



ICSCC MEMO #4 MAY 2019

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

Messages from the President, Race Steward, Licence
Director & the licence Registrar
Race Announcements NWMS at Spokane

IN THIS ISSUE:



FROM THE PRESIDENT

Yahoo! ICSCC's initial double race weekend hosted by SCCBC at Mission Raceway Park was a couple days ago. The weather was unexpectedly nice, the track was in great shape, and our friends north of the border worked hard to provide a welcoming and extremely well organized event. The first two races of the 2019 championship season are finally in the books and it feels like there is actually something topical to write about! I have a number of thoughts on a variety of subjects.

There is always an ebb and flow of the popularity of individual car classes and race groups. Before I started racing I am told about days where cars we rarely see now were incredibly popular. Club Ford, Club Rabbit, RX-7 Challenge, and some Conference Production classes among others had great attendance and intense championship battles I am told. About the time I started racing there were big fields for ITA, Pro7, SPM and RS while Conference Production and CF were still going strong. Fast forward to five to ten years ago and RS, Conference Production, Pro7, and even Club Ford had fallen drastically in attendance and Pro3 and the Spec Miata variants were picking up the slack to keep Conference entries at a level that allowed us to weather the tough economic climate. Groups 3 and 6 which had long been stocked with hard core Conference stalwarts in Club Fords and Formula Vees were now not getting enough entries to make a decent sized Group even if they had been combined while Group 4 which had been in roughly the same position a few years before was now growing to at least respectable levels of entries. This weekend at Mission, in a complete reversal of recent trends, both Group 3 and Group 6 had what appeared to be in excess of three times the number of entries in Group 4. Is this just a

local passion for open wheel and sports racing cars in Canada? Is it about the characteristics of the track or the distance of the tow or crossing the border or car specific levels of preparation that pushes cars to be ready early or start later in the year? Whatever the reason, I would like to find out so I can try to replicate the conditions that encourage more of those cars to come to our events and repopulate the open wheel groups. It may turn out that better understanding those influences could help all ICSCC Groups and Classes so please don't hesitate to drop me an email or call if you have ideas, observations, or commentary. Regardless of why – let me say thank you Group 3 and 6 drivers for making a strong showing at Mission. Good to see some competitive open wheel racing again!

On a less positive note – it is understandable that after a long and harsh winter that seemed like it would never end our drivers show up at the first event of the year with a liberal coating of rust on their skills and awareness. There were a number of incidents that were completely avoidable that I would urge all to give some thought to. Know the rules! Too often drivers knowledge of the rules is based on something they thought they heard from someone else or something that makes sense to them personally. Turns out that some percentage has actually never even opened our Competition Regulations! The rules are an attempt to insure everyone will act predictably and uniformly with a deliberate attempt to minimize interpretation. Our Competition Regulations are available on the ICSCC website – it is your responsibility to know what is expected of you and your car if you enter an ICSCC event. If you have made the effort to understand the pertinent info in the Competition Regulations but need further info or clarification the Stewards, Tech Inspectors, competitors in



STEWARD'S CORNER

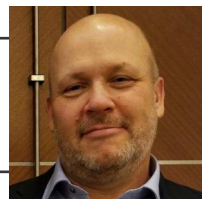
As I write this Stewards Report we have just finished our first two races of the 2019 season. Instead of starting the season off at Portland as is the usual, our first two races were held at Mission Raceway. The weather was beautiful for both Saturday and all the way through to the last race on Sunday.

The Safety Crew was kept busy on Saturday right at the start with a car on fire. Good job by the driver to get to a turn station to get it quickly extinguished and by the corner workers who responded to it. There was also another response required by the safety crew to a serious track incident and everybody worked like a well oiled machine and no evidence of cobwebs from the winter lay over. Good job by everyone involved in those instances. The Drivers not so much. We had a report of several drivers ignoring the red flag and not safely stopping at a turn station. With all going on I was unable to get the car

numbers of the offenders but if I had them there would definitely be penalties awarded.

The grids were not as large as I would have liked but it was Easter weekend so I understand. With the smaller grids were fewer infractions so I commend everyone for behaving out on the track. There were too many instances of speeding in the pits and people being too eager to get on track.

So for the our next race at Portland, along with doing a good job of prep on your car if it is your first race, I would also like you to make sure you have your head in the game too.



FROM THE PRESIDENT *cont'd*

your class, and myself are usually eager to help. BEFORE YOU GO ON TRACK know what safety gear you are required to have, what rules you need to follow, what things might happen on track and how you intend to react to them, and what responsibilities and recourse you have as a result. Think ahead, plan for eventualities that you hope not to have to react to.

Last but not least – I have had the privilege of wearing a radio at ICSCC events for several years now in a variety of positions and am constantly amazed at how our volunteers manage our races. This past weekend was no exception with a number of fairly high stress situations handled calmly and professionally by a seasoned group of veteran volunteers. Members of this team also work events throughout the Conference schedule which helps maintain the consistently high standards everywhere we go. Go out of your way to thank our volunteers when you see them – even those of you who think you know how lucky we are to have them are probably underestimating!

Rick Bostrom – ICSCC President



PENALTY BOX

Saturday race

Grp 2

#135 Dsq. Did not report to scales

Grp 3

#04,95,43 Dsq. Did not report to scales

Grp 5

#01 Dsq. Did not report to scales

Grp 6

#15 fine and loss of lap avoidable contact.
Under appeal

Sunday Race

Grp 1

#141,172 loss of position Penalty Cone

#01 fine and loss of lap, avoidable contact

Grp 3

#90,8,21 Dsq. Did not report to scales





FROM THE LICENSE REGISTRAR

Hello all! It has been my pleasure to work with and talk to many of you in the process of getting a current ICSCC racing license. Just wanted to update everyone on how things are going and answer some frequently asked questions.

There was a flurry of activity just before the first race weekend of 2019 with SCCBC at Mission Raceway. We now have close to 230 drivers that have paid for an ICSCC license out of what we anticipate will be somewhere around 300. There has been a good number of contacts with drivers either entering our novice program as new drivers or with past racing experience that will give our License Director, Steve Clinton, the opportunity to assess them for potential Observation that could fast track them to a senior license. Cross your fingers – it could be a good crop of new drivers this year!

I have been asked many times this year whether I made a mistake on someone's license because it doesn't have their picture on it. It was decided over the winter to no longer include pictures for several reasons but mostly because they are redundant. Since a race entrant has to show their current State issued driver's license which has a their legal picture on it at every event they register for it was decided that the effort to obtain, edit, size, insert and store a picture for the racing license was just wasted volunteer effort. Additionally, since a lot of the pictures people were using were not current, hard to see, or in some cases maybe not even them it seemed to have limited value. The space where they used to be will now likely be used for your Gear Annual sticker – another great time saving feature!

The ICSCC Executive Board voted over the winter to make our license fee payable on MotorsportReg.com only. This was done because the money is then deposited directly to ICSCC's accounts reducing the chance of loss, data exposure, liability, and risk along with Conference's desire to continually reduce volunteer workload wherever possible. My husband and I would never turn down any opportunity to facilitate issuing a license to someone who truly does not or cannot use MotorsportReg.com – we will always find a way to

handle your transaction. If you are sending a check as a convenience but use or are willing to register with MotorsportReg.com for other things like driving events or race registrations please consider following the guidelines for renewing your race license. If you do have no option other than sending checks please make it to ICSCC rather than to me personally (or any other organization that is not ICSCC – you know who you are! LOL)

Make sure your expirations line up - Conference now offers two year licenses if you qualify. You can receive one if your physical doesn't expire for two years, you purchase a two year ICSCC license renewal on MotorsportReg.com, and can show that you hold a two year club membership. Not all clubs currently offer a two year membership so make sure yours does before purchasing a two year ICSCC license renewal.

The fastest way to get a license is to follow the checklist at the bottom of the application form and make sure I get all of the information required.

You can scan and send me your paperwork at ICSCC.License.Registrar@outlook.com as an alternative to mailing it and if you get me everything I need and you have no extenuating circumstances I generally turn your license around and have it in the mail to you in under 48 hours. Looking forward to seeing you at the track!

Thanks - Linda



photo by Kevin Skinner



FROM THE LICENSE DIRECTOR

The novice program is off to a great start this year. At our first race in Mission, we had 8 closed wheel and 3 open wheel entries. Our open wheel novice drivers were tested right out of the gate with a red flag exercise due fire related on-track emergency in the morning session. Our novice drivers responded perfectly to the incident.

By the time of the closed wheel race, we were down to 7 drivers starting. Once again, we asked several senior drivers to join them as on-track observers. The senior drivers all started at the back of the field and worked their way through the novice traffic. The seniors did a great job mixing it up with our novices and all had great races. By the end of the race, almost every novice was working one-on-one with a senior driver. One particularly lucky novice wound up being hounded by two senior drivers for the majority of the race.

The post-race meeting was a fantastic. I love watching the bench racing between the experienced folks and our newcomers. Always fascinating conversations. The novices learn a tremendous amount from the experience and the interactions.

Big shout out to Danielle Hovington, Allan Harvey, Rod Davison, John Gillespie, Jiri Tichopad, and Josh Voigt for joining the novice closed wheel race and providing great feedback to our new drivers.

As the season goes on, I'll continue to look for senior drivers to join the NCW race. If your schedule allows, please consider volunteering. It's a great way to give back and help grow our beloved sport. If interested please find me in the paddock at any of our upcoming events.

Steve Clinton
License Director



photo by Kevin Skinner

2019 ICSCC EVENT SCHEDULE

Championship Race Events

<u>Date</u>		<u>Track</u>	<u>Club</u>
April 19/21	(rotn 4/5)	Mission Raceway Park (double race)	SCCBC
May 4/5	(rotn 6)	Portland International Raceway	CSCC
May 11/12	(rotn 1)	Pacific Raceways	IRDC
May 31/June 2	(rotn 2/3/4)	Spokane County Raceway (triple race)	NWMS
June 15/16	(rotn 5/6)	Portland International Raceway (double race)	CSCC
July 20/21	(rotn 1)	Pacific Raceways	IRDC
August 17/18	(rotn 2)	Portland International Raceway	CSCC
August 24/25	(rotn 3/4)	The Ridge (double race)	IRDC

Endurance Events

Oct 19	Portland International Raceway	CSCC
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Driving Schools / Test & Tune

March 23/24	Western Speedway	VMSC
March 30	Oregon Raceway Park	TC
April 13	Pacific Raceways	IRDC
May 3	Portland International Raceway	CSCC
May 10	Pacific Raceways	IRDC
May 30	Spokane County Raceway	NWMS
June 14	Portland International Raceway	CSCC
July 19	Pacific Raceways	IRDC
August 16	Portland International Raceway	CSCC
August 23	The Ridge	IRDC
Oct 5	Oregon Raceway Park	TC
Oct 18	Portland International Raceway	CSCC

ICSCC Awards Banquet, Spring & Fall Meeting

November 9	Sea-Tac Marriott	ICSCC
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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](#)



Northwest Grand Prix Triple race weekend
May 31st, June 1st, June 2nd

This is a ICSCC sanctioned race weekend hosted by NWMS under the 2019 Competition regulations.

Registration and pricing is available on Motorsports Reg.

<https://www.motorsportreg.com/events/nwms-northwest-grand-prix-spokane-county-raceway-motorsports-club-206762>

*Test and tune will be hosted by Spokane County Raceway Thursday May 30th for \$175.
Payable to the track at the track. (sorry, not on MSR)*

***All racers, crew and family's are welcome to join us for our
Friday night Brick Oven pizza party around 6pm.***

Friday racing on the 2.3 mile road course-qualifying starts at 8am

*Saturday racing on the 1.7 mile short course-qualifying starts at
8am*

*Saturday track time on the ½ mile oval 5pm (oval is for ICSCC race
participants ONLY)*

Sunday racing on the 2.3 mile road course-qualifying starts at 8am

***Saturday afternoon wine tasting tour for wives or anyone else interested.
(there will be a small transportation fee and the winery charges)***

NWMS Supplemental Regulations 2019

- 1) Open to all cars eligible under ICSCC regulations.
- 2) This event is organized under 2019 ICSCC Competition Regulations and all who enter SCR (Spokane County Raceway) are subject to them. Northwest Motorsports reserves the right to refuse entry to this event at anytime.
- 3) Registration Hours: Thursday 4pm-6pm, Friday and Saturday 7:30am- 1:00pm, and Sunday 7:30 am- 12:00pm.
- 4) Express Tech is available at registration for drivers with a 2019 Annual Tech, and /or safety gear/gear tech sticker.
- 5) People under 18 years old are not allowed in the hot pits, pre-grid or on victory laps. Children less than 12 years old must have direct adult supervision at all times.
- 6) A current minor release form, signed by an authorized adult must be on record for all minor participants at SCR.
- 7) Alcoholic beverages will only allowed in spectator area and only after the track closes.
- 8) The scales will be open one hour before any qualifying or race session.
- 9) No skateboards or scooters allowed in paddock area. Users of bicycles and small-motorized vehicles may have riding privileges revoked at any time by the Race Chairman. No one under 16 is allowed to operate bikes or vehicles.
- 10) Refueling is not allowed in pre-grid. Fueling in the hot pits requires a crew member assigned to operate a fire bottle. Excess spillage (greater than 5" diameter) will result in fine of \$50.
- 11) No smoking in hot pits, pre-grid or any SCR building.
- 12) Pit and pre-grid roads must remain clear.
- 13) Damage to the track, grounds, buildings, etc regardless of the cause, will be charged to the driver responsible. Damage to any equipment or devices used by the sanctioning body (ICSCC) or sponsoring club (NWMS) to conduct this race, regardless of cause, will be charged to the driver responsible.
- 14) All entrants for this event should have in their procession an empty, seal-able container or containers, capable of holding 2 gallons, to be used to remove all oil, cleaners, brake fluid, etc from SCR. There will not be drums provided.
- 15) Anyone caught dumping oil at the raceway will be fined and banned from the raceway.
- 16) No tires are to be left at SCR. Any tires left at SCR will result in a \$50 fine per tire.
- 17) 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 from whom the event is their primary event, including novices upgrading to a championship event.
- 18) NSF checks will be charged an additional \$25 fee.
- 19) The racing "hot pits" is defined as that area under the control of Hot Pits personnel. It is required that any person over the "pit wall" during practice, qualifying or races shall wear, shirts that cover shoulders, and shall not be barefoot or wear open toed/heeled 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.
- 20) All cars that are towed into the paddock are subject to being dropped off in impound. Drivers must wear all required driver's safety equipment before they are allowed to enter track, while they are on track, beyond positive protection, under flat tow, or in the hot pit area.
- 21) Blend line- You are required to stay on the right side of the white blend line until the blend line ends. This is required every time you enter the racetrack other than race out lap with race official splitting cars.
- 22) Everyone is required to wear wristband for entry into track. After Thursday, no one will be allowed to enter without wristband (\$1 fee per wristband replacement).
- 23) Drivers are responsible at all times for their crew and guests.
- 24) Drivers meetings will be held on the hillside east of the SCR buildings.
- 25) Cars that exit the track to the paddock during practice, qualifying or race may re-enter the track via the hot pits after they have checked in with the tech and pre grid before re entering the track .
- 26) ALL PARTICIPANTS, SPECTATORS AND CREW MUST WEAR THE WAIVER WRIST BAND AT ALL

2019 Northwest Motorsports Grand Prix May 31, June 1 and 2

Friday May, 31

Novice Track Tour	8:00 - 8:30	0:30
Mandatory Novice Driver's Meeting	8:30 - 9:00	0:30
Group 8 Qualifying	8:30 - 8:50	0:20
Novice CW Practice	9:05 - 9:25	0:20
Group 2 Qualifying	9:32 - 9:52	0:20
Group 4 Qualifying	10:00 - 10:20	0:20
Group 5/NCW Qualifying	10:28 - 10:48	0:20
Group 3 & 6 Qualifying	10:58 - 11:18	0:20
Group 1 Qualifying	11:25 - 11:45	0:20
Group 2 Race	11:53 - 12:23	0:20
Lunch	12:23 - 1:25	
Drivers Meeting	12:40 - 1:00	
Group 4 Race	1:25 - 1:59	0:30
Group 5 Race	2:09 - 2:43	0:30
Group 3 & 6 Race	2:53 - 3:27	0:30
Group 1 Race	3:37 - 4:11	0:30
Group 8 Race	4:30 - 5:30	1:00



photo by Kevin Skinner

2019 Northwest Motorsports Grand Prix May 31, June 1 and 2

Saturday, June 1

Novice Track Tour	7:00 - 7:30	0:30
Mandatory Novice Diver's Meeting	7:30 - 8:00	0:30
Group 4 Practice	8:00 - 8:20	0:20
Group 5 Practice	8:27 - 8:47	0:20
Group 3 & 6 Practice	8:54 - 9:14	0:20
Group Novice CW Practice	9:21 - 9:41	0:20
Group 1 Practice	9:48 - 10:08	0:20
Group 2 Practice	10:15 - 10:35	0:20
Group 4 Qualifying	10:42 - 10:57	0:15
Group 5 Qualifying	11:04 - 11:19	0:15
Group 3 & 6 Qualifying	11:26 - 11:41	0:15
Group 2 Qualifying	11:48 - 12:03	0:15
Group 1 Qualifying	12:10 - 12:25	0:15

Lunch **12:25 - 1:20**

Driver's Meeting **12:30 - 12:50**

Group 4 Race	1:25 - 1:54	0:25
Group 5 Race	2:01 - 2:30	0:25
Group 3 & 6 Race	2:40 - 3:09	0:25
Group 1 Race	3:16 - 3:45	0:25
Group 2 Race	3:55 - 4:24	0:25
OVAL TIME	5:10 - 7:40	2:30



2019 Northwest Motorsports Grand Prix May 31, June 1 and 2

Sunday, June 2

NWFC Qualifying	8:00 - 8:15	0:15
Group 5 Qualifying	8:22 - 8:42	0:20
Group 3 & 6 Qualifying	8:50 - 9:10	0:20
Group 1 Qualifying	9:17 - 9:47	0:20
Group 2 Qualifying	9:54 - 10:14	0:20
Group 4 Qualifying	10:21 - 10:41	0:20
NWFC Race	10:48 - 11:08	0:20

Brunch **11:08 - 12:00**

Group 5 Race	12:00 - 12:29	0:25
Group 3 & 6 Race	12:36 - 1:05	0:25
Group 1 Race	1:15 - 1:44	0:25
Group 2 Race	1:51 - 2:20	0:25
Group 4 Race	2:30 - 2:55	0:25



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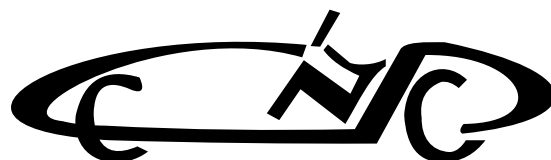
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2019-3

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



Memo Commercial Advertising Rates

Full page \$80/issue full year, or \$110/issue
 1/2 page \$50/issue full year, or \$70/issue
 1/4 page \$30/issue full year, or \$40/issue
 1/8 page \$20/issue full year, or \$25/issue

Commercial classified \$10/issue full year or \$12/issue

Memo Classified Ad Policies:

Non-commercial ads are free to Conference licensed drivers, officials, and workers.

To place an ad in the Memo, contact the Memo editor at memo@icscc.com. Proof your ad when it first appears – it is presumed correct unless the editor is notified in writing.

Ads run for 3 issues then are automatically cancelled unless renewed. Numbers at the end of the ad show when it began: 1/15 means first issue of 2015; that ad will expire after issue #3 of 2015 (3/15). There are 10 issues per year.

2019 MEMO PUBLICATION SCHEDULE

ISSUE	SUBMISSION DATE	CONTENT
Memo #1	February 18	worker fund reports race schedule race officials
Memo # 2	Mar 15	SCCBC Race #1#2 – Apr 19/21
Memo # 3	Mar 30	CSCC Race #3 – May 4/5 IRDC Race #4 – May 11/12
Memo # 4	April 26	NWMS Race #5#6#7 – May 31/June 2
Memo # 5	May 11	CSCC Race #8#9 – June 15/16
Memo # 6	June 14	IRDC Race #11 – July 20/21
Memo # 7	July 13	CSCC Race #12/13 – Aug 17/18 IRDC Race #14 – Aug 24/25
Memo # 8	September 14	CSCC Enduro – Oct 19 rule changes banquet & hotel info
Memo # 9	October 5	awards banquet & hotel info Request bid for memo editor
Memo # 10	December 1	approved rule changes Request bid for memo editor

Please allow one week for memo submissions



Gerry Frechette

has photos of your car See them on the internet

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

To see your photos:

Go to www.gerryfrechette.zenfolio.com and pick a photo album to view. No user name or password needed. From there, follow directions for ordering online or contact Gerry or Sue for further info at 604-734-4721 or gerryf@telus.net.

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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:

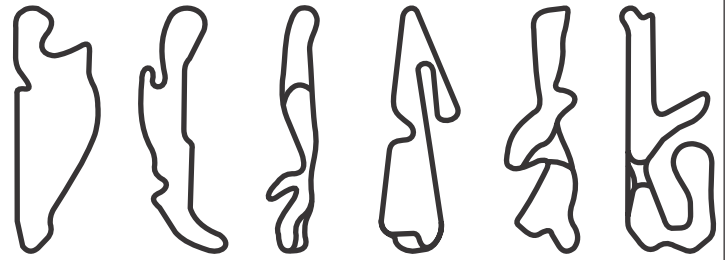
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E-Mail: doug@dbpics.com





Memo #4
May 2019



by Gerry Frechette

Largest selection of in-stock safety equipment in the NW

“Time to Gear Up for the New Season”

Driver's suit getting old, faded and looking a little worse for the wear? How about treating yourself to a new stylish, cool, light weight and comfortable suit from OMP.



Gloves worn out and seams coming apart? Chose from traditional, anatomical grip (pre-curved for reduced stress), seams on the outside for comfort and different grips on the palm. We have the glove that meets your needs.



Driving shoes don't give you the pedal feel you want? OMP shoes give you great feel and are comfortable.

Underwear, balaclava, and socks – We've got exactly what you need to outfit yourself for the 2019 season.

Don't forget your helmet. Choose from one of these options:



Just getting started? Ask for our Free Report:
How to Buy Exceptional Safety Equipment to Be Safe, Look Professional and Feel Comfortable When You Go Racing — Updated for 2019



“Armadillo Racing is the best business in the PNW that is dedicated to the racing community. As a racer, we depend on Armadillo Racing for all our Racing Needs at the Track,” **Dave Bennitt** – FSR • “I deal with Armadillo because of Andy's commitment to our sport, his knowledge, honesty and willingness to make it right if there is a problem.” **Mark McClure** – Caterham • “Best people to do business with ever.” **George Doran** – FM



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