



ICSCC MEMO #9 OCT 2019

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

IN THIS ISSUE:

Messages from the President, Assistant Race Steward
Rule Change Proposals and Banquet Announcement



FROM THE PRESIDENT

Hello all –

The 2019 Cascade Sports Car Club Festival of Endurance is the final Conference sanctioned event of the season and I hope to see many of you supporting it. Running out to the pit wall in the dark to cheer home drivers who have battled their rivals, the track, and their own car for eight hours always sends a thrill down my spine. Hope lots of you are there to experience it and support the race!

At the end of the Cascade Enduro weekend we switch to meetings and celebration mode for the Winter. One of my goals at the beginning of the year was to try a new location for the 2019 ICSCC Fall Meetings and the ICSCC Awards Banquet that follows it. Turns out that finding a suitable hotel that also has multiple meeting rooms plus full banquet facilities is a little harder than I anticipated. By the time I found a suitable location they were already booked for our traditional date but the following weekend was still available. Moving the date is not something done on a whim as it is detailed in the Policy and Procedure manual (which I am sure everyone keeps handy as light reading) and requires a supermajority of E-Board reps to approve so thanks to them for their help and flexibility. My sincere apologies to anyone who had this on their calendar all year and will now not be able to attend because of schedule conflicts. I was concerned that if I did not grab the date at a suitable venue I might not find another!

The new venue is the **Hotel RL (formerly the Red Lion) at 2300 Evergreen Park Drive SW, Olympia, WA 98502** and the new date is **Saturday, November 16th**. I've worked closely with their event coordinator and inspected the rooms, the meeting spaces, and the banquet facility and I am confident attendees will be well taken care of. The hotel also has a recently remodeled bar and restaurant which is very nice with a great view and lots of free parking which was an ongoing issue with our previous venue. Registration for the Banquet is now open on MotorsportReg.com – simply click on the MotorsportsReg logo in the top left corner and that should take you to the “Find Events” box if you aren't already there. Enter

“ICSCC”, hit the red “Search” button and the 2019 ICSCC 2019 Award Banquet should be right there at the bottom of the list. Please help me make this event a success by coming out to see all your racing friends in a more relaxed environment. We mostly see each other at the track where we are worrying about staying on schedule, fixing or tuning the car, keeping each other safe, and still competing to the best of our abilities. It's nice to get the helmet off and set down the flags, have a nice meal and a couple drinks while sharing outrageous lies and even more outrageous truths about our racing and life experiences. If you aren't there we will have to make up our own outlandish stories about you and you definitely don't want that!

Preceding the Banquet is one of the most important events responsible for setting Conference apart from other organizations – the Fall Meetings. The ICSCC Executive Board, the Competition Committee, and the Race Officials Division will all meet separately on Saturday morning representing all of the drivers and volunteers of Conference to discuss how they can make racing with us fun, fair, safe, and sustainable for years to come. All of the people in these meetings feel strongly enough about the ICSCC to contribute time and energy beyond racing or volunteering to making it as good as it can possible be so I appreciate and thank each and every one of them. Even if you aren't in a position where you can contribute to the organization in this way there are still things you can do that are very important. 1) Know who your E-Board reps are and when you have an idea share it with them – they will bring it to the meetings and share it with us for discussion. Ideas are critical and we need more fresh perspectives. 2) Enter lots of events. We are an organization specifically formed around racing so the more you race the better we do! 3) Come to the Banquet – get to know the people you race without their helmets on. Beating your friends at the track is vastly better than beating strangers and makes you want to come to more races (see item #2!). Thanks again for indulging my ramblings – see you at the Banquet.



ASSISTANT RACE STEWARD'S CORNER

As I write this article Steward Scott is enjoying a well-deserved break while on his European holiday. With that thought I would like to thank Scott for all his patience in training me throughout the past year.

Since the last memo we have completed the sprint race season with a single race in Portland and a double race at the Ridge Motorsports Park. Both events had superb weather. Starting with race at PIR I want to talk about the issue we had with the Group 2 race. Everyone is aware that each of our closed wheel groups have cars that are fast in a straight line but not as fast in the corners and cars that corner well but not as fast in a straight line. With that in mind there has to be some patience by all of the drivers. I realize that all of us have spent considerable time preparing our cars then qualifying for the best starting spot and we hate to give that up right at the start of a race. With the chicane races there is very little time to get this dynamic all sorted out. In this race we had up to five cars with severe damage. Most were unable to continue, and we had a large delay in the getting the situation straightened out to continue under green flag conditions. Along with patience take the time at pre-grid to see who has qualified around you and their track strengths and weaknesses. Use this information in your decision throughout the race but especially the first couple of corners. We are still struggling at PIR in seeing yellow flags especially at T6. More on this later.

At the Ridge we had a good turnout which is great for Conference but it also made it difficult on parking arrangements. I'm not sure if it was because of the last race of the year or what but we had an increase in investigations involving avoidable contact. Racing in group 5 we had several novices running. Reviewing video and my on-track viewpoint they did quite well.

Let's get back to yellow flags. Here is one trend I have seen throughout the year and this is how it typically goes. Two cars are in a tight race nose to tail. The front car sees the yellow flag and being that most drivers are polite they stick their left hand out the window to let the car behind know about the flag and acknowledge the turn station. The second driver who doesn't see the flag and

has been trying to pass for a while sees the front cars hand out and thinks this is a point by and passes the front car. Now the rear car gets a better viewpoint and sees a yellow at the next turn station. They quickly look rearward in their mirrors to see the previous turn station had a yellow. Now they feel they should give the position back and they signal the car behind to pass them which the car does. I understand their thought process but here's the kicker. What do the turn station workers see on this situation. They see the initial pass under yellow and write up a report. Then when the driver gives back a position under yellow they see that as another pass under yellow because they cannot tell you are just giving back a position. Now a second report is written by the second turn station. So, what can we do to improve this situation? If the front driver is slowing down after viewing the yellow wave your hand inside the car using a left to right motion therefore not indicating a point by. Secondly, if you want to give back a position after you have passed under yellow then just wait for next turn station that does not have a yellow and point the car by.

In closing I would like to thank all the volunteers that help put on Conference races. I'll see everyone next year at the track.

Duane Martinsen
2020 Race Steward



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>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 races by any given ICSCC Member Club will count for the Championship point totals. If more than one club uses 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 compete in class in 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.</p>
		2	79	CSCC	1319 C	<p>Spec Miata. This class shall run under current Oregon Region SCCA rules except for the following: 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 2024.</u></p>

	3	102	CSCC	1402.C.1 C	<p>CLASS A 12.9 and under <u>9.9 and under</u></p> <p>B 13.0 <u>10.0</u></p> <p>C 14.5 <u>12.5</u></p> <p>D 16.0 <u>15.0</u></p> <p>E 18.0 <u>17.5</u></p> <p>F 20.0 <u>20.0</u></p> <p>G 22.0 and over <u>22.5 and over</u></p> <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>
	4	111	CSCC	1504 E/C	

ICSCC CONTEST BOARD RULE CHANGE PROPOSALS
Proposals for Championship Season 2020
IRDC Passed Rules 9/4/2019

YES	NO	Item #	Page #	Club	Section/ Jurisdiction	Proposal
			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. 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. 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>
			29	IRDC	C 712	<p><u>Retirement. A car which exits the race course and enters the paddock area</u></p>

<p>during a race shall be considered to have withdrawn from the race and may not re-enter the race course.</p>						
<p>Headlights and associated brackets, taillights and Brake lights 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>	C	IRDC	72	1316 .2.B(d)		





**IT IS WITH GREAT PLEASURE THAT I INVITE YOU TO COME AND CELEBRATE
ANOTHER FINE YEAR OF RACING AND THE ACCOMPLISHMENTS OF YOUR
PEERS AT A FRIENDLY NEW VENUE.**

PLEASE JOIN ME FOR THE:

ICSCC 2019 AWARDS BANQUET

NOTE: NEW DATE! NOVEMBER 16TH, 2019

HAPPY HOUR @ 5:00

DINNER @ 6:30

\$45 PER PERSON

HOTEL RL OLYMPIA

2300 EVERGREEN PARK DRIVE SW, OLYMPIA WA 98502

(360) 943-4000

REGISTER AND CHOOSE DINNER VIA

MOTORSPORTREG.COM BY NOVEMBER 6TH

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 16 Hotel RL Olympia

ICSCC



Central Racing Association



Please go to icscc.com/forms/17_race_entry.pdf or [Race Entry Forms & Licence Applications](#)

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2020-3

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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



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Racing photography by Doug Berger



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Andy says: “This seminar is a place of discovery for many racers, of things they never knew existed – that they can apply to their racing program right now and often for little to no cost. In 24 years, over 1,000 racers including a number of national and regional champions have taken away amazing insights. A lot of people who never thought this was for them, once there realized oh yeah this is for me. They were exposed to techniques they never knew about and never realized the value to making the car faster, handling better, improving reliability, and improving their racing skills.”

This 25th year will have an unbelievable group of speakers including a top racing coach, a race engineer or two, a special lunchtime guest and a few surprises.

Past seminar speakers are an indication of the caliber of speakers who have shared their knowledge. This year's speakers will be every bit as insightful. *Here's a partial list of past speakers: Carroll Smith, Ross Bentley, Eric Purcell, Ryan Falconer, Jay Ivey, Terry Borchellor, Peter Brock, Bruce McCaw, Jim Downing, Dr. Bob Hubbard, Leo Mehl, Alan Berg, Bob Earl, Darrick Dong, Jeff Braun, and Tommy Kendall.*

Seminar includes all speakers, access to the speakers for private consultation on your car and your racing (as time permits), a wonderful hot lunch, and a day of working on your 2020 season with a roomful of your closest competitors. The cost for this year's event is \$297. Register by October 1 and get a \$50 discount as well as \$40 in Armadillo Bucks to spend as cash. Details are available on the Armadillo Racing website at www.armadilloracing.com.

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★ In Their Own Words...

- ★ “This seminar was excellent this year. I will do whatever it takes to attend again!” **Gerry Snow** – Lotus FF • “My first Armadillo seminar – and it exceeded my expectations. Having an attorney as a speaker was enlightening and entertaining.” **Steve Hare** – Triumph • “If I came away from a session learning two or more things I can practically use on the track I feel it was time well spent. I always surpass that goal.” **Mark McClure** – Caterham
- ★ • “Awesome. . . more knowledge than I could gain on my own in 10 years.” **Terry Raines** – Mazda Miata • “Another great seminar! Informative speakers that provide insight not available anywhere else.” **Michael McAleenan** – BMW GTR
- ★ 2-time NASA national champion • “Great mix of technical information and entertainment. I got a lot of ideas on how to improve car design ,prep, and driving.” **Leo Del Castillo** – Factory Five 818-R • “I can't imagine a better seminar. This was great.” **George Doran** – Formula Mazda

