



# ICSCC MEMO #10 DEC 2019

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

Messages from the President & Officer Reports  
Rule Change Voting Results

## IN THIS ISSUE:



## FROM THE PRESIDENT

Hello all –

As I write this, I am visiting my father's house on the north hill of Spokane and its Thanksgiving which puts me in the mood to share some things that I am thankful for. First of all, I am thankful to still be able to spend some time with my dad who taught me how to throw a ball, fix a car, and most of the other skills that have made me a semi-useful adult. As many of you know I try my best to attend The NWMS Northwest Grand Prix not just because I grew up in Spokane but also because it is the only place my father has ever seen me race and that makes it something special to me.

I'm also thankful that the lessons I learned about the value of hard work from my dad has led me to enough financial success that I am able to do things that other people only dream about, like preparing and racing a sports car and having the time to volunteer. I'm thankful that after decades of existence the ICSCC is still a place where competitive and safe grassroots level racing is still available for complete beginners with the possibility of developing to the highest levels available for amateurs and even potentially preparing them for professional opportunities. I'm thankful that we currently have access to SIX different race facilities and the longest tow between any two is about six and a half hours. There are plenty of places in this country where there isn't ONE racetrack within six and a half hours! Sometimes we forget how lucky we are to have the level of opportunities we do and start taking them for granted.

I'm thankful for the members of Conference who helped me navigate my way through my first year as Conference President, and for the racers who supported us with their entries, and the volunteers who made it all possible, and the people who made the banquet a success in a new venue. I'm especially thankful for the Executive Board members, Officers, and Officials who work hard to figure out what the members want and are brave enough to propose and consider changes intended to keep Conference viable in the future. We are still the strongest organization of our type in the Northwest so we must be doing something right!

It is along those lines that I would like to ask those of you who take the time to read my ramblings to do me a favor. At the Fall Meetings we considered some changes that are a little bigger than usual and led to some spirited debate. I would like to ask anyone who can spare the time to send me an e-mail at [president@icscc.com](mailto:president@icscc.com) and just tell me briefly; 1) what you like best about Conference racing, 2) what you like least about Conference racing, and 3) what you think constitutes the most difficult barrier to entry for new drivers considering starting to race with us. There are a lot of really smart people in Conference and I am hoping that some of you can share new perspectives that will help us in our quest to regrow the numbers of drivers we used to enjoy in Conference.

Hope you had a great Thanksgiving and are looking forward to both the Holidays and the 2020 racing season which will be on us in a flash and as always, thanks for your participation.

Rick Bostrom



Daniele Hovington  
2019 Driver of the Year

photos by Gerry Frechette



## STEWARD'S CORNER

### 2019 Race Summary

The 2019 season was an interesting one. We had an appeal of an avoidable contact fine and also had a mechanical protest of a car in class. But all in all it was a year of fairly clean racing.

What went well...

With the April IRDC Driver Training Event, Duane and I were able to get a lot of the annual techs started and did not require a third Steward to assist in the process. It also seemed that the amount of passes under yellow were fewer. However we did lose a lot of cars this year due to crashes.

What needs improvement...

I feel the short course at Spokane County Raceway turned into a contact fest. With the lack of good passing opportunities, drivers were more apt to try a dive bomb or sketchy pass attempts resulting in a lot of contact.

As I step down as Steward for 2019 I am confident in Duane Martinson and in his ability to take over for the 2020 season.

Scott Morton



## ENDURO CORNER *by Chris Heinrich*

The 2019 ICSCC racing season is complete as is the 2019 Northwest Mini Enduro Championship Series. Congratulations to the NWMECS Champions – Knut Grimsrud in MSR, James Hudson in ME0, Chuck Hurley in ME1, Daniele Hovington in ME2, and Kyle Keenan in ME3. 2019 once again saw champions in each of the five classes. ME2 was the only class however to have enough entries to award 2<sup>nd</sup> and 3<sup>rd</sup> place trophies. Congratulations to Jeff McAffer who finished in second place seven points behind Daniele and six points ahead of third place finisher Brian Bercovitz.

Congratulations to the Cascade Festival of Endurance 8 Hour winners – Norma's Last Chance took the overall win and first in ESR. Team EKR took the class win in EU and finished second overall and was literally the first car to take the checkered flag. Rounding out the podium in third overall and first in E2 was Lo Pan's Three Enforcers in a BMW 325. Other class winners were: Dragonfly Motorsports in E0 in their Factory Five 818, Barking Dogs Racing in E1 in a Mitjet, and Zoomin Boomers in E3 in a Mazda Miata. A big thank you to the enduro sponsors: Skyline Scaffold, ACI (Alternative Cartage Inc.), and Retro Racing. This group have been strong supporters of the race for decades and their support is greatly appreciated.

Once again attendance at the race was on the light side but I know Cascade wants to continue this longstanding event. It was cool seeing the LeMans start in the movie "Ford vs. Ferrari" knowing that Cascade's race may be the only one left in the world still utilizing this kind of start! I would recommend seeing the movie if you haven't already and not just because of the start!

As 2019 comes to a close, plans for 2020 will be getting underway in the next few months.

Have a great off season and look for news on what's happening in 2020 sometime after the first of the year.



# MEMBER & AFFILIATE CLUB REPORTS



## International Race Drivers Club

IRDC conducted one Saturday Driving School, TnT, HPDE on April 13th. We also held another Drivers School in conjunction with our July 19th race weekend.

We conducted 4 Championship races over 3 different weekends split between Pacific Raceways and The Ridge Motorsports Park. Our August 24-25th event at The Ridge served as a Double Race weekend.

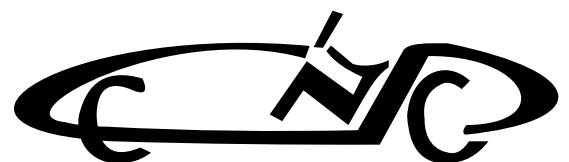
In summary, IRDC had a successful season compared to our previous year. Overall entries were up 21%, while NWMECS was down 7%, and driving school students were down 17%. We believe entries were up due to mostly dry racing conditions that were helped by moving our final race of the ICSCC season at The Ridge to late August. We are planning a similar schedule for 2020.

IRDC paid out \$11,685 in Worker Support Costs.

IRDC broke even for the year and is financially solvent.

We did experiment with integrating HPDE in with our race events but the numbers of entrees doesn't support this going forward. We will likely go back to Mini Enduro/Specialty races for the 2020 season. We will continue to look for innovative ways to attract new racers to our sport.

Mark Higinbotham





## MEMBER & AFFILIATE CLUB REPORTS



### 2019 Report of the Society Of Vintage Racing Enthusiasts (SOVREN)

The Society of Vintage Racing Enthusiasts (SOVREN) as outlined in the By-Laws of the International Conference of Sports Car Clubs Section 9, presents this status as an affiliate member club.

SOVREN certifies that it meets the qualifications listed in Section 9. Specifically, SOVREN is a non-profit organization, with general membership open to the public, incorporated under the laws of the State of Washington, United States of America and agrees to accept financial responsibility as noted. 2019 dues have been sent directly to the Conference treasurer.

Currently SOVREN membership is 343 Head of Households with 246 racing drivers holding SOVREN licenses.

#### 2018 Achievements to Promote Conference

As an affiliate member club of Conference, SOVREN has done a great deal to promote Conference and its goals as noted below:

1. All SOVREN drivers were encouraged to participate in Conference Races and to that end, Conference drivers were encouraged and welcomed at all SOVREN races. In fact, several SOVREN drivers participated in the Cascade Sports Car Club Endurance race at PIR and several Conference drivers participated in SOVREN's Fall Finale race at Pacific Raceways.
2. Members of SOVREN worked very closely and in conjunction with members of NW Motorsports in Spokane on a Crowd Funding project that resulted in excess of over \$20,000 in track improvements which benefited both SOVREN racers and Conference Racers.
3. SOVREN working closely with members of Conference with Spokane County Raceway and NW Motorsports, the Conference race in Spokane was the week prior to the Festival of Speed which was designed to increase the opportunity for Conference racers to stay in Spokane to race two weekends in a row. Several SOVREN volunteers worked the NW Motorsports Event.
4. For 2020, SOVREN is working with NW Motorsports to conduct a joint Conference/SOVREN race in Spokane. This event has the possibility of increasing the car count of both clubs, reducing the operating expenses and building a strong bond between the two groups. The biggest benefit to Conference will be the great amount of publicity the event is given in Spokane to include a huge car show downtown where the race cars are escorted by the police driving on city streets down to the Riverfront Park where they are on display. If past years are any indication, this event will draw spectators and awareness of Conference Racing.
5. SOVREN is now in discussion with the International Race Drivers Club (IRDC) to participate in a joint event at the Ridge Motorsports Park in either 2020 or 2021. Details are still in work. For sure SOVREN racers are more aware of Conference races.
6. At SOVREN's Fall Finale a number of Conference Racers registered and were welcomed to race with SOVREN (some with cars not strictly vintage legal). The net result was that everyone enjoyed the event as it gave them an opportunity to race with cars that had never run together and racing in the "spirit of vintage racing."
7. SOVREN has invited IRDC to be part of the 2020 PNW Historics as Pacific Raceways celebrates their 60<sup>th</sup> anniversary and IRDC celebrates their 50<sup>th</sup> anniversary. Details are in work and may well include an IRDC booth at the Historics giving exposure to several thousand race fans and logos on the event poster.
8. SOVREN continued our relationship with the Cascade Sports Car Club with assistance with the Columbia River Classic. SOVREN also contributed \$1000 toward the Jaws of Life purchased by PIR. This tool helps all the clubs using PIR to increase safety.

#### Detailed List of Activities

SOVREN conducted 5 sports car racing events in 2019 as follows:

April 26-28 The Spring Sprints at Pacific Raceways

June 6-8 Spokane Festival of Speed at Spokane County Raceway

July 5-7 Pacific Northwest Historics at Pacific Raceways

September 13-14 Columbia River Classic at Portland International Raceway

September 27-28 Fall Finale at Pacific Raceways

#### Conclusion

The officers and members of the Society of Vintage Race Enthusiast (SOVREN) would be honored to continue as an Affiliate Member club of the International Conference of Sports Car Clubs. Your approval is requested and encouraged.

Respectfully submitted

Andy Collins





# OFFICER REPORTS



## License Director's Report

### Summary of Season:

Overall, this year was down slightly from last in regards to novice participation. We averaged slightly less entries per race than 2018 at 6.2 (down from roughly 8.3). Total entry count was 80 (breakdown by race and club below). Our upgrades were also slightly down. In 2019, we saw 18 novice and 1 observation driver upgrades (vs 20 and 8 last year) over the course of the year.

We continued the practice of combining novices with the senior race groups when it made sense this year. Again this year, we combined the novices at three race weekends - Spokane, Dash for Kids at PIR, and at the season finale at The Ridge. While this practice makes it a bit more difficult to find convenient times for all novices to meet, overall I believe it still provides value to the clubs by allowing them greater flexibility.

An anomaly occurred with entries this year in that our last race of the season had the most amount of novices. Typically, we see the first few races of the year with the highest novice turn out. As those novice graduate, the program slows down towards the end of the season. This year the opposite seemed true. Possibly this is due to the arrangement of the schedule where we started the season in Mission where we don't typically get many ICSCC novices and our season ended before Labor Day weekend.

Another noticeable anomaly this year was novice upgrades after the season had ended. We had two folks that completed the program after the last championship race weekend.

For the last couple of seasons, we've asked senior drivers to participate in our Novice Races. This has worked really well and has produced outstanding feedback for our novices. I expect to continue this at weekends going forward where we have dedicated NCW races.

Lastly, there were a couple of incidents this past season with drivers getting through registration WITHOUT actually holding a valid ICSCC license. I would encourage the clubs to work with their registration volunteers to make sure we are verifying every driver's competition license (date of expiration, proper license for proper run group, etc).

Entries by Car Type				Entries By Club							
		NCW	NOW			IRDC	CSCC	TC	SCCBC	NWMS	OTHER
Race 1&2	MRP	8	3	Race 1&2	MRP	1	1		1		8
Race 3	PIR	7	0	Race 3	PIR	2	2			2	1
Race 4	PR	10	1	Race 4	PR	8	1	1			1
Race 5-7	SCR	4	2	Race 5	SCR	2				3	1
Race 8&9	PIR	7	2	Race 8&9	PIR	5	2			1	1
Race 10	PR	12	3	Race 10	PR	9	1		2	1	2
Race 11	PIR	8	0	Race 11	PIR	7	1				
Race 12&13	TRMP	13	0	Race 12&13	TRMP	11	1				1
<b>Upgrades by Club</b>											
		IRDC	CSCC	TC	SCCBC	NWMS	BMWCCA				
	NOVICE	9	3	1		2	1				

Respectfully Submitted,  
Steve Clinton



## License Registrar Report

I had a good year learning the job of License Registrar. Dan and Linda Heinrich invited me to their home at the beginning of the year and ran through the duties and mechanisms required to issue licenses which gave me a great start.

I greatly appreciate that changes to licensing requirements eliminated the pictures from the license which I can see saves a lot of time. The same can be said for authorizing the issue of two year licenses for those who qualify which I think will greatly reduce the total amount of time required to do the job in the upcoming year. I feel like I had a good relationship with most club race registrars and drivers service volunteers. We were able to work very effectively together to solve problems and make registration as easy as possible for drivers.

Steve Clinton was easy to work with while guiding Novice drivers through the licensing and upgrade process. This is often more difficult for them than for senior drivers more experienced with Conference's procedures.



## OFFICER REPORTS

### *License Director's Report con'td*

There were a few things that should probably be reviewed to make things a little easier in the future.

- a Not all clubs are offering two year club memberships which causes confusion when they pay for a two year Conference license and can't get a two year club license.
- b In spite of clear instructions that MSR is to be used exclusively to pay licensing fees some drivers still send checks. I like the fees going straight to Chuck Hurley without having to handle them!
- c I don't know if there was a delay in the licensing form being released last year but I received a small amount of 2018 applications with the "2018" crossed out and "2019" written in. Might not have been much of a problem but the license fee was increased and that form updated between 2018 and 2019 so some people put checks or cash in that was \$5 short.
- d There seemed to be a rash of unreturned rental transponders this year with some not being returned for long periods of time because they were left on rental cars those drivers didn't own. Conference doesn't want to charge the clubs hundreds of dollars for nice new replacement transponders when old transponders don't get returned so it is critical that the clubs get correct information from the renter!

I'm getting to know many of the drivers quite well and it seems that many of them know me so the License Registrar's job can be a lot of fun. I look forward to helping in this capacity again next season.

Linda Bostrom

### **ICSCC Memo Editors report**

We have published nine memos to date for 2019. Memo 10 will be published after the banquet.

Many thanks to the officers and authors who contributed and also thank you to the work of our photographers Gerry, Doug and Sue.

Thank you to the clubs who contribute the race announcements.

A reminder to all for the 2020 season to please submit anything you would like to share with the membership at any time during the year.

After the spring meeting we will again be publishing a memo schedule which will appear in each issue.

Memo Editor  
Kevin Skinner

### **Historian Report**

In 2019, I attended the races both days at Mission in April, at Pacific Raceways in May, three days at Spokane in May-June, and both days at The Ridge in August. That makes eight races at four different tracks, the most of each I have been able to attend in quite some time.

I would like to have attended 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 2019.

Also, Scot Vine contributed his photo taken at Pacific Raceway for use on the cover of the Banquet program. Thank you Scot.

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

Respectfully submitted,  
Gerry Frechette



## OFFICER REPORTS

### ICSCC Insurance Advisor Annual Report

The 2019 season was a success from an insurance point of view. The majority of the event certificates were issued prior to the RATS meeting and I contacted each track manager to verify that the supplied documentation were correct. Team Continental was successful in adding two new events to the schedule, Time Attack. Insurance Certificates were issued under our existing policy at no additional charge.

We had several recorded incidents this year with no major claims made to the insurance carrier. The reporting of incidents to the head office was improved this year. The Steward &/or the Event Chairperson worked together 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 and submit it to me within a day of each incident. This effort was greatly appreciated and it allowed me to keep our insurance provider informed of any potential claims.

The signing of liability waivers at the point of entrance to each facility was near perfect. The ICSCC supplied release waivers were signed correctly with nearly legible signatures, could always use more help in that area. The wrist bands still need to be worn at all times by all entrants into the facility.

We had a couple of incidents where people, unknowingly, were exposed to carbon monoxide fumes in the paddock area. Both were treated by the local medical staff with no lingering problems. In both cases, simply by moving a generator farther away from the impacted area solved the problem. Generators pose a real health treat if not properly ventilated. This is an area that each club will need to address in the supplemental regulations.

It has been my pleasure to be the Insurance Advisor for 2019. I have enjoyed working with all the clubs throughout the year.

Sincerely,  
David D. Bennitt  
ICSCC Insurance Advisor

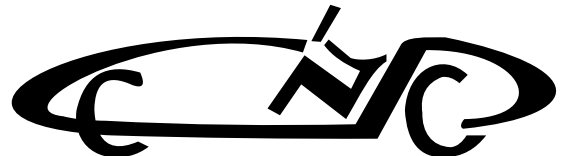
### Race Officials Division Report

This past year the ROD membership totaled 20 members, 16 of whom qualified for year-end awards. This year no ROD member was able to attend all of the ICSCC events. This year the number of members was down from prior years, I think this is due primarily to my efforts to have people register online, rather than using paper sign-ups as we have in the past. Next year it is my intention to offer people the opportunity to sign up at the track, in addition to online registration.

This year there are 8 workers who qualified to attend the banquet as guests of ICSCC, by working 8 or more races, and I would like to thank the ICSCC for their continued support of the ROD membership.

The strength of the ROD is our membership and the support we receive from the ICSCC and the member clubs. Volunteers truly appreciate the family feel that ICSCC events provide, and always enjoy having conversations with ICSCC drivers and officials. Looking to the future we need to work to increase our membership by attracting new members to our family and find ways to transfer the knowledge and experience our more senior volunteers have to our newer members. The number of events, the overlapping schedules, the cost of travel, and the compressed schedule all add to the difficulty our members have in attending events.

Respectfully submitted  
David Bell  
ROD Director



**ICSCC CONTEST BOARD RULE CHANGE PROPOSALS**  
**Proposals for Championship Season 2020**

YES	NO	Item #	Page #	Club	Section/ Jurisdiction	Proposal
		1	20	CSCC	503.A E/C	<p><del>Except as provided below. All ICSCC Championship races shall count toward annual Championships. For the purpose of tabulating year end point totals, a maximum of 10 races will count. No more than the drivers best three raced by any given ICSCC member Club will count for the Championship point totals. If more than one club used the same track it would count as a different track as long as the club presenting the event supplies the majority of the race personnel and the event is not co-hosted. Every Championship race competed in will count toward championship eligibility. To be eligible for a championship, a driver must complete in class a minimum of one-half of the total ICSCC Championship races ("compete in" shall be defined as that point after passing technical inspection at which the entrant cannot obtain an entry fee refund). In addition, a competitor must finish at least one-quarter of the ICSCC Championship Races in class. If there is an odd number of races, round to the lower number to determine the required number of races to be run. For a definition of "race" see Section 701.</del></p>

**Proposal Failed**  
**98 Yes**  
**182 No**  
**12 Abstention**



**ICSCC CONTEST BOARD RULE CHANGE PROPOSALS**  
**Proposals for Championship Season 2020**

YES	NO	Item #	Page #	Club	Section/ Jurisdiction	Proposal
		2	22	IRDC	E 605	<p>Entry fees. Entry fees shall be determined by the sponsoring organizations. All entry fees to U.S. Clubs shall be paid in U.S. funds. <del>Mailed entry fees should be in the form of checks or money orders (preferably the latter). A late entry may be charged by the sponsoring club. Post dated checks will not be accepted.</del> Sponsoring organizations have the option to require all entry fees to be paid at time of registration electronically, with a check or cash.</p> <p>Sponsoring organizations may also have “early bird” pricing, where discounted fees are available for registrations 30 days prior to the event and 10 days prior to the event.</p> <p>Sponsoring clubs may also charge a late entry fee for any registrations received 3 days prior to the event, including day of the event.</p> <p><u>Retirement. A car which exits the race course and enters the paddock area during a race shall be considered to have withdrawn from the race and may not re-enter the race course.</u></p>
		3	30	IRDC	712 C	

**Proposal Passed**  
**260 Yes**  
**20 No**  
**12 Abstention**

**Proposal Passed**  
**164 Yes**  
**116 No**  
**12 Abstention**

**Overtaken  
by E-Board  
Proposal Failed**

**ICSCC CONTEST BOARD RULE CHANGE PROPOSALS**  
**Proposals for Championship Season 2020**

YES	NO	Item #	Page #	Club	Section/ Jurisdiction	Proposal
		4	72	IRDC	1316.2.B(d) C	<p><del>Headlights and associated brackets, taillights and Brake lights</del> must be installed and functional. Protective headlight covers are allowed, but must be form fitting (e.g. thin plastic film) to each individual light bulb and must not serve to improve aerodynamics. <u>Individual headlight bulbs may be replaced with contrasting colored, breakage resistant blanks and rings made of a non-ventilating material and secured in the original bulb position and bracket.</u> The removal of fog/driving lights, turn signals and side marker lights is permitted; any resulting opening must be covered with a non-ventilating material.</p>
		5	79	CSCC	1319 C	<p>Spec Miata. This class shall run under current Oregon Region SCCA rules except <u>for the following</u>: If the spec tire changes, the previous seasons spec tire will remain legal for the following season. <u>In addition to the current spec shock package, the 2018 shock package (Bilstein) will be allowed through <u>2024.</u></u></p>

**Proposal Passed**  
**187 Yes**  
**93 No**  
**12 Abstention**

**Proposal Passed**  
**260 Yes**  
**0 No**  
**32 Abstention**

**ICSCC CONTEST BOARD RULE CHANGE PROPOSALS**  
**Proposals for Championship Season 2020**

YES	NO	Item #	Page #	Club	Section/ Jurisdiction	Proposal
		6	102	CSCC	1402.C.1 C	<p>CLASS A <u>12.9 and under</u></p> <p>B <u>13.0</u></p> <p>C <u>14.5</u></p> <p>D <u>16.0</u></p> <p>E <u>18.0</u></p> <p>F <u>20.0</u></p> <p>G <u>22.0 and over</u></p> <p><u>9.9 and under</u></p> <p><u>10.0</u></p> <p><u>12.5</u></p> <p><u>15.0</u></p> <p><u>17.5</u></p> <p><u>20.0</u></p> <p><u>22.5 and over</u></p>
		7	111	CSCC	1504 E/C	<p>Responsibility in overtaking. Under all conditions, both the passed and the passing car shall be equally responsible for the safe passing of one by the other. <u>A car is entitled to racing room (which is defined as one car width plus one foot of paved racing surface excluding curbing) if the overtaking car has their front bumper/wing at least up to the rear wheel of the car being passed.</u></p>

**Proposal Failed**  
**123 Yes**  
**137 No**  
**32 Abstention**

**Overtuned**  
**by E-Board**  
**Proposal Passed**

**Proposal Failed**  
**70 Yes**  
**210 No**  
**12 Abstention**



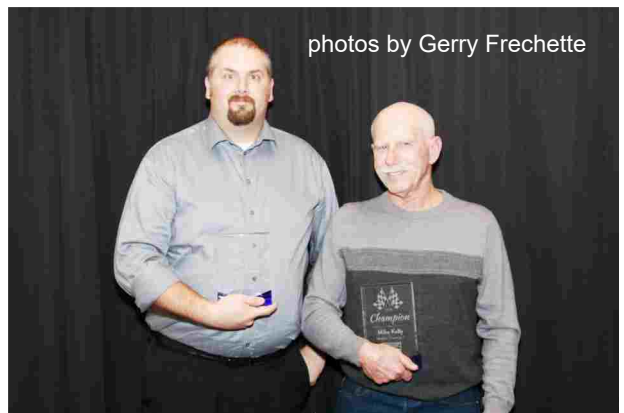
# ICSCC EXEC BOARD RULE CHANGE PROPOSALS PROPOSALS FOR CHAMPIONSHIP SEASON 2020

Proposed by CACC Adopted by E-Board

## Enduro License

The ICSCC License Director may issue an Enduro License to drivers they feel have adequate racing and track experience (typically a minimum of four hours of wheel to wheel racing experience). They will consider prior racing experience, HPDE track day experience, and references from competition licensed drivers. The Enduro License allows the holder to participate in races that are at least one hour in length. One enduro would meet the requirement of an observation race should a driver want to apply for an IRR full competition license assuming satisfactory proof of ability was met.

Enduro Licenses may be purchased annually at a fee of \$25.00 for 1 year or \$50.00 for 2 years. Lost or stolen licenses may be replaced for a fee of \$25.00. No physical would be required. Club membership would not be required and drivers holding the enduro license would not be able to vote on rule changes nor count as a driver for the Contest Board.



## Congratulations

Danielle Hovington  
2019 Driver of the Year

Sophia Beachman  
2019 Novice Driver of the Year

Valerie Dare  
2019 ICSCC Worker of the Year

Danielle Hovington  
2019 Workers Choice Award

All our class Champions  
workers and officers





## 2020 TENTATIVE ICSCC EVENT SCHEDULE

### Championship Race Events

<u>Date</u>		<u>Track</u>	<u>Club</u>
TBA		Mission Raceway Park	SCCBC
May 2/3	(rotn 5)	Portland International Raceway	CSCC
May 16/17	(rotn 6)	Pacific Raceways	IRDC
June 5/6/7	(rotn 1/2/3)	Spokane County Raceway (triple race)	NWMS
June 20/21	(rotn 4)	Portland International Raceway	CSCC
July 18/19	(rotn 5)	Pacific Raceways	IRDC
August 15/16	(rotn 6)	Portland International Raceway	CSCC
August 22/29/30	(rotn 1/2)	The Ridge (double race)	IRDC

### Endurance Events

Oct 17	Portland International Raceway	CSCC
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### Driving Schools / Test & Tune

March 23/24	Western Speedway	VMSC
March 28	Oregon Raceway Park	TC
April 16	Oregon Raceway Park	TC
May 1	Portland International Raceway	CSCC
June 19	Portland International Raceway	CSCC
August 14	Portland International Raceway	CSCC

### ICSCC Awards Banquet, R.A.T's, Spring & Fall Meeting

Jan. 11	Hotel RL Olympia WA	ICSCC
Mar. 14	Race Administration Best Western, Dupont WA	ICSCC
Nov. 7	Fall Meeting & Awards Banquet, Hotel RL Olympia WA	ICSCC

Note: All dates are tentative until finalized at the Jan 11 Spring Meeting



Central Racing Association



Please go to [icsc.com/forms/17\\_race\\_entry.pdf](https://www.icsc.com/forms/17_race_entry.pdf) or [Race Entry Forms & Licence Applications](#)

# ICSCC OFFICIALS 2019

## PRESIDENT

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## ASSISTANT RACE STEWARD

TBA

## LICENSE DIRECTOR

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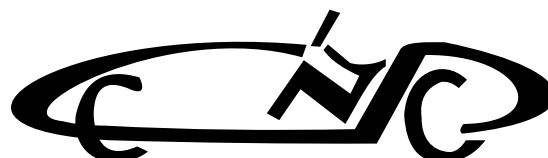
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2020-3

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



## Memo Commercial Advertising Rates

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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.

### Help Wanted

The 2020 season is upon us and now is the time to contact ICSCC Headquarters and volunteer for one the many positions available. Please email [president@icscc.com](mailto:president@icscc.com) with your application.

The memo editor position is also up for renewal and in accordance with the Policy & Procedures Manual applications can be submitted to [president@icscc.com](mailto:president@icscc.com)



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**Memo #10**  
**Dec 2019**

photos by Gerry Fréchette

To be the best you have to learn from people more knowledgeable than you and who are willing to share that knowledge

## “THE SECRETS OF GOING FASTER AND RACING TO WIN, REVEALED IN JUST ONE JAM-PACKED DAY”

After trying to learn to drive ovals, Helio Castroneves, three-time Indy 500 champion, writes in his autobiography, “My confidence behind the wheel has evaporated.” Steve Horne, owner of Tasman Motorsports in Indy Lights, to Helio, “You have talent, that is clear, but something is wrong in your head and we’re going to fix that.” Steve sends Helio to see Jacques Dallaire, owner of Human Performance International, in Florida.

Upon completing the training, Helio wins his first race back in the car. “Then I call Jacques . . . You were right, it is unbelievable what the mind is capable of. Once my mind shifted, my ability shifted. I really can’t thank you enough.” “Helio, all I did was give you the tools,” Jacques told him, “You should be thanking yourself!”

On Saturday, February 8, 2020, Jacques is going to give you the tools to mentally become the winner you know you are. This training will apply to racing as well as your business and personal life. Jacques will be joined by **Ross Bentley**, one of the highest paid driving coaches in America and **Jeff Braun**, professional race engineer, to share their knowledge to propel you to the front of the grid and on to the winner’s podium. In one single action-packed day.

### What you will learn:

**Jacques Dallaire** – will ask and answer two questions that are critical to your racing success

- How do I mentally sabotage my own performance?
- How can I learn not to?

**Ross Bentley** – will show you how to improve your braking and corner entry

- These skills will enable you to lower your lap times

**Jeff Braun** – will explain the perfect race car set up and how to find it

- Learn how to set up your car for better handling, to drive faster with more control

Additionally, **Dan Davis**, former Director of Motorsports for Ford, will be your special lunchtime guest sharing stories about his career and the people he worked with including Carroll Shelby, John Force, Dale Earnhardt, Tommy Kendall, Michael Schumacher and many more. His stories and insight will leave you laughing and with unforgettable memories.

**Seminar includes** all speakers, access to the speakers for private consultation, a scrumptious hot lunch, an opportunity to shop for racing products you need at prices too low to advertise, a goodie bag filled with valuable racing information, free gifts and so much more. **Registration fee is \$297.** Register by December 31, and receive \$25 in Armadillo Bucks to be spent as cash.

Additionally for just \$15 more you are invited to a reception at the LeMay car museum hosted by Pacific Raceways (a \$50 value).

**Register now**, seats are limited. Full details are available on the Armadillo Racing website – [www.armadilloracing.com](http://www.armadilloracing.com).

### ★ Former Participants Say...

- ★ “James Walker is incredible and was so good it was worth the 2 ½ hr trip in the snow.” **Dick Boggs** – *Stohr* • “Another great slate of speakers all of which gave me at least something to apply to my racing experience.” **Fred Harnishfeger** – *MGB* • “Terrific speakers addressing a variety of topics. Listened to every word. **Mark McClure** – *FM* • “As usual, a great seminar. Now just need to implement what I learned.” **Mike McAleenan** – *BMW 3 time NASA National Champion* • “I loved the engineering speaker. I couldn’t stop asking questions.” **Colin Koehler** – *FRS* • “Great information provided by an outstanding group of instructors/presenters.” **Ed Gless** – *Pontiac GTO* • “This continues to be a good mix of technical information and feeding of the driver. It’s also a good way to get rev’d up for the season.” **Mel Kemper** – *2017 SCCA FM National Champion*



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