



ICSCC MEMO #6 JUNE 2019

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

Messages from the President, Race Steward
and Enduro Corner

Race Announcements IRDC at Pacific & TC at Spokane

IN THIS ISSUE:



FROM THE PRESIDENT

Hello all! A few years back I remember my wife, who is a teacher, telling me that some of her co-workers had been discussing what they had done over the summer. When she told them we had been going to racetracks every couple of weeks so I could race my car they seemed amazed that she was so calm about my casual attitude towards dying. Seems most people really have no idea what we do or how we do it and the dangerous reputation earned by professional racing in the 1950s, 60s, and 70s left a bit larger scar on the collective psyche than we realized. When I meet these people at gatherings I inevitably have to spend several minutes describing the driver training and supervision, the protection built into the cars, the safety gear, the marshals informing and protecting us, tracks that are vastly safer, and an ambulance and safety crew that can respond almost instantly if something does go wrong. I tell them that I feel safer behind the wheel of a race car than during the 25,000 miles I drive for work a year and it's definitely no comparison which one is more fun! Having been to the first four weekends of the 2019 ICSCC season, comprising seven total races, I guess I have even more respect for the amount of safety built into our hobby. There have been some cars fairly spectacularly damaged this year but thankfully no serious injuries. If I might make a suggestion to those of you who are kind enough to read my ramblings – several of the incidents we have had this year seem to have mechanical issues as their cause rather than driver error which is somewhat unusual. I urge everyone to take an extra moment and maybe go down your checklist before you head down to pre-grid to insure you have full confidence in all of the critical systems that keep you safe.

One suggestion that we get a lot is that “barriers to entry” are just too high in Conference and racing in general. I get that the expense and time required are serious barriers but in many ways a Conference Production or Improved Touring car isn't much more expensive than it ever was. There are a lot of good cheap cars out there that are fast and

handle well in completely stock form. Yes, the mandated safety gear and cage might end up costing as much as the rest of the car but so much fun for such a low price of admission! Maybe we should consider a treadwear limit for tires to revitalize Conference Production? What about the perceived odious and interminable amount of dehumanizing submission to authority (you recognize the sarcasm, right?) to successfully navigate the Novice program? We have been told that THREE novice races and spending some time with the volunteers that we will then entrust our lives to is far, far too much if we want to attract new blood. For the first time in decades we have made some pretty sweeping changes to the Novice program. The membership has said they want more drivers trained faster while clubs sometimes cut Novice races from their schedules so they can add special races and events to entice entrants and stay in the black. Our License Director, Steve Clinton, has done an excellent job assessing the skills, experience, and mindset of novices and drivers coming from organizations not recognized in our rulebook while guiding them to Senior Licenses. Sometimes this means he has to find them a place in senior race groups as Novices or for Observation. If you see an orange square on the car in front of you please cut that driver a break and try to help them acclimatize to the chaos of wheel to wheel racing because Steve is doing his best to grow the sport as you requested with less traditional resources. Our Novice program and its dedicated director has always been one of our strengths – please feel free to send me your feedback on how we can continue to use it to grow the sport.

Last but not least. On April 20th at the SCCBC Race #1 at Mission Raceway, car #15 Richard Granholm was penalized \$50 and loss of one lap for avoidable contact in Group 6. Richard appealed that decision so it was presented to the Contest Board. The Contest Board voted 6-1 to uphold the Stewards decision with 3 abstaining. The appeal is denied. Thank you to the Contest Board and Stewards for your service in this matter.



STEWARD'S CORNER

It is still early June and we have now completed over half of our races for the 2019 season. Now would be a good time to review a few things that have come up. Scrubbing tires is only allowed behind the Pace car with the lights on. We are still getting a few calls of this going on so please try to limit tire scrubbing when there is no Pace car on track. Also when there is a Pace car on track please follow the Pace car. We had several cars in different groups at Spokane exit at the Paddock instead of following the Pace car into Hot pits.

There are a few drivers that are a little confused about the rules on passing. If you are trying to make a pass to the inside of your competitor coming up to the Apex and do not have your front wheel at least up to the door of the car you are passing then you are at risk of getting a fine if contact is made. Do not assume that the driver sees you and will leave you room. If you do not have position then the lead car has the right to the Apex and some drivers turn down to the Apex and the other driver feels they are being cut off. Now that being said if you are a driver that likes to turn down with a driver right behind you sure they will get an avoidable contact ticket but you could end up spun out and then your race is ruined so if it is close you might want to leave a little room to be sure you both make it through the corner.

At Spokane there was a lot of good racing and it seems like the long track races were pretty much void of contact for both days. The short track was a different story. It seems like the passing opportunities are limited in this configuration and we had several instances of contact between cars. The oval was fun to watch but from what I heard from drivers was that it might be fun to run around but it might be a whole different ballgame to race on.

See you at the races

Scott



photos by Gerry Frechette



photos by Gerry Frechette



photos by Gerry Frechette



PENALTY BOX

Race #4

- #1 Dangerous driving \$100.00 fine Grp 4
- #150 Pass under yellow \$50.00 fine loss of 1 lap Grp 1

Race #5

- #08 avoidable contact \$50.00 fine loss of 1 lap Grp 1
- #15 Dsq. Failed to report to scales Grp 1

Race #6

- #250 avoidable contact \$50.00 fine loss of 1 lap Grp 3,6
- #237 avoidable contact \$50.00 fine loss of 1 lap Grp 1
- #10 avoidable contact \$50.00 fine loss of 1 lap Grp 1

Race #7

- #17 pass under yellow \$50.00 fine loss of 1 lap



ENDURO CORNER *by Chris Heinrich*

Three of eight rounds are in the books. Kind of sounds like a boxing match doesn't it? I probably shouldn't reference boxing and auto racing in the same paragraph as it might give drivers and readers the wrong impression. What I mean is three of the eight races in the Northwest Mini Enduro Championship Series are in the books. Most classes have tight points battles! In MSR, last year's champion Forsyth is four points ahead of Snyder. ME0 is separated by a single point with Hudson ahead of Levine. ME1 is the only class with a sizeable lead with George out front but he has entered one more race than his competitors so there is time for them to catch up as only one's top six races count towards the championship. ME2 has seen a back and forth battle between Bercovitz, Hovington, and McAffer with Bercovitz and Hovington tied at the top and McAffer five points behind. Although not a strong turnout in ME3 this year the points are tight with the top six covered by only three points.

Believe it or not it isn't too late to get into the ring, I mean race. Even though there are eight rounds in the championship, the final round counts as two so there are still six races remaining in the series. As mentioned earlier only six races count towards the championship with a minimum of four races needed to qualify for the championship so jump in! The remaining races are June 15, August 17, and October 19 at PIR with a race on July 20 at Pacific Raceways and a race August 24 at The Ridge.

Finally, to round out the 2019 ICSCC racing season is Cascade's year end enduro. Now in its 44th year, this tradition continues thanks to the dedicated teams and supporters of the race. They would tell you that they are hoping that more teams will support this race in order to

keep the tradition alive. The race fits well into the schedule this year with nearly two months between the final championship race and the enduro. Not many can say they don't have enough time to get ready for the race, and besides, who wants to make the off season any longer than it has to be! This year will once again feature three races: a 2 hour (NWMECS finale), a 4 hour, and an 8 hour which ends in the dark! See you at the races.



photos by Gerry Frechette



photos by Gerry Frechette



photos by Gerry Frechette



The **INTERNATIONAL RACE DRIVERS CLUB**
Presents, the

IRDC Summer Classic

Plus, Round 5 of the
Northwest Mini Enduro Championship Series
Pacific Raceways, July 20th & 21th 2019

These events are hosted by the International Race Drivers Club at Pacific Raceways under sanction of the International Conference of Sports Car Clubs, governed by 2019 ICSCC Competition Regulations.

ENTRIES OPEN:

ENTRY FORMS:

ONLINE REGISTRATION:

Upon receipt of this announcement

www.icsc.com

www.motorsportsreg.com

ENTRY FEES:

IRDC members

\$300

Non-IRDC members

\$325

Additional Race Groups

\$150

Round 2 NWMECS, a special race event one-hour Mini-Enduro

\$150

Friday Test & Tune

\$195

Spectators and Crew members

FREE + Our Thanks!

Preferred payment method is cash or check, in person at sign in. Please help our club save on credit card fees. Motorsportsreg will not charge your credit card until you check in at registration.

IRDC REGISTRAR:

Terry Zeitner

tel 425-239-2482

registrar@irdc-racing.com

RACE ELIGIBILITY:

All drivers 18 years old and over 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.

The Race Chairman Karl Seeger can be reached at 206-999-1320 or IRDCracechair@outlook.com

FRIDAY TEST AND TUNE:

Race car test and tune event, rotating groups. Novice license holders authorized by the ICSCC License Director are welcome. Paddock entry restricted to participants, officials and volunteers until 4pm.

TECHNICAL INSPECTION:

Entries with a 2019 Annual Tech sticker on your logbook can complete your race tech form at registration and receive your weekend tech sticker then and there and be good to go. Drivers without 2019 Annuals must have your car and apparel inspected by an authorized tech official. Tech officials will be roaming Friday evening, or bring your car and gear to the scale station area for inspection.



Saturday – July 20th, 2019 – Rotation 1

7:30am – 6:00pm	10.5 hrs.	Registration open
7:30am - 12:30am	5 hrs.	Technical Inspection
8:00am – 8:30am	30 mins.	Volunteers meeting – BBQ area by playground
7:45am - 8:15am	30 mins.	Novice Track Tour/Orientation
8:25am - 9:15am	50 mins.	Mandatory Novice Meeting
9:15am - 9:30am	15 mins.	Group 1 – Qualifying, Round #1
9:38am - 9:53am	15 mins.	Group 2 – Qualifying, Round #1
10:01am - 10:16am	15 mins.	Group 4 – Qualifying, Round #1
10:24am - 10:39am	15 mins.	Group 5 – Qualifying, Round #1
10:47am - 11:02am	15 mins.	Group 3/6 – Qualifying, Round #1
11:10am - 11:25am	15 mins.	Novice Closed Wheel – Practice
11:33am – 11:48am	15 mins.	Group 8 - NWMECS Round #2– Race Qualifying
11:50am - 12:50pm	1 hr.	Lunch
12:05pm - 12:25pm	20 mins.	Mandatory Drivers Meeting – Grandstands
12:52pm - 1:07pm	15 mins.	Novice Closed Wheel – Race Qualifying

***** NOTE: Lap times from non-points Sprint Races count as Qualifying times for Sundays Race *****

1:15pm - 1:39pm	20 mins race	Group 1 – Non-points Sprint Race
1:47pm - 2:11pm	20 mins race	Group 2 – Non-points Sprint Race
2:19pm – 2:43pm	20 mins race	Group 4 – Non-points Sprint Race
2:51pm - 3:15pm	20 mins race	Group 5 – Non-points Sprint Race
3:00pm – 3:30pm	30 mins.	Mandatory Novice Pre-Race Briefing
3:23pm - 3:47pm	20 mins race	Group 3/6 – Non-points Sprint Race
3:40pm		Senior observers to Pre-Grid area
3:55pm - 4:29pm	30 mins race	Novice Closed Wheel Race
4:37pm - 5:41pm	1 hr. race	Group 8 - NWMECS Round #2 Race
5:00pm		Novice Post-Race Meeting
5:45pm		Track clean up

Group 1 = A-B-C Prod, SPO-M-U, PRO-3

Group 2 = D-E-F-G Prod, CR, PRO-7, HT, SM, CSM, PRO44, ITX

Group 3 = CF, FF, FA, FM, FC

Group 4 = GT1-2-3, AS, ITE, RS, ST, SE46, SST

Group 5 = ITA-B-C-S, GTL, E-F-H Imp Prod, CT4

Group 6 = FV, FL, B-C-D-E-F SR & Novice Open Wheel

Group 7 = Novice Closed Wheel

Group 8 = Northwest Mini Enduro Championship Series – NWMECS



Sunday – July 21st, 2019

7:30am - 12:00pm	4.5 hrs.	Registration open
7:30am - 10:00am	2.5 hrs.	Technical Inspection
8:00am – 8:30am	30 mins.	Volunteers meeting – BBQ area by playground
9:00am -9:20	20 mins.	HPDE
9:30am - 9:45am	15 mins.	Group 1 – Qualifying, Round #2
9:55am - 10:10am	15 mins.	Group 2 – Qualifying, Round #2
10:20am - 10:35am	15 mins.	Group 4 – Qualifying, Round #2
10:45am - 11:00am	15 mins.	Group 5 – Qualifying, Round #2
11:10am - 11:25am	15 mins.	Group 3/6 – Qualifying, Round #2
11:35am - 11:50am	20 mins.	HPDE
11:50am - 12:50pm	1 hr.	Lunch
12:50pm – 1:10pm	20 min.	HPDE
1:16pm - 1:50pm	30 mins race	Group 1 – Championship Race
1:56pm - 2:30pm	30 mins race	Group 2 – Championship Race
2:36pm - 3:10pm	30 mins race	Group 4 – Championship Race
3:16pm – 3:50pm	30 mins race	Group 5 – Championship Race
3:56pm - 4:30pm	30 mins race	Group 3/6 – Championship Race

Group 1 = A-B-C Prod, SPO-M-U, PRO-3
 Group 2 = D-E-F-G Prod, CR, PRO-7, HT, SM, CSM, PRO44, ITX
 Group 3 = CF, FF, FA, FM, FC
 Group 4 = GT1-2-3, AS, ITE, RS, ST, SE46, SST
 Group 5 = ITA-B-C-S, GTL, E-F-H Imp Prod, CT4
 Group 6 = FV, FL, B-C-D-E-F SR & Novice Open Wheel
 Group 7 = Novice Closed Wheel
 Group 8 = Northwest Mini Enduro Championship Series – NWMECS



International Race Drivers Club Supplemental Regulations – Pacific Raceways

1. The event is open to race cars meeting current year ICSCC competition regulations.
2. The event is organized according to current year ICSCC competition regulations. All persons entering the event and/or Pacific Raceways property are subject to current year ICSCC competition regulations.
3. All persons entering Pacific Raceways property must sign in on the event waiver document at the main gate and wear the provided wristband on their wrist at all times. An additional minor release form is required for all persons under 18 years old. IRDC reserves the right to refuse entry to any person for any reason without explanation.
4. Minors under the age of 12 must be under the direct supervision of a responsible adult at all times. All Minors are not permitted at any time in any "hot" area.
5. Persons under 12 years old may not use any kind of wheeled transportation on Pacific Raceways property, including but not limited to bicycles, scooters, motorcycles, skateboards, skates, etc...
6. The paddock area entrance road gates may be locked between the hours of 11:00 pm and 7:00 am.
7. There is no parking permitted along the paddock entrance road, or along the fence line at the north edge of the paddock. This is a defined fire lane, any vehicles parked there will be immediately towed with no notice.
8. **5 mph speed limit in the paddock.** This will be strictly enforced.
9. Pets are welcome but must be leashed at all times and under the control of someone 18 years of age or older. Please clean up after your animal.
10. One support vehicle or trailer per race car in the paddock.
11. Authorized vehicles only on the race course at any time. No motorized vehicles of any kind permitted at any time on the race course without permission or authorization from ICSCC officials.
12. No race car engines running before 9:00 am or after 7:00 pm. Quiet hours are from 10:00 pm to 7:00 am. Please respect and be considerate of the neighbors to preserve our future ability to hold events at Pacific Raceways.
13. ICSCC event noise rule 1112 is in effect at all times. 103.0 dB @ 50 feet. No exceptions.
14. Positively no dumping of oil or other hazardous substances on Pacific Raceways property. Anyone doing so will be charged with all mitigation costs, could possibly be criminally charged, and will absolutely be permanently banned from all IRDC events.
15. Any damage to Pacific Raceways property and or facilities, including but not limited to the track, barriers, fencing, buildings, etc..., regardless of cause, whether accidental or intentional, will be billed to the responsible person. Likewise, any damage to equipment or devices provided by ICSCC or IRDC regardless of cause will also be billed to the responsible person.
16. No open fires permitted.
17. Race car traffic only on the pre-grid access road adjacent to the front straight. No street cars, pedestrians, bicycles, etc...
18. No motorized tow or support vehicles are permitted on pre-grid, unless specifically authorized in advance by the Grid Marshall or Race Chairman. Please park support vehicles behind the pre-grid area along the fence line.
19. No refueling on the grid without a dedicated person at the ready with a suitable fire extinguisher.
20. The Turn 1 blend line is in effect. Violations are subject to penalty.
21. Should you happen to use the turn 3A escape road, you are required to stop completely at the end of the escape road where it re-joins the circuit and wait until released safely into traffic by the turn station officials at turn 4. There will be a minimum 10 second hold to adjust for the time gained by shortcutting the circuit, but the wait may be longer until a safe opening in traffic occurs, which will be at the sole discretion of the turn station official.
22. The race schedule may be altered by the Race Chairman due to emergency conditions.
23. Consumption of alcoholic beverages is not permitted at any time during the racing event, and governed by permit conditions during the times when racing events are concluded.
24. No race class changes after 1:00 pm on Saturday afternoon.
25. The authorized location for timing beacons/devices is in the gated area east of the walkway to the turn 9 grandstands. No other locations are permitted, timing equipment placed outside of the authorized area will be confiscated.
26. Requests for split or staggered starts for championship points events must be submitted to the Race Steward by 5:00 pm Saturday.
27. Overnight camping on Pacific Raceways property Sunday night requires permission from track management.
28. Exit to paddock at turn 8, **do not exceed paddock speed of 5 mph.** If returning to race and race damage was repaired, **you must be checked by tech and log book signed.** Proceed to pre-grid, **do not exceed paddock speed of 5 mph.** Before returning to race you **must be cleared by pre-grid** and waved back to track. **Do not exceed pre-grid speed of 5 mph** until you clear turn 1. Any violation of paddock/pre-grid speed will be severely addressed.



Team Continental

Announces
Inaugural Track Time Trials
August 3, 2019



This event is sanctioned by ICSCC
featuring a **Single Day Track Time Trials event**
presented by Team Continental at Oregon Raceway Park in Grass Valley, OR.
Track Direction: Clockwise using the ORP South Loop

Track Time Trials are on-track events in which participants vie for the fastest lap or elapsed time to complete a designated course. Track Time Trials participants may share track, but these events are not wheel-to-wheel competitions.

Prizes/Awards will be presented to Top Finishers in each class!

Entries Open:	June 1 st , 2019	
Entries Close:	Register on-line by Thursday, August 1 st , 2019	
Entry Fees:	Track Time Trials (4 - 20min sessions)	\$175
	HPDE (4 - 20min sessions)	\$175
	Transponder Rental (limited quantity)	\$25

View Event Rules:

http://www.smethers.com/BobStuff/TTT/TTT_Rules.pdf

View Track Time Trials Essentials:

http://www.smethers.com/BobStuff/TTT/TTT_Flyer_Aug2019.pdf

View Supplemental Regulations & “Breakout” Class:

http://www.smethers.com/BobStuff/TTT/TTT_Supps.pdf

Online registration: msreg.com/TCTrackTimeTrials-Aug2019-ORP

TC Event Chairman Bob Smethers, bob@smethers.com

Paved paddock spaces will be available on a first-come-first-served basis upon your arrival at the event.

Saturday Social – Everyone Welcome! Please join us for a TC Cookout at ORP – Saturday trophies & awards presentation



Team Continental

Welcomes You

Inaugural Track Time Trials w/ HPDE

August 3, 2019

Bringing the widest variety of tracks to ICSCC Racing for 30+ years!

Track Direction: Clockwise using ORP SOUTH LOOP

www.teamcontinental.com

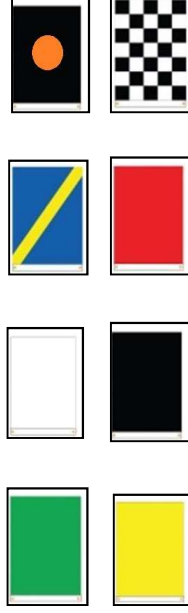


www.oregonraceway.com

Saturday: August 3, 2019

Begin	End	20 min
7:00 AM		Facility Opens
7:00 AM	- 1:00 PM	Reg & Tech Open
8:15 AM	-	Mandatory Drivers Meeting
8:30 AM	-	New Driver Instructional Presentation
Session 1 (Practice Round)		
9:00 AM	- 9:20 AM	Group A - Advanced
9:30 AM	- 9:50 AM	Group B - Intermediate
10:00 AM	- 10:20 AM	Group C - Novice
10:30 AM	- 10:50 AM	Group H - HPDE
Session 2 (Qualifying Round)		
11:00 AM	- 11:20 AM	Group A - Advanced
11:30 AM	- 11:50 AM	Group B - Intermediate
12:00 PM	- 12:20 PM	Group C - Novice
12:30 PM	- 12:50 PM	Group H - HPDE
12:50 PM	- 2:00 PM	** LUNCH BREAK **
Session 3 (Breakout Round 1)		
2:00 PM	- 2:20 PM	Group A - Advanced
2:30 PM	- 2:50 PM	Group B - Intermediate
3:00 PM	- 3:20 PM	Group C - Novice
3:30 PM	- 3:50 PM	Group H - HPDE
Session 4 (Breakout Round Final)		
4:00 PM	- 4:20 PM	Group A - Advanced
4:30 PM	- 4:50 PM	Group B - Intermediate
5:00 PM	- 5:20 PM	Group C - Novice
5:30 PM	- 5:50 PM	Group H - HPDE

Things to remember to keep you safe!



Know your flags & meanings - refer to ICSCC Competition Regulations, Section 1501

Track Time Trials are on-track events in which participants vie for the fastest lap or elapsed time to complete a designated course.
Track Time Trials participants may share track, but these events are not wheel-to-wheel competitions.

NOTE: PASSING IS NOT ALLOWED WHILE YELLOW FLAGS ARE DISPLAYED.

Body contact will NOT be tolerated!
Any car to car contact may result in an instant expulsion from the event and a suspension from all ICSCC sanctioned Track Time Trials events for 13 months!

**** REVISED 6/12/2019**

Event Chairman: Bob Smethers
Driver Coaches: Joe Harlan
Jim Larfield
Jon Wilson

*** SATURDAY SOCIAL *
AWARDS PRESENTATION
EVERYONE WELCOME!**

Please join the Saturday Social to be held at ORP.

All Workers, Drivers, Crew and Guests are encouraged to attend !

Grp A Track Time Trials Advanced
Grp B Track Time Trials Intermediate
Grp C Track Time Trials Novice
Grp H HPDE

THANK YOU FOR YOUR SUPPORT !

contact: Bob Smethers, Event Chairman bob@smethers.com
contact: Joe Harlan, Lead Driver Coach toptech tcb46@gmail.com

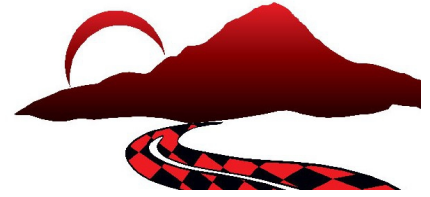
This event sanctioned by ICSCC,
International Conference of Sports Car Clubs



www.icsc.com



TC Supplemental Regulations 2019 Track Time Trials



1. Any Driver, crew, spectator, transport driver, or attendee displaying unsportsmanlike, vulgar, or aggressive conduct toward TC, ICSCC, or ORP staff, will be dismissed from ORP along with the team for the weekend by the direction of either the event chairman, ICSCC steward or both. Unsportsmanlike, aggressive, and vulgar personal conduct directed at any race staff will not be tolerated during the race weekend.
2. Registration will be held at ORP Administration Building near Pregrid;
3. Family and Crew members with questions are to contact Driver Services at ORP Administration Building.
4. Due to extreme fire danger, smoking is permitted only on paved or gravel areas. Extinguish and remove smokeables carefully and completely.
5. Event announcements will be made on FM radio channel 100.1 and/or a PA system. Please be prepared.
6. Team Continental reserves the right to refuse entry to this event or to ORP at any time.
7. Participants under 18 years old are not allowed in hot pits. Children under 12 require direct adult supervision at all times.
8. A current and properly completed minor release form, signed by an authorized adult, must be on record for all minor participants at ORP.
9. No skateboards or scooters allowed in the paddock area. Users of bicycles and small motorized vehicles may have riding privileges revoked at any time. Per ICSCC 1606. Motorized vehicles A. Motorized vehicles, including racing cars, shall not be driven in the pit or paddock areas by persons not having a valid state or provincial driver's license. Per ICSCC 1603. C. Children under twelve years of age may remain in the paddock area only under the direct, active and continuing supervision of an adult. No bicycles are allowed in the racing pit area except as they may be used by Race Officials. **Bicycles may be operated in the paddock area by persons 12 years of age and older.**
10. Refueling not allowed in Pregrid. Fueling in the hot pits requires a crew member assigned only to operate a fire extinguisher.
11. Pit and Pregrid roads must remain clear.
12. Pit lane speed limit is not to exceed 25 mph, pit lane speed zones will be marked with double cones at the entry and exit of pit lane.
13. Damage to ORP grounds, equipment or structures 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 (TC) to conduct this race, regardless of cause, will be charged to the driver responsible.
14. It is recommended you have access to a sealable container capable of holding 2 gallons of liquid. These are to be used to remove all oil, cleaners, brake fluid, etc. from ORP. There will be no drums provided.
15. If entries exceed the number of cars allowed on the track for a particular event, drivers and cars entered as an additional entry will be restricted from participating 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.
16. NSF checks will be charged an additional \$50 fee.
17. Potable water, electricity and cell phone service may be limited or non-existent. Verizon wireless customers typically have coverage, but this is no guarantee of signal.
18. Pets must be leashed at all times and owners are responsible for cleaning up waste.
19. All in-car timing system transmitter beacons will be placed at a location designated by the Event Chairman.
20. Pit-out blend line violations will be dealt with by the Event Chairman, Driver Coach or Safety Steward.
21. The 5-minute warning may be given earlier than 5 minutes before the scheduled session start. But not more than 9 minutes before the scheduled start.
22. All race vehicles towed from the track may be dropped off at impound.
23. Additional supplemental regulations may be included in your registration packet...Please be prepared.
24. Anyone entering the ORP property agrees to allow TC to disclose any information held by TC about yourself should an ICSCC incident report be required for damage or injury. TC will release any and all information, should it be required, to ICSCC, ORP, and or PMM LLC upon their request for insurance purposes only.

Track Time Trials – “Breakout” Style – How It Works

- Session 1 (Practice Round) - lap times posted after session.
- Session 2 (Qualifying Round) - cars gridded based on fastest lap time from Practice Round.
- Results from Qualifying Round determines afternoon classes and sets class lap time ranges. Slowest 1/3 cars placed in class “5”, middle 1/3 in class “4”, fastest 1/3 cars in class “3”.
- Session 3 (Breakout Round 1) - Cars gridded based on fastest lap time from Session 2 with classes assigned. Cars in Breakout Round 1 with fast lap time faster than their class lap time range are moved up to the next faster class to begin Session 4.
- Session 4 (Breakout Round Final) - Cars gridded based on fastest lap time from Breakout Round 1. Cars in Breakout Round Final with fast lap time faster than their class lap time range are moved up to the next faster class to determine Final Results.

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](#)

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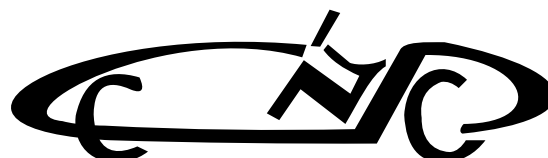
Bob Rygg 206-498-0273

Pete Juvet 206-947-9948

9121 151st AVE NE, Redmond WA 98052

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
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 1/8 page \$20/issue full year, or \$25/issue

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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



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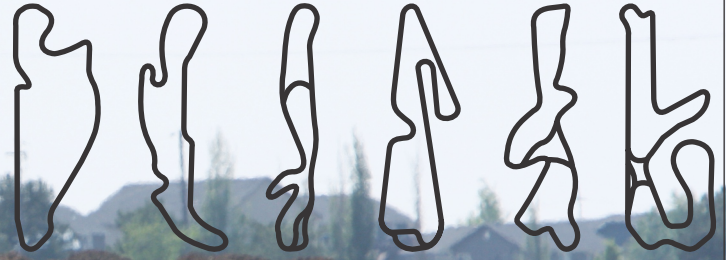
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Memo #6
June 2019



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