 12 DRIVERS TRAINING CSCC PIR

MARCH 19/20 DRIVERS TRAINING SCCBC MISSION

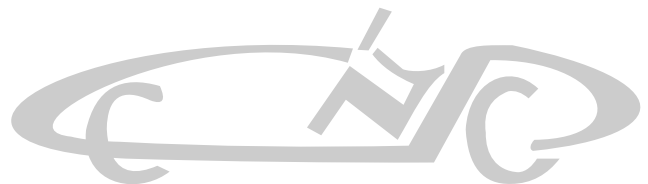
MARCH 20 DRIVERS TRAINING TC ORP

MARCH 26/27* DRIVERS TRAINING VMSC MISSION

Bye for now

Mike Tripp

ICSCC President



ICSCC OFFICIALS 2016

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

President	Mike Tripp	5477 Beach Bluff Dr	Freeland, WA 98249	Tel: 503-367-2452
<i>Email: president@icscc.com</i>				
Vice President	David Bennitt	14023 Bear Creek Rd. NE	Woodinville, WA 98077	Tel: 425-869-2868
<i>Email: vice_president2@icscc.com</i>				
Vice President	Linda Heinrich	P.O. Box 1977	North Plains, OR 97133-1977	Tel: 503-647-5399 Fax: 503-647-5389
<i>Email: vice_president@icscc.com</i>				
Treasurer	Dan Heinrich	P.O. Box 1977	North Plains, OR 97133-1977	Tel: 503-647-5399 Fax: 503-647-5389
<i>Email: treasurer@icscc.com</i>				
License Director	Wes Hill	PO Box 3314	Bellevue, WA 98009	Tel: : 206-769-9516
<i>Email: license_director@icscc.com</i>				
Secretary	Lynn Coupland	5670 SW Menefee Dr.	Portland, OR 97239	Tel: 503-246-3511 Cell: 503-701-3547
<i>Email: secretary@icscc.com</i>				
Race Steward	Rick Bostrom	2909 N. 13th Street	Tacoma WA 98406	Tel: 253-298-8465
<i>Email: steward@icscc.com</i>				
Assistant Race Steward	<i>to be advised</i>			
Assistant Race Steward #2	Dan Heinrich	P.O. Box 1977	North Plains, OR 97133-1977	Tel: 503-647-5399 Fax: 503-647-5389
<i>Email: asst_steward2@icscc.com</i>				
License Registrar	Linda Heinrich	P.O. Box 1977	North Plains, OR 97133-1977	Tel: 503-647-5399 Fax: 503-647-5389
<i>Email: license_registrar@icscc.com</i>				
Public Relations	Scott Faris	5015 Denton Drive	Lake Oswego, OR 97035	Tel: 503-639-6660
<i>Email: pr@icscc.com</i>				
Points Keeper	Charles Hurley	16025 Cascade Lane SE	Monroe, WA 98272	Tel: 206-353-7854
<i>Email: points@icscc.com</i>				
ROD	Ann Peters	10952 McAdam Road	Delta, BC, BC Canada	Tel: 604-581-7189
<i>Email: rod_director@icscc.com</i>				
Insurance Advisor	David Bennitt	14023 Bear Creek Rd. NE	Woodinville, WA 98077	Tel: 425-869-2868
<i>Email: insurance@icscc.com</i>				
Historian	Gerry Frechette	2355 W 7th Avenue	Van., BC V6K 1Y4 Canada	Tel/Fax: 604-734-4721
<i>Email: historian@icscc.com</i>				
Sound Control	<i>T.B.A.</i>			
Legal Advisor	Charles Denkers	4208 SE Harrison	Milwaukie, OR 97222	Tel: 503-222-6102 (work)
<i>Email: denkersc@gmail.com</i>				
Medical Officer	Doug Jennings	467 Solnae Place NW	Bremerton, WA 98311	Tel: 360-692-6244
<i>Email: medical@icscc.com</i>				
Banquet Facilitator	Jen Higinbotham			
Banquet Support	Kristi Bennitt	14023 Bear Creek Rd .NE	Woodinville, WA 98077	Tel: 425-869-2868
<i>Email: banquet2@icscc.com</i>				
Charge D'Affaires	Dick Boggs	13749 97th Ave NE	Kirkland, WA 98034	Tel: 425-823-4883 (evenings)
<i>Email:</i>				
Memo Editor	Kevin Skinner	25141 53rd Ave.	Aldergrove, BC V4W 1T1	Tel: 604-856-8957 Cell: 604-230-6084
<i>Email: memo@icscc.com</i>				
Web Master	Alberto Fonseca	9025 161st Pl NE	Redmond WA 98052	Tel: 323-459-3332 (cell)
<i>Email: admin@icscc.com</i>				



ENDURO CORNER

ICSCC Endurance racing has another full season scheduled for 2016 – with a grand total of eleven races in the Northwest Mini Enduro Championship Series (aka NWMECS). The season kicks off April 17th with IRDC hosting a 2-hour and a 6-hour race at The Ridge. The series concludes October 15th at PIR with the Cascade Festival of Endurance which includes a 2-hour race, a 300 mile race, and an 8 hour race. In between there are nine 1-hour Mini Enduros. NWMS will be hosting two during their triple race weekend in Spokane, TC will host one during their double race weekend at ORP, and IRDC and CSCC will both hold 1-hour races during each of their three championship race weekends. There will be plenty of opportunities for everyone to get at least a taste of endurance racing sometime during the year.

Most of the rules from last year will remain the same, but there are two changes you might want to know about. One is the elimination of ME4. Due to the lack of entries in ME4, those classes have now been moved into ME3. And the second change

is the move of SPU from ME0 to ME1. You can check for the series schedule and rules in the Memo and online.

Also Cascade has decided to bring back PRIZE MONEY to the 8-hour race if a minimum number of entries are met. The prize money has the potential to come close to \$8000!!! Cascade is also offering a tow allowance to teams who tow from outside of Oregon and Washington.

Finally, the Iron Team Award will be back again for the third year. Did you know that a free entry to the following year's enduro is awarded to the winner? Team Bimmerworld has won the award two years in a row. Could this be the year that someone new takes home the award?

Entering an enduro is a great way to maximize track time and have some fun. We hope the veterans will continue to enjoy the camaraderie running an enduro brings. And if you've never done it before, we hope you'll give it a try.



From the ROD Director

The RATS meeting was held on March 5th at the Seatac Marriott, and the attendance was very good. Thanks to all of the ROD reps and members who came along. There was much discussion followed by some clarification on rules. A sample of the new safety gloves for the ROD members was shown and these are very good quality. They will have the letters ICSCC stencilled on them and will be distributed at the beginning of the season to current ROD members. Thanks to everyone in Conference for these. Also shown was a sample of the volunteer ID cards, simpler and more clear than those in the past so that the ROD members are easily identified when the drivers want to say thank you (or enquire about their missing car parts!).

By the time you read this, the first marshal training session will have been completed in Portland. There were 22 people signed up for the sessions, which is

great news. Also there are more training sessions scheduled for March 19 in ORP and March 26 at the Ridge. These are ideal opportunities to bring along people who may be interested to come out to volunteer at some of our events, to find out more about racing and what is involved in running a race. So if you know of anyone, please encourage them to attend. Our volunteers are priceless, and although there may not be an hourly rate, the benefits are enormous – good fun, learning opportunities that can be applied at the track and outside too, maybe at home or in a work situation, plus the chance to make new friendships, some of which may last a lifetime. Not to mention lunches, dinners and perhaps a beer at the end of the day! What more could you ask for? Make sure that you do your part to spread the word and encourage new people to give it a try.

2016 ICSCC EVENT SCHEDULE

Championship Race Events

Date	Track	Club
April 30/May 1	(rotn 4) Portland International Raceway	CSCC
May 14/15	(rotn 5) Pacific Raceways	IRDC
June 4/5	(rotn 6) Portland International Raceway	CSCC
June 17/18/19	(rotn 1/2/3) Spokane County Raceway (triple race)	NWMS
July 9/10	(rotn 4/5) Mission Raceway Park (double race)	SCCBC
July 23/24	(rotn 6) Pacific Raceways	IRDC
August 20/21	(rotn 1) Portland International Raceway	CSCC
Sept 3/4	(rotn 2/3) Oregon Raceway Park (double race)	TC
Sept. 17/18	(rotn 4) The Ridge	IRDC

Endurance Events

April 17	The Ridge	IRDC
October 15	Portland International Raceway	CSCC

Driving Schools

March 12	Portland International Raceway	CSCC
March 19/20	Oregon Raceway Park	TC
March 20	Mission Raceway Park	SCCBC
April 16	The Ridge	IRDC
April 29	Portland International Raceway	CSCC
May 13	Pacific Raceways	IRDC
June 3	Portland International Raceway	CSCC
June 25/26	Mission Raceway Park	SCCBC
August 19	Portland International Raceway	CSCC
Oct 1	Portland International Raceway	CSCC

ICSCC Awards Banquet & Fall Meeting

November 12	Sea-Tac Marriott	ICSCC
-------------	------------------	-------



From The Public Relations Director

As with the new F1 cars at the testing days in Barcelona, we have made incremental progress toward our 2016 PR goals of increasing attendance and support from spectators, marshals and racers as we enter the new racing season. Now that the Rolex 24 and Daytona 500 races are behind us, and Sebring and the Melbourne F1 races are just around the corner, it really feels like the long winter break is over and it's time to hit the track again.

We need everyone who reads this memo to grab some pom-poms and support Conference by inviting friends, colleagues, and family to come out to our DE and racing events. By the time this memo hits the press, we should have shipped 500 posters out to PR representatives of all 5 clubs. They will need your help in distributing them around your community. If you have a business where you could display a poster or two or could devote an afternoon or two to getting the word out, your efforts will be rewarded. If you don't know who your club's PR person is, email me or contact your club's President

to find out.

We have also ordered raffle tickets for TC and CSCC who decided to offer a free DE day (or two in the case of TC) as an incentive to attract new blood to Conference events. If your club wants to do the same, please email me and I will help with the raffle ticket order. They can be passed out wherever gear heads congregate including Roadster shows, Cars and Coffee events, etc. The idea is to get new names and contact info for your club so the PR director can add them to the club's database for promoting their events. I have seen Motorsportreg.com used very effectively to get the word out for worker training events and it can be used, along with your club's Facebook, Instagram and/or website as promotion vehicles.

To paraphrase JFK's famous line, "Ask not what your Conference can do for you. Ask what you can do for your Conference."

Scott Faris

ICSCC Public Relations Director



The **INTERNATIONAL RACE DRIVERS CLUB**

Presents the 4th Annual...

“6 Hours on The Ridge”

Including the

Northwest Mini Enduro Championship Series - Season Opener

& featuring the 2nd running of the

“Sir Jack Brabham Memorial Grand Prix”

Sunday April 17th, 2016

These events are sanctioned by the International Conference of Sports Car Clubs – ICSCC, as non-Championship races. Events are organized and hosted by the International Race Drivers Club – IRDC, at The Ridge Motorsports Park.

ENTRIES OPEN:	Upon receipt of this announcement
ENTRIES CLOSE:	Postmark April 8 th , 2016
ENTRY FORMS:	www.icssc.com
ONLINE REGISTRATION (primary driver):	www.motorsportsreg.com

ENTRY FEES:

6 Hours on The Ridge	\$650/team
NWMECS 2 Hour Season Opener	\$250/team
6 Hour + 2 Hour package price	\$750/team
*Sir Jack Brabham Memorial Grand Prix, a 50 min O/W & S/R special race	\$150
Saturday Test & Tune	\$180
Spectators and Crew members	FREE + Our Thanks!

Preferred payment method is cash or check, by mail or in person at sign in. Please help our club save on credit card fees. Motorsportsreg will not charge your credit card until you have completed tech and have an official entry.

IRDC REGISTRAR: Kristi Bennitt tel 425-864-5412 kbennitt@gmail.com
14023 Bear Creek Rd. NE Woodinville, WA 98077

ELIGIBILITY - General

All drivers with a valid unrestricted competition license issued by ICSCC, SCCA, CACC, FIA, ASN, or NASA. Other licenses may be approved by the ICSCC License Director. Novices are not eligible. All drivers must be a minimum of 18 years old.

See www.icssc.com for event specific supplemental regulations for classing and other details.

ELIGIBILITY - 6 Hours

All Closed Wheel race cars and Sports Racers that meet current ICSCC published regulations.

ELIGIBILITY – NWMECS 2 Hour Season Opener

All Closed Wheel race cars that meet current ICSCC published regulations.

ELIGIBILITY-MINIMUM ENTRY REQUIREMENT - Sir Jack Brabham Memorial Grand Prix

All Open Wheel race cars and Sports Racers that meet current ICSCC published regulations. *A minimum entry list of 6 cars is required to hold this event. In the case of fewer than 6 entries, this event will be dropped from the race weekend.

Reminder, 2015 ICSCC Competition Licenses EXPIRE prior to this event, please renew early.

RACE CHAIR contact info: Colin Koehler 206-227-0273.

There will be a pre-race Test and Tune event in conjunction with a Driver Training School on Saturday April 16th at The Ridge Motorsports Park. See www.motorsportsreg.com for details and to register.

There will be a FREE Classroom Data Seminar held end of day Saturday following testing, sponsored by AiM Sports and hosted by Bimmerworld Pro Drivers.



IRDC Driver Training and Test & Tune Schedule – Saturday April 16, 2016

<u>Time</u>	<u>Duration</u>	<u>Activity</u>
7:00am-7:50am	50 mins.	Registration open – Driver Training Students
7:00am-11:00am	4 hrs.	Registration open - Test & Tune and Enduros
8:00am-8:50am	50 mins.	Track Orientation for Students - Fred Wright
8:00am-8:20am	20 mins.	Mandatory Drivers meeting for all Test & Tune Drivers
8:20am-8:35am	15 mins.	Mandatory Driver Training Instructor meeting - Classroom
8:40am-9:00am	20 mins.	Driver Training Instructors tech Student's cars
9:00am-9:20am	20 mins.	Open Wheel session #1
9:00am-9:20am	20 mins.	Student classroom session #1, Introduction
9:25am-9:50am	25 mins.	Student Track Tour at reduced speed Instructors may drive first 2-3 laps
9:55am-10:15am	20 mins.	Closed Wheel session #1
9:55am-10:45am	50 mins.	Student classroom session #2, Fundamentals
10:20am-10:40am	20 mins.	Open Wheel session #2
10:50am-11:15am	25 mins.	Student track session #2
11:20am-11:40pm	20 mins.	Closed Wheel session #2
11:30am-1:30pm	120 mins.	Student classroom #3, Flags & Safety w/Andy Collins, and LUNCH
11:40am-12:00pm	20 mins.	Open Wheel session #3
12:00pm-1:00pm	60 mins.	LUNCH – Track Clean Up
1:00pm-1:20pm	20 mins.	Closed Wheel session #3
1:20pm-1:40pm	20 mins.	Open Wheel session #4
1:45pm-2:10pm	25 mins.	Student track session #3
2:15pm-2:35pm	20 mins.	Closed Wheel session #4
2:15pm-3:00pm	45 mins.	Student classroom session #4, Advanced Skills
2:35pm-2:55pm	20 mins.	Open Wheel session #5
3:05pm-3:30pm	25 mins.	Student track session #4
3:35pm-3:55pm	20 mins.	Closed Wheel session #5
3:35pm-4:00pm	25mins.	Student classroom session #5, Mock Race Start briefing
4:05pm-4:35pm	30 mins.	Students Mock Race Start
4:40pm-5:30pm	50 mins.	Instructor lapping session
4:40pm-6:00pm	80 mins.	Students to classroom for day debrief, next steps – Bob Mearns
4:00pm-6:00pm	2 hrs.	Race Registration and Tech
5:30pm-6:30pm	1 hr.	Free Data Seminar hosted by Bimmerworld Pro Drivers Sponsored by AiM Sports – meet in Classroom

IRDC Race Schedule – Sunday April 19, 2016

<u>Time</u>	<u>Duration</u>	<u>Activity</u>
7:00am-9:00am	2 hrs.	Race Registration and Tech
7:30am-8:00am	30 mins.	Mandatory meeting, ALL drivers & Captains– by classroom National Anthems at conclusion of meeting
8:30am-8:45am	15 mins.	Qualifying – Memorial Grand Prix
9:00am-9:15am	15 mins.	Qualifying, combined session - NWMECS 2 Hr. & “6 Hours on The Ridge” Combined session cars exit circuit to the paddock area
9:15am		Pit lane closed, begin 2 x 2 pre-grid assembly for Memorial Grand Prix
9:42am		5 minute warning
9:47am		Pace Lap
9:50am – 10:40am	50 mins.	2 nd annual “ <i>Sir Jack Brabham Memorial Grand Prix</i> ”
10:45am		Pit lane closed, begin 2 x 2 pre-grid assembly for 2 & 6 Hr.
11:00am		Grid closed, any cars not on grid start at the back of the field Pre-race ceremonies, photography. Families welcome.
11:22am		5 minute warning, non-essential personnel clear pit lane
11:27am		Pace lap
11:30am-1:30pm	2 hrs.	Northwest Mini Enduro Championship Series 2 Hour Season Opener
12:00pm-1:00pm	60 mins.	Window for MANDATORY 2 minute timed pit stop – <u>ALL CARS</u>
11:30am-5:30pm	6 hrs.	4 th Annual – “6 Hours on The Ridge”
6:00pm		Awards

Notes:

There are a limited number of pit stalls and paddock space. In order to pull things off smoothly we will all need to cooperate as much as possible using the available space.

Pit lane speed limit is 35 mph.

Please exit to the paddock thru the first wall opening once you're done qualifying to keep the pit lane clear and to provide room for the next group to stage.

***There are different rules for which openings to use during the race events, please review supps, and below, for clarity.

Race pre-grids will form on the pit lane in a 2 x 2 formation. Pole position has prerogative to choose front row position, left or right lane. Subsequent rows please grid up with the faster car/odd number qualifying position on driver's left in your row.

Race traffic on pit lane circulates in a clockwise direction to ensure there is no advantage depending upon paddock spot.

Race traffic exiting the pit lane to the paddock must use the opening in the pit lane wall at the far end/east end of the pit lane wall. Cars entering the pit lane from the paddock must use the opening in the pit lane wall at the west end of the wall.

SUPPLEMENTAL REGULATIONS

FOR THE

“Sir Jack Brabham Memorial Grand Prix”

Current year ICSCC Competition Regulations apply, except where superseded by these special race rules.

SPECIAL RACE

This is a special 50 minute timed race with an included 10 minute timed pit stop for Open Wheel and Sports Racing cars.

Starting order will be determined by a 15 minute qualifying session.

2. ENTRIES

The total number of entries is limited to 50 cars. A minimum of 6 entries is required to hold the race.

3. ELIGIBILITY

All drivers holding a current valid unrestricted competition license issued by ICSCC, SCCA, CACC, FIA, ASN or NASA are automatically eligible. Drivers holding other licenses may be approved by the ICSCC License Director. Novice or Rookie license holders are not eligible. All drivers must be a minimum of 18 years old.

All Open Wheel race cars and Sports Racers that meet ICSCC regulations for the current year.

4. REQUIREMENTS

All participants must wear the wrist bands provided at track entry and registration at all times while on racetrack property. Penalties may be issued for non compliance including loss of laps or exclusion.

A minor release form is required for anyone under the age of 18 before entering the facility, no exceptions. Any attendees under the age of 18 must be under the direct supervision of a responsible adult at all times. Minor release forms available at registration.

No minors under the age of 18 are permitted in any “hot” area under any circumstances. “Hot” areas include but are not limited to: any part of the racing surface and surrounding run off areas, safety barriers and tire walls, and pit lane. Please consult with a race official if there are any questions whether an area may be considered “hot”.

5. CAR CLASSIFICATION

ICSCC CF, FBX, FA, FC, FF, FFF/500, FL, FM, FV, SR B-C-D-E-F, SRX, S2
Cars will be in compliance with class rules at all times.

6. * CAR NUMBERS

*Note – 700 series numbers are no longer required for non-ICSCC cars. Car numbers submitted on the entry form will be granted on a first come, first served basis, including car numbers from sanctions other than ICSCC. In the case of duplicate car number, the earlier entry will be given priority. Alternative numbers may be chosen in consultation with the Race Registrar. Numbers may be reflective.

7. TECHNICAL INSPECTION

All cars and driver’s safety equipment and apparel must pass a technical inspection demonstrating compliance with ICSCC competition regulations. Cars and logbooks must be presented for inspection in full competition trim.

An operating AMB transponder is required for all sessions. Rentals available at driver services.

8. PIT AND PADDOCK RULES

Positively NO SMOKING on the pit lane. Violation is grounds for Disqualification.

The paddock speed limit is 10 MPH for all vehicles.

Designated fire lanes shall remain clear at all times. Violators may be towed with no notice.

Gasoline in the paddock must be stored away from potential ignition sources and spectator traffic. No heat sources or possible ignition sources may be within 15 feet of the pit lane wall or any fuel container, whether in your pit or paddock space, or adjacent pit or paddock spaces. Please also take time to see where your neighbors are storing their gasoline to insure compliance.

No alcoholic beverages are permitted in the pit or paddock area. Alcoholic beverages may only be consumed in designated areas after the track is closed for the day.

No pets permitted on the pit lane. Pets are required to be on leash at all times in the paddock area.

9. PIT LANE, TIMED PIT STOP

Cars will enter the pit lane from the paddock through the opening at the west end of the pit lane wall. Cars will exit the pit lane to the paddock through the opening at the end of pit lane, or east end. Traffic will circulate in a clockwise direction.

All cars are required to complete a mandatory 10 minute timed pit stop at some time during the 50 minute race. The timed pit stop will begin once the car has stopped in the pit stall and the ignition has been shut off.

The intent and purpose of the mandatory pit stop is to facilitate safe and practical refueling of any open wheel or sports racing cars that cannot ordinarily complete a race longer than 30 minutes on fuel and also to provide an opportunity for driver exchanges.

The pit lane speed limit is 35 MPH. The pit lane speed limit begins at the west wall opening and ends at the start/finish flag stand.

The pit lane shall remain clear at all times, except for pit stops. No standing on the pit wall at any time.

One crew member only is allowed over the pit wall to guide their car into the pit stall. It is strongly recommended that this crew member stand off to the driver's side of the car as it approaches, rather than directly in front of it, while remaining alert for traffic. No additional crew or equipment of any kind is allowed over the pit wall until the car comes to a complete stop.

There is no limit to the number of crew members over the wall during a pit stop; however, each person must have a specific function or task. Teams are reminded to work VERY carefully during pit stops.

All crew members going on to pit lane shall be appropriately attired. Arms, legs, and feet shall be fully covered. All clothing, including jackets, hats, shoes, gloves, etc. will preferably be made of natural fibers, i.e. cotton, wool, or leather, to maximize fire resistance. Leather or nomex gloves are strongly recommended. Crew helmets are allowed and encouraged.

All crew members that have the potential to come into direct contact with gasoline or gasoline vapors during pit stops while handling any fuel dispensing device, catch can, or drip pan, are required to wear the following safety equipment: A fire suit, fire resistant gloves and shoes, head sock, and helmet.

Refueling during the race is permitted only on the pit lane. Refueling in the paddock during the race is strictly prohibited. Any team refueling in any location other than on pit lane once the race has started, unless specifically directed to do so by an official, will be assessed a 30 minute timed penalty

During refueling, at least one crew member must be ready with a 10 BC rated fire extinguisher in hand, their sole function being to extinguish any possible fire while the other crew members refuel the car. This crew member shall perform no other tasks whatsoever. It is recommended that this crew member holding the fire extinguisher position themselves at least 8 feet away from the refueling process, but not in pit lane traffic, for a wider perspective, and so as to not be engulfed in any flash

fires that may occur. It is further recommended that the crew member holding the fire extinguisher, wear the same safety equipment as the refueler, but this is not a requirement.

All teams are required to keep at least two gallons of water in an open bucket for fire suppression, at least one 10 lb. BC rated fire extinguisher, and at least five pounds of oil absorbent in their pit space. No sharing of equipment is permitted between pits, unless the teams are willing to limit themselves to having only one car pit at a time.

The car's ignition must be turned off while refueling and/or a driver change is taking place.

Driver changes are permitted while refueling.

Also permitted during refueling: cleaning windows and lights, removing tape from lights, installation of driver aids such as seat inserts, disconnecting and connecting radio wiring harnesses, changing batteries or memory card on cameras, changing portable radios, GPS devices, cool suits, helmet blowers, other coolers, water tubes, belts, seat adjustment, seatback support adjustment, steering wheel changes, tilt wheel adjustments, reset tachometers and other gauge or sensor resets, and adjusting mirrors, providing the above activities take place in the cockpit of the vehicle.

No work may be performed on the car itself while it is being refueled. Taking tire temps, tire pressures, checking the oil, changing tires are specifically prohibited, along with any other activity not directly related to the driver exchange.

No person under the age of eighteen (18) years old is allowed to participate in pit stops.

10. ON TRACK ASSISTANCE

Turn or Safety personnel may assist stalled or stuck cars by pushing.

Only the driver may repair the car outside of the pit area. Other drivers and crew members may carry out parts and give advice from a safe position but under no circumstances may they leave the spectator areas to enter "hot" areas of the track.

The driver or team may request that their disabled car be towed back to the paddock area.

The decision on when the requested tow occurs will be made by Race Control in consultation with the Race Steward.

Towed cars will be delivered to a specified impound area in the paddock, or their paddock space, at the tow vehicle driver's discretion. Cars in the impound area may only be worked on to enable pushing the car back to its paddock area.

All towed cars with significant body damage must be approved by the Chief of Tech before re-entering the track.

11. RULES OF THE ROAD

The Race Steward may order any car judged to be a hazard to be removed from the race, either from the condition of the vehicle, or the quality of the driving.

Due to the significant potential disparity of speed between cars, slower cars are urged to point-by overtaking cars. Do not change your driving line to let faster cars pass. It is the responsibility of both drivers to execute a safe pass.

Fluid leaks that cause slick track conditions will not be tolerated. A car may be excluded from the remainder of the event if the leak persists.

The Race Steward or Chairman reserves the right to require any radio communications interfering with track communications to be shut down. The team Pit Captain shall inform the Race Steward, Chairman, or the Course Marshal if they are planning to use FM radios.

This event is subject to noise regulation. The maximum measured sound threshold is 103.0dB measured at 50 ft. Any car exceeding 103.0 dB at 50 ft at any time will be shown the mechanical black flag and required to report to the meatball station for instructions.

If, in the judgment of an official, a legitimate correction attempt is made, the car will be allowed to re-enter the track. Second and third noise violations also require a legitimate correction attempt is made before the car is once again allowed to re-enter the track. Any successive noise violations will result in immediate disqualification.

12. FLAGS

RACE STOPPAGE, RED FLAG OR BLACK FLAG ALL:

The race clock will continue to run.

During the interval between race stoppage and the restart of the race, no work of any sort may be performed on any vehicle still in competition, INCLUDING CARS ON THE PIT LANE OR IN THE PADDOCK, except to mitigate an immediate safety hazard.

The Pit Captain is responsible for knowing when the race is stopped. Drivers should remain in their car unless otherwise instructed by a race official.

FULL COURSE YELLOW:

The pit lane will be CLOSED during full course yellow conditions to permit safety personnel and officials to focus on safely and quickly mitigating the cause of the Full Course Caution – “FCC”.

Once the last turn station before the pit lane entrance displays the double yellow flags, the pit lane will then be closed. If a car enters the pit lane during a full course yellow situation, the driver has three options:

- A. Proceed to the paddock, work may be performed unless prohibited by an official, due to the Flag/course condition upgrading to Race Stoppage/Black Flag or Red Flag All.
- B. Park in your pit stall and do nothing until the end of the full course yellow. The driver may not exit the car unless instructed to do so by an official. The team shall not work on the car.
- C. Continue through the pit lane and rejoin the field at the end of the pack.

13. FINISHING PROCEDURE

The checkered flag indicating the end of the race will be displayed to the leader after the expiration of the designated race elapsed time. If the checkered flag is inadvertently shown early, the race will officially end when it is shown. If the checkered flag is shown late, the leader at the end of the prescribed time shall be declared the winner and all competitors will be scored in the order that they were running at the end of the prescribed time.

Finishing order will be scored and determined according to the total number of laps completed by each car. Cars are not required to meet any other criteria to be scored with a finishing position.

14. PROTESTS

All protests must be submitted in writing to the Steward within twenty (20) minutes of posting of the provisional results.

Each protest must be accompanied by \$100.00 U.S. funds payable to IRDC.

The Steward will rule on all protests. The Steward's decision may be appealed.

Protests requiring a teardown will proceed in accordance with ICSCC Regulations.

15. RESULTS

Provisional results will be posted as soon as possible after the last lap. If not protested, these results will become official twenty five (25) minutes after the race ends. If protested, the protest will be acted upon and the official results will be made available as soon as possible.

16. TROPHIES

Trophies will be awarded to finishers based on the following number of entries:

- 1. One, two, or three in class: 1st only
- 2. Four, five, or six in class: 1st and 2nd only
- 3. Seven or more in class: 1st, 2nd, and 3rd

PENALTIES

INFRACTION	PENALTY
Any driver not attending drivers meeting without prior steward approval	Penalty Box: 1 minute
All drivers from an entry fail to attend drivers meeting without prior approval	Penalty Box: 15 minutes
Gas spillage over a 12” diameter circle on or off track	
1 st offense	Warning
2 nd offense	Penalty Box: 1 minute
3 rd offense	DSQ
Working on car during refueling	Penalty Box: 1 min.
Improper attire on crew members over the wall	Penalty Box: 1 min.

MISCELLANEOUS

- 1. IRDC and TRMP management reserves the right to make any changes to anything regarding the event, it’s operation, rules, scheduling, course configuration and direction, barrier placement, etc., with only so much notice as time permits.
- 2. IRDC reserves the right to refuse entry to this event or to The Ridge Motorsports Park at any time for any reason.
- 3. Damage to the track, grounds, buildings, regardless of cause, will be charged to the driver responsible. Also, damage to any equipment or devices used to conduct this race, regardless of cause, will be charged to the driver responsible
- 4. NSF checks will be charged an additional \$50 fee.
- 5. Anyone caught dumping oil at the raceway will be fined and permanently banned.

IRDC 6 HOUR ENDURO SUPPLEMENTAL REGULATIONS

Including the

NORTHWEST MINI ENDURO CHAMPIONSHIP SERIES SEASON OPENER

ICSCC Competition Regulations apply, except where superseded by enduro specific rules below.

1. ENTRIES

The total maximum number of entries is 40 teams.

Each team will assign a Team Captain who is responsible for ensuring the completion of all entry materials, paying all applicable fees and fines, and for the conduct of all members of that team including drivers, crew, and anyone else associated with the team.

2. ELIGIBILITY

All drivers holding a current valid unrestricted competition license issued by ICSCC, SCCA, CACC, FIA, ASN, or NASA are automatically eligible. Drivers with other licenses may be approved by the ICSCC License Director. Novice or Rookie license holders are not eligible. All drivers must be a minimum of 18 years old.

All Closed Wheel race cars and Sports Racers that meet ICSCC regulations for the current year.

All members of any race team must wear the wrist bands provided at track entry and registration at all times while on racetrack property. Penalties may be issued for non-compliance, including loss of laps or exclusion from the event.

A Minor Release form is required to be completed for anyone under the age of 18 before entering the facility, no exceptions. Any attendees under the age of 18 must be under direct supervision of a responsible adult at all times. Minor release forms available at registration.

No minors under 18 years old are permitted in any "hot" area under any circumstances. "Hot" areas include but are not limited to: any part of the racing surface and surrounding run off area, safety barriers and tire walls, and pit lane. Please consult with a race official if there are any questions whether an area may be considered "hot".

3. CAR CLASSIFICATION

2 HOUR 6 HOUR

ME0	E0	AP, SPO, SPM, SPU, GT1, GT2, GT3, ITE, ST
ME1	E1	SE46, BP, EIP, FIP, GTL, RS, AS
ME2	E2	CP, DP, PRO3, ITS, PRO44, HIP
ME3	E3	EP, FP, SM, CSM, HT, ITA
ME4	E4	GP, HP, IP, CR, PRO7, ITB, ITC
MSR	ESR	ICSCC legal Sports Racers
	EUO	All Closed Wheel classes over 2500cc and 13B rotaries, "unlimited" rules
	EUU	All Closed Wheel classes 2500cc and under and 12A rotaries, "unlimited" rules

E0, E1, E2, E3, E4 class cars have more restrictive, class specific rules limiting fuel and tires.

E0, E1, E2, E3, E4 class cars will comply with correlating championship class rules, including any tire rules and minimum weights.

ESR, EUO and EUU classes have less restrictive, more open "unlimited" rules.

4. * CAR NUMBERS, CLASS DESIGNATORS

*Note – 700 series numbers are no longer required for non-ICSCC cars. Car numbers submitted on the entry form will be granted on a first come, first served basis, including car numbers from sanctions other than ICSCC. In the case of duplicate car number, the earlier entry will be given priority. Alternative numbers may be chosen in consultation with the Race Registrar. Numbers may be reflective.

Contrasting enduro class designators are required, minimum size is 4 inches tall x ¾ inch stroke.

5. GRIDS, STARTING, *MANDATORY TIMED PIT STOP FOR ALL CARS*****

All cars must be on the pit lane grid 30 minutes prior to the published start time for opening ceremonies and group photography. Any car arriving late to the grid will start at the back of the field.

The NWMECS 2 HOUR mini enduro will begin at the same time as, and run concurrently with the 6 HOUR enduro.

In order to facilitate NWMECS mini enduro series rule consistency and awarding of mini enduro series points, ALL CARS regardless of class, will be subject to a mandatory two (2) minute timed pit stop in a window between 30 minutes and 90 minutes elapsed race time.

6. TECHNICAL INSPECTION

All race cars and safety equipment and apparel for any participating driver must pass a technical inspection demonstrating compliance with ICSCC Competition Regulations. Cars and logbooks must be presented for inspection in full competition trim.

Production based cars with stock fuel tanks and auxiliary fuel tanks must provide proof of the fuel capacity of both tanks at technical inspection. No vehicle may have more than two total fuel vessels. Auxiliary fuel vessels are permitted providing they are constructed and mounted in a safe manner. A metal firewall providing complete separation for the driver from any fuel tank, cell, vessel, vent, or filling device, is mandatory. No vehicle may carry more than 44 gallons of fuel.

An operating AMB transponder is required. The transponder shall be in operation for all event sessions. Rental transponders are available at registration or driver services.

7. LIGHTS

One brake light minimum must be functional at all times. Headlights and taillights are not required, but are strongly encouraged in the case of inclement weather.

8. PIT AND PADDOCK RULES

Positively NO SMOKING on the pit lane. Violation is grounds for Disqualification.

The paddock speed limit is 10 MPH for all vehicles.

Designated fire lanes shall remain clear at all times. Violators may be towed with no notice.

Canopies are permitted to be placed next to the pit lane wall. Canopies should be secured against wind gusts.

Gasoline in the paddock must be stored away from potential ignition sources and spectator traffic. No heat sources or possible ignition sources may be within 15 feet of the pit lane wall or any fuel container whether in your pit and paddock space or adjacent pit and paddock spaces. Please also take time to see where your neighbors are storing their gasoline to insure compliance.

No alcoholic beverages are permitted in the pit or paddock area. Alcoholic beverages may only be consumed in designated areas after the track is closed for the day.

No pets permitted on the pit lane. Pets are required to be on leash at all times in the paddock area.

9. PIT LANE

Cars will enter the pit lane from the paddock through the opening at the west end of the pit lane wall. Cars will exit the pit lane to the paddock through the east wall opening. Cars entering and exiting the pit lane will circulate in a clockwise direction.

All teams shall designate a Pit Captain. The Pit Captain will be the principle point of contact for the Pit Officials.

The pit lane speed limit is 35 MPH. The pit lane begins at the west opening and ends at the start/finish flag station.

Please be diligent to keep your speed to 35 mph until you pass Ralph, keep our Starter safe.

The pit lane shall remain clear at all times, except for pit stop. No standing on the pit wall.

One crew member only is allowed over the pit wall to guide their car into the pit stall. It is strongly recommended that this crew member stand off to the driver's side of the car as it approaches, rather than directly in front of it, while remaining alert for traffic. No additional crew or equipment of any kind is allowed over the pit wall until the car comes to a complete stop.

There is no limit to the number of crew members over the wall during a pit stop; however, each person must have a specific function or task. Teams are reminded to work VERY carefully during pit stops.

All crew members going on to pit lane must be appropriately attired. Arms, legs, and feet shall be fully covered. All clothing, including jackets, hats, shoes, gloves, etc. will preferably be made of natural fibers, i.e. cotton, wool, or leather, to maximize fire resistance. Leather or nomex gloves are strongly recommended. Crew helmets are allowed and encouraged.

All crew members that have the potential to come into direct contact with gasoline or gasoline vapors during pit stops while handling any fuel dispensing device, catch can, or drip pan, are required to wear the following safety equipment: A fire suit, fire resistant gloves and shoes, head sock, and helmet.

Refueling during the race is permitted only on the pit lane. Refueling in the paddock during the race is strictly prohibited. Any team refueling in any location other than on pit lane once the race has started, unless specifically directed to do so by an official, will be assessed a 30 minute timed penalty.

During refueling at least one crew member must be ready with a 10 BC rated fire extinguisher in hand with the sole function being to extinguish any possible fire while other crew members refuel the car. This crew member shall perform no other tasks whatsoever. It is recommended that this crew member holding the fire extinguisher position themselves at least 8 feet away from the refueling process, but not in pit lane traffic, for a wider perspective and so as to not be engulfed in any flash fires that may occur. It is further recommended that the crew member holding the fire extinguisher wear the same safety equipment as the refueler but this is not a requirement.

All teams are required to keep at least two gallons of water in an open bucket for fire suppression, at least one 10 lb. BC rated fire extinguisher, and at least five pounds of oil absorbent in their pit space. No sharing of equipment is permitted between pits, unless the teams are willing to limit themselves to having only one car pit at a time.

The car's ignition must be turned off while refueling and/or a driver change is taking place.

Driver changes are permitted while refueling.

Also permitted during refueling: cleaning windows and lights, removing tape from lights, installation of driver aids such as seat inserts, disconnecting and connecting radio wiring harnesses, changing batteries or memory card on cameras, changing portable radios, GPS devices, cool suits, helmet blowers, other coolers, water tubes, belts, seat adjustment, seatback support adjustment, steering wheel changes, tilt wheel adjustments, reset tachometers and other gauge or sensor resets, and adjusting mirrors, providing the above activities take place in the cockpit of the vehicle.

No work may be performed on the car itself while it is being fueled. Taking tire temps, tire pressures, checking the oil, changing tires are specifically prohibited, along with any other activities not directly related to the driver exchange.

No person under the age of eighteen (18) years old is allowed to participate in pit stops.

Pit signals may be given from the main straight wall.

10. FUEL TOWERS – EUO, EUU, & ESR CLASSES ONLY

Fueling on the pit lane during the race for unlimited class cars may be done with a gravity fed fueling tower approved by Tech officials prior to the race, meeting the following specifications:

- a) The fuel tower must be a maximum overall height of 6 feet, excluding the vent, as measured from the pit-lane surface.
- b) Maximum fuel capacity is 65 gallons.
- c) An automatic shut-off valve conforming to the dead man principle must be fitted to the tank outlet. The shut-off valve must immediately stop the flow of fuel into the hose when it is manually released. The valve may not be disabled or be fitted with any device that causes it to remain in the open position.
- d) The fueling tower itself may not be refilled during a pit stop.
- e) The addition of weight, air pressurization, or any other force is not permitted on, or in the fueling tank for the purposes of increased fuel flow, beyond that of normal gravity.
- f) All dry-break couplings fitted to the vehicle, as well as on the filler hose and vent hose if applicable must comply with the dead man principle. The couplings must not incorporate any retaining device when in the open position.

- g) Non dry break fueling systems: Any nozzle type delivery device must incorporate some kind of valve that complies with the dead man principle, the filler nozzle must immediately stop the flow of fuel when it is manually released.
- h) Fuel towers must have roll over type valves on any breather pipe to control fuel loss in case of tip over.
- i) Tech officials may, at their discretion, reject any fuel coupling or nozzle, vent, hose, shut-off valve, or any part of a tower system if it appears to be damaged, defective, or does not function properly.
- j) In lieu of a fuel tower, EUO, EUU and ESR class cars may elect to use dump cans or ordinary fuel jugs.

11. FUELING & TIRE RULES – E0, E1, E2, E3, E4 CLASSES

Limited class cars may begin the race with a total volume of gasoline equivalent to the published capacity of the stock factory O.E. gas tank, in either the stock factory O.E. gas tank, or a fuel cell.

For limited class cars, gasoline must be dispensed from approved 5 gallon containers. Approved containers are illustrated below. These approved containers may hold slightly more than 5 gallons as delivered from the factory. Any container brand is fine, so long as the containers are the typical square or round type, or commonly available hardware and auto parts store generic type.

No modifications whatsoever are permitted to increase the capacity of these cans.



The use of hoses, funnels, clamps, PVC & ABS fittings, valves, and pipes, threaded connectors, roofing supplies, miscellaneous plumbing supplies, and other items commonly found at a local hardware store are generally allowed, providing the design is not inherently unsafe. Fuel containers shall remain capped when not in use.

The intent of this rule is to encourage creativity and inexpensive development of faster ways to refuel.

Dry break type utilities and dump cans are not permitted. The following container types are expressly prohibited:



A maximum of two (2) approved 5 gallon jugs are permitted over the wall for a pit stop at any one time. Teams may add a maximum of two approved jugs per pit stop, the intent being a limitation of 10 gallons per pit stop.

Only one (1) approved jug may be added to the car at any one time from a single fill point. No tandem filling permitted.

Manual or hydraulic floor type jacks only.

Air jack type systems may be present, but may not be used on the pit lane during the race.

Teams may change one tire only on the pit lane per pit stop.

All tire changes in excess of the single tire change allowed on pit road must be done in the paddock area. This includes any switching between “drys” and “wets”. Reminder: refueling in the paddock during the race is strictly prohibited.

Rotating tires on the pit lane is permitted providing that all the tires on the car when it leaves the pit stop were the actual tires on the car when it came in for that same stop. Any combination of changing one tire and rotating tires on the pit lane during a pit stop is not permitted. In any given pit stop a team may change one tire OR rotate any or all of the tires, but not both.

These limited tire change rules do not apply to EUO, EEU and ESR class cars.

12. ON TRACK ASSISTANCE

Turn or Safety personnel may assist stalled or stuck cars by pushing.

Only the driver may repair the car outside of the pit and paddock area. Other drivers and crew members may carry out parts and give advice from a safe position but under no circumstances may they leave the spectator areas into hot areas of the track.

The driver or team may request that their disabled car be towed back to the paddock area.

The decision on when the requested tow occurs will be made by Race Control in consultation with the Race Steward.

Towed cars will be delivered to a specified impound area in the paddock, or their paddock space, at the tow vehicle driver's discretion. Cars in the impound area may only be worked on to enable pushing the car back to its paddock area.

All towed cars with significant body damage must be approved by the Chief of Tech before re-entering the track.

13. RULES OF THE ROAD

The Race Steward may order any car judged to be a hazard to be removed from the race, either from the condition of the vehicle, or the quality of the driving.

Due to the significant potential disparity of speed between cars, slower cars are urged to point-by overtaking cars. Do not change your driving line to let faster cars pass. It is the responsibility of both drivers to execute a safe pass.

Fluid leaks that cause slick track conditions will not be tolerated. A car may be excluded from the remainder of the event if the leak persists.

The Race Steward or Chairman reserves the right to require any radio communications interfering with track communications to be shut down. The team Pit Captain shall inform the Race Steward, Chairman, or the Course Marshal if they are planning to use FM radios.

This event is subject to noise regulation. The maximum measured sound threshold is 103.0dB measured at 50 ft. Any car exceeding 103.0 dB at 50 ft at any time will be shown the mechanical black flag and required to immediately report to the meatball station for instructions. If, in the judgment of an official, a legitimate correction attempt is made, the car will be allowed to re-enter the track. Second and third noise violations also require a legitimate correction attempt is made before the car is once again allowed to re-enter the track. Any successive noise violations will result in immediate disqualification.

14. FLAGS

RACE STOPPAGE, RED FLAG ALL OR BLACK FLAG ALL:

The race clock will continue to run.

During the interval between race stoppage and the restart of the race, no work of any sort may be performed on any vehicle still in competition, INCLUDING CARS ON THE PIT LANE OR IN THE PADDOCK, except to mitigate an immediate safety hazard.

The Pit Captain is responsible for knowing when the race is stopped. Drivers will remain in their car unless otherwise instructed by a race official.

FULL COURSE YELLOW:

The pit lane will be CLOSED during full course yellow conditions to permit safety personnel and officials to focus on safely and quickly mitigating the cause of the Full Course Caution-“FCC”.

Once the last turn station before the pit lane entrance displays the double yellow flags, the pit lane will then be closed. If a car enters the pit lane during a full course yellow situation, the driver has three options:

- A. Proceed to the paddock, work may be performed unless prohibited by an official, due to the Flag/course condition upgrading to Race Stoppage/Black Flag or Red Flag All.
- B. Park in your pit stall and do nothing until the end of the full course yellow. The driver may not exit the car unless instructed to do so by an official. The team shall not work on the car.
- C. Continue through the pit lane and rejoin the field at the end of the pack.

15. FINISHING PROCEDURE, 2 HOUR SPECIAL FLAG & 6 HOUR

Flags indicating the end of each race will be displayed to the leader after the expiration of the designated race elapsed time. If the checkered flag is inadvertently shown early, the race will officially end when it is shown. If the checkered flag is shown late, the leader at the end of the prescribed time shall be declared the winner and all competitors will be scored in the order that they were running at the end of the prescribed time.

For purposes of indicating the finish of the NWMECS 2 HOUR, the Start/Finish flag stand will display a checkered flag crossed with a green flag. Cars participating in the 2 hour race only will maintain their speed after taking these crossed flags and finish the lap at speed, slowing only when preparing to enter the paddock.

All other cars running in both the 2 hour and the 6 hour, or 6 hour only, will continue without slowing to the end of the 6 hours, at which time a conventional checkered flag finish will be displayed.

Finishing order will be scored and determined according to the total number of laps completed by each car. Cars are not required to meet any other criteria to be scored with a finishing position.

16. PROTESTS

All protests must be submitted in writing to the Race Steward within twenty (20) minutes of posting of the provisional results.

Each protest must be accompanied by \$100.00 U.S. funds payable to IRDC.

The Steward will rule on all protests. The Steward's decision may be appealed to IRDC's Enduro Committee.

Protests requiring a teardown will proceed in accordance with ICSCC Regulations.

17. RESULTS

Provisional results will be posted as soon as possible after the last lap. If not protested, these results will become official twenty five (25) minutes after the race ends. If protested, the protest will be acted upon and the official results will be made available as soon as possible.

18. TROPHIES

Trophies will be awarded to finishers based on the following number of entries:

1. One, two, or three in class: 1st only
2. Four, five, or six in class: 1st and 2nd only
3. Seven or more in class: 1st, 2nd, and 3rd

19. CANCELLATION POLICY

If a team cancels their entry more than 72 hours prior to the start of the race, a full refund will be given. In the event a team cancels within 72 hours of the race, IRDC will charge a \$250.00 cancellation fee. The submission of an entry form is considered acceptance and agreement of this policy. Cancellations **must be submitted in writing or by email** to the Race Registrar.

20. MISCELLANEOUS

- 1 IRDC and TRMP management reserves the right to make any changes to anything regarding the event, it's operation, rules, scheduling, course configuration and direction, barrier placement, etc., with only so much notice as time permits.
- 2 IRDC reserves the right to refuse entry to this event or to The Ridge Motorsports Park at any time for any reason.
- 3 Damage to the track, grounds, buildings, regardless of cause, will be charged to the driver responsible. Also, damage to any equipment or devices used to conduct this race, regardless of cause, will be charged to the driver responsible.
- 4 NSF checks will be charged an additional \$50 fee.
5. Anyone caught dumping oil at the raceway will be fined and permanently banned.

PENALTIES

INFRACTION	PENALTY
Any driver not attending drivers meeting without prior steward approval	Penalty Box: 1 minute
All drivers from an entry fail to attend drivers meeting without prior approval	Penalty Box: 15 minutes
Gas spillage over a 12" diameter circle on or off track	
1 st offense	Warning
2 nd offense	Penalty Box: 1 minute
3 rd offense	DSQ
Leaving fuel tower filler nozzle unmanned or attached	
1 st offense	Penalty Box: 10 min.
2 nd offense	Penalty Box: 20 min.
3 rd offense	DSQ
Working on car during refueling	Penalty Box: 1 min.
Improper attire on crew members over the wall	Penalty Box: 1 min.
Limited Class Pit Stop Violation	Penalty Box: 5 min.
Passing under yellow flag	
1 st offense	Penalty Box: stop & go
2 nd offense	Penalty Box: 1 min.
3 rd offense	Penalty Box: 5 min.
4 th offense	DSQ
Unsafe driving or Avoidable contact	
1 st offense	Penalty Box: 5 min.
2 nd offense	Penalty Box: 15 min.
3 rd offense	DSQ
Having a person under 18 years of age in the hot pits	Penalty Box: 5 min.
Pit Lane Speed Violation	Penalty Box: stop & go
NOISE: Practice and Race	
1 st violation	Warning
2 nd violation	Warning
3 rd violation	Warning
4 th violation	DSQ
All other infractions	Warning

- Pit Captains will be notified as penalties occur. Scoring will be notified when penalties occur.
- The Race Steward reserves the right to disqualify any car where, in his/her opinion, driving infractions warrant it.
- Infractions are counted against the car not the individual drivers.
- Penalties must be served on a unique pit stop. Penalties will not be served in conjunction with refueling, driver changes, or any other work on the car. No work may be performed on the car while it is in the penalty box.



CASCADE SPORTS CAR CLUB

Presents

Rose City Opener XXV (25 years)

April 30th and May 1st, 2016

This is a Non-Chicane race

Entry to PIR will be through turn 8. No early entry on Friday until 5pm, if not participating in the Drivers Training.

The Bridge open from Saturday 7am – 11pm & Sunday 7am – end of day

This race is sanctioned by ICSCC, under the 2010 Competition Regulations as a championship race, organized by Cascade Sports Car Club and held at Portland International Raceway. Tracy Klein, Race Chairman, may be reached at 360-904-9999 until 9 p.m. or by email at racergirl0110@yahoo.com

Online Registration will be available at
<http://cascade.motorsportreg.com>

ENTRIES OPEN:	Upon receipt of this announcement	
ENTRIES CLOSE:	Postmark by: April 27th, 2016	
ENTRY FEES:	<u>ICSCC or others</u> – cash/check/Visa/MasterCard price	\$285
	<u>Cascade Members</u> – cash/check/Visa/MasterCard price	\$275
	Additional Race Entry	\$170
	LATE ENTRY FEE	\$ 60
	Pit/Spectator passes	Free
Special Race:	1 Hour Enduro	\$160

Mail entries to: Registrar CSCC Telephone: 503-860-6870
 Gail Fetterman (please no calls after 10:00pm)
 2902 NE 151st Ave
 Portland, Oregon 97230-4517 Email: gailfetterman@comcast.net

Express Tech: Once you have registered and if you have an “Annual Tech”, you may present your “Tech Form” and logbook at Express Tech and receive your weekend “Tech Sticker”. Safety gear no longer needs to be presented at “Express Tech”.

IMPORTANT NOTICE: Only **ONE** support vehicle OR trailer in your pit area will be allowed. Additional parking is in the grass area. Drivers are responsible for the actions of their crew members: you may be disqualified as a result of this anywhere at PIR! The area to the north of the Pro Tower is reserved parking for ICSCC and CSCC officials: please do not park there as you will be asked to move.

Class Rotation 4

-B-

- | | |
|-----------------------------------------------------------------|-------------------------------------------------------------|
| Grp #1 – A C Prod, SPO-M-U, PRO3 | Grp #5 – ITA-B-C-S, GTL, E-F-H Imp Prod |
| Grp #2 – D-E-F-G-H-I Prod, CR, PRO7, SM,
CSM, HT, ITX, PRO44 | Grp #6 – FL, FLX, FV, FFF/500, S2, B-C-D-E-F SR, Nov
O/W |
| Grp #3 – CF, FF, FA, FM, FC, FBX, SRX | Grp #7 – Novice C/W |
| Grp #4 – GT1-2-3, AS, ITE, RS, ST, SE46 | Grp #8 – Mini Enduro (1 hour) |



CSCC Supplemental Regulations 2016

Infractions will result in penalties assessed to the driver.

1. Open to cars eligible under ICSCC current regulations.
2. This event is organized under 2016 ICSCC Competition Regulations, and all who enter PIR are subject to them. Cascade Sports Car Club reserves the right to refuse entry to this event or to PIR at any time.
3. Alcoholic beverages allowed in the *beer garden area only*, and only after the track closes. **You may NOT bring alcohol into PIR!** This is an Oregon Liquor Commission requirement. Any person caught entering PIR with alcohol will be *removed from the raceway*.
4. Registration Hours: 6:00 pm-8:00 Friday, 7:30 am - 1:30 pm Saturday and 7:30 am - 10:30 am Sunday.
5. Express Tech is available at Registration for those drivers who have an acceptable, current Annual Tech inspection noted in their vehicle logbook, and the driver is not part of the mandatory Tech presentation group for the weekend. Express Tech drivers should bring their personal safety gear and vehicle logbook to Registration where your gear will be inspected and a weekend tech sticker issued.
6. People under 18 years old are not allowed in hot pits, pre-grid or on victory laps. Children under 12 must have direct adult supervision at all times.
7. A current and properly completed minor release form, signed by an authorized adult, must be on record for all minor participants brought into PIR.
8. Competition numbers must be readable: Section 1106 enforced.
9. The scales will be open Saturday from noon and Sunday all day.
10. **No skateboards or scooters allowed in the paddock area. Users of bicycles and small-motorized vehicles may have riding privileges revoked at any time by the Race Chairperson. 15 MPH speed limit in the paddock.**
11. Refueling is not allowed in pre-grid. Fueling in the hot pits requires a crewmember assigned only to operate a fire bottle. Excess spillage will result in a penalty.
12. *No smoking* allowed in hot pits, pre-grid or *any* PIR building.
13. Only one support vehicle allowed in the paddock. Pit and pre-grid roads must remain clear.
14. Noise rule ICSCC 1112 enforced! 103.0 dB at 50 ft.: *no exceptions!*
15. Oregon State Law requires functioning mufflers to be used at PIR. Functioning mufflers must be capable of reducing sound energy by at least 5dB at trackside. Cars losing mufflers, even if they are still below the sound level, will be black-flagged immediately.
16. Damage to the track, grounds or buildings, regardless of cause, will be charged to the driver responsible. Also, damage to any equipment or devices used by the sanctioning body (ICSCC) or sponsoring club (CSCC) to conduct this race, regardless of cause, will be charged to the driver responsible.
17. Family and crewmembers of drivers are to contact the landline communication person at pre-grid with any questions regarding their driver or car while on track.
18. All entrants for this event shall present at tech inspection an empty, sealable container or containers, marked with the driver's name and license number, capable of holding 2 gallons of liquid. These are to be used to remove all oil, cleaners, brake fluid, etc. from PIR. There will be no drums provided.
19. Anyone caught dumping oil at the raceway will be fined and banned from the raceway. This is a PIR regulation.
20. If entries exceed the number of cars allowed on the track for a particular event, drivers and cars entered as an "additional event" will be restricted from participating, on a first-come, first-served priority based on the date entries were received. This is in order to allow participation by all drivers for whom the event is their primary event, including Novices upgrading to a championship event.
21. NSF checks will be charged an additional \$50 fee.
22. The racing "hot pit" is defined as that area under the control of Hot Pits personnel. This area is located immediately west of the break in the concrete wall half way up the pit lane. Per ICSCC rule #1607, any person over that "pit wall" during practice, qualifying or races shall wear long pants, shirts that cover the shoulders, and shall not be barefoot or wear open-toed shoes. At the one-minute warning, pre-grid becomes a "hot" area. At that time, pre-grid must be cleared of all crew, support personnel and spectators. Notwithstanding the above, ICSCC rule #1607 does not apply to the pre-grid area.
23. All cars that are towed into the paddock area are subject to being dropped off in impound. Drivers must wear all required drivers safety equipment (per ICSCC rule # 1105) before they are allowed to enter the track, while they are on the track, beyond positive protection, under flat tow, or in the hot pits area.
24. The 5-minute warning will be given approximately 8 minutes before the start of the race.
25. Due to recent incidents, extension cords from the pit exit to tech/scales must use a more secure method other than Duct Tape.
26. Staggered start and split start requests shall be submitted to the race steward no later than the end of on-track activity on the day previous to the race.
27. Blendline- the Red Blendline stays on drivers left as you enter the racetrack from the pit area. You are required to stay on the right side until the Red Blend line ends. This is **REQUIRED EVERY TIME** you enter the Race Track, other than the race out lap. The Red Blendline stays on the drivers left at the end of the Turn 12 tirewall. If you are to exit the race track at anytime, you are required to stay completely to the right. If you cross the blendline with ONE TIRE you are required to stay out for one more lap unless you are exiting the track after you have received the checkered flag and crossed the start/finish line.
28. Speed Limit 35mph from the bridge to pit out.

Thank you – Tracy Klein, CSCC Race Chairman



CASCADE SPORTS CAR CLUB

Presents

Rose City Opener XXV (25 years)

April 30th and May 1st, 2016

Non-Chicane Race runs from ProPits

FRIDAY

6:00pm - 8:00pm Registration- 2nd Floor of the Tower
6:00pm - 8:00pm Tech

SATURDAY

7:30am - 1:30pm Registration
7:30am - 2:30pm Tech Inspection
7:30am - Novice Track Tour @ base of Tower
8:15am - **MANDATORY NOVICE MEETING WITH LICENSE DIRECTOR**

8:30am - 8:45am Practice Group 4
8:52am - 9:07am Practice Group 5
9:14am - 9:29am Practice Group 6
9:36am - 9:51am Practice Group 1
9:58am - 10:13am Practice Group 2
10:20am - 10:35am Practice Group 3
10:42am - 11:02am Practice Group 7
11:04am - 11:14am Practice Group 8

11:19am - 12:05pm LUNCH !!!

11:25am **MANDATORY Drivers Meeting MotoX Grand Stand (Group 8 Meeting right after)**

12:10pm - 12:30pm Group 8 Qualifying
12:37pm - 12:57pm Group 7 Qualifying
1:04pm - 1:19pm Group 4 Qualifying
1:26pm - 1:41pm Group 5 Qualifying
1:48pm - 2:03pm Group 6 Qualifying
2:10pm - 2:25pm Group 1 Qualifying

2:15pm **MANDATORY NOVICE MEETING WITH LICENSE DIRECTOR**

2:32pm - 2:47pm Group 2 Qualifying

2:50pm **Senior Observers to assigned turns**

2:54pm - 3:09pm Group 3 Qualifying

3:19pm - 3:49pm **Race Group 7**

3:59pm - 4:59pm **Race Group 8**

SUNDAY

7:30am - 10:30am Registration
7:30am - 11:00am Tech Inspection
8:55am - 9:20am Group 4 Qualifying
9:27am - 9:52am Group 5 Qualifying
9:59am - 10:24am Group 6 Qualifying
10:31am - 10:56am Group 1 Qualifying
11:03am - 11:28am Group 2 Qualifying
11:35am - 12:00pm Group 3 Qualifying

12:05pm - 12:55pm LUNCH !!!

12:15pm **Mandatory Drivers Meeting MotoX Grand Stand**

1:00pm - 1:30pm **Race Group 4**

1:40pm - 2:10pm **Race Group 5**

2:20pm - 2:50pm **Race Group 6**

3:00pm - 3:30pm **Race Group 1**

3:40pm - 4:10pm **Race Group 2**

4:20pm - 4:50pm **Race Group 3**

**Saturday Night BBQ Dinner -
Prepared by Drivers in Race Groups 4 & 5**

Grp 1 A-B-C Prod, SPO-M-U, PRO3

Grp 2 D-E-F-G-H-I Prod, CR, PRO7, HT, SM, CSM, PRO44, ITX

Grp 3 CF, FF, FA, FM, FC, FBX, SRX

Grp 4 GT1-2-3, AS, ITE, RS, ST, SE46

Grp 5 ITA-B-C-S, GTL, E-F-H Imp Prod

Grp 6 FV, FLX, FFF/500, FL, S2,-B-C-D-E-F SR
Novice O/W

Grp 7 Novice C/W

Grp 8 Mini Enduro

*The 5 Min warning will be given approx.
8 Min before the start of the race



ICSCC RACE ENTRY FORM



Please type or print Complete all information and sign entry

© ICSCC 1-12-29

DO NOT WRITE IN THIS SPACE	DO NOT WRITE IN THIS SPACE	DO NOT WRITE IN THIS SPACE
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 #	ICSCC License #	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#
1 st Race Group	Class	2 nd Race Group	Class	3 rd Race Group	Class
Number of Races Entered		Car Make:		Model	Color
				Car # if different	TRANSPONDER # (Mandatory) <small>(if renting - fill out rental form & fax)</small>

Sponsors:

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

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
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
Group 6	<input type="checkbox"/> FV	<input type="checkbox"/> FFF/500	<input type="checkbox"/> S-2	<input type="checkbox"/> BSR	<input type="checkbox"/> CSR	<input type="checkbox"/> DSR	<input type="checkbox"/> ESR
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 may 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: _____



ICSCC 2016 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: 503-286-5237
 Email: license_registrar@icsc.com

DO NOT WRITE IN THIS SPACE

Date Received: _____	GRP/License # _____
Fee: _____	GRP/License # _____
Check/Cash: _____	GRP/License # _____
Photos: _____	_____
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		
CLUB AFFILIATION (REFLECTS CONTEST CARD VOTE)	FOUR DIGIT COMPETITION LICENSE #	CAR MAKE and MODEL ___ Own ___ Rent ___ Share			

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"/> SE48
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"/> FLX <input type="checkbox"/> S-2 <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 11/30/16 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 <u>driver yearly</u>)
<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 2016 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	_____

FOR DIABETICS ONLY:
H_gBA_{1c} measured in the past two months: _____

14.	Distant Vision	
	Right eye:	20/ _____
	Left eye:	20/ _____
	Both eyes:	20/ _____
	With Glasses	
	Right eye:	20/ _____
	Left eye:	20/ _____
	Both eyes:	20/ _____
15.	Field of Vision	
	Normal	_____
	Abnormal	_____
16.	Color Vision	
	Normal	_____
	Abnormal	_____
17.	B. P.	_____
18.	Heart Rate and rhythm:	_____
19.	Urinalysis	
	Protein	_____
	Glucose	_____

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: _____



ICSCC 2016 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: _____

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 editormemo@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 an ad show when it began: 1/16 means first issue of 2016; the ad will expire after issue #3 of 2016 (3/16). There are 10 issues per year.



Gerry Frechette

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.

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 1	rule changes banquet info
memo #9	Oct 1	awards banquet
memo #10	Dec 1	approved rule changes

Please allow one week for memo submissions

"Motorsports Photography and Video of your Wheels!"

Hello, I'm Austin Bradshaw, I'm 14 years old and my business is Flying Bye Photo!

I take motorsports photography and video in the Pacific Northwest area. We take, sell and edit pictures! We offer many other services as well. We can edit your video and make it the way you want it. We can also get you a HD GoPro Hero 3 so you can take video of your own! And if you have a photo that you want to improve, we can make it the way you want it, such as collages, sponsorship pictures, and custom effects! We even do full-on documentaries for a race weekend!

I take pictures and video at: ICSCC (Our Number 1 Club!), Can-Am Kart Challenge, and SCCA.

If you're interested in any of our services, email us at:

flyingphotoaustin@gmail.com.

Or visit our website online at:
flyingbyephoto.fotomerchant.com.

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



Memo #1

January/February 2016

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

Return Service Requested

Printed in the USA

The Crimes We Commit Against Our Heads



- After 30 minutes wearing your helmet is your head killing you?
- Is your neck weak as a kitten after one track session?
- Does your helmet feel like it weighs 100 lbs. by the middle of the race?
- Do you roast every time you get in the car and put on your helmet?
- Blasting down the straight away cause you to see double?

These 5 crimes against your head can be corrected with the right helmet. Armadillo Racing is your #1 source for racing helmets in the NW and they can solve these crimes and others like them so you can race comfortably again.



NOW IS THE TIME to rid yourself of that old, heavy, worn out, sticky or outdated "brain bucket" and let Armadillo Racing fit you into the perfect helmet. Here's why: **1)** Knowledgeable staff who will show you the right helmets for your application. Aerodynamic helmets to reduce buffeting, forced air for cooling, large eyeport for better vision, or low cost to meet your budget. Whatever you desire. **2)** Largest inventory in the NW means you can try on a helmet to ensure perfect comfort and fit. **3)** Outstanding selection by manufacturer enables you to compare helmets to find the perfect one for you. **Snell 2015 Helmets are now available** and more arriving daily. Huge discounts of Snell 2010 helmets – legal until 2021. Call Now for your new helmet.



MyLaps (formerly AMB) Flex, direct charge, or rechargeable transponders from as low as \$150. Whatever transponder you need, order today and be ready for the 2016 racing season.



– Everything you need to go racing –



For the driver: All your personal safety gear and a great selection – Suits, gloves, helmets, underwear, shoes and of course a HANS® device including the new lighter weight HANS III.

For your car: Seats, roll over protection, seatbelts, right and left side window nets, on-board fire systems, brake pads and brake fluid



"AR is the best small business in the NW Andy's passion for racing and quality of products offered is why AR is integral to racing in the NW" **Dave Bennett** – Merlot DSR • "Armadillo is my go-to for all my racing needs. I like that Andy is local and knowledgeable!"

Eddie Nakato – BMW M3 • "My very first experience in racing was listening to one of Andy's presentations at IRDC. That was 15 years ago, and he continues to amaze. We are blessed to be able to be associated with such a dedicated, engaging, enthusiastic professional." **John Rankin** – Beach Mk4B



On Track With All Your Racing Needs • 1-888-211-9129 • Toll Free USA and Canada • www.armadilloracing.com
Visit our new Facebook page at www.facebook.com/armadilloracinginc

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