



## IN THIS ISSUE:

# ICSCC MEMO #7

## OCTOBER 2020

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

Messages from the President & Steward,  
CSCC Enduro Announcement



## FROM THE PRESIDENT

**H**ello all –As I am sure I must explain to absolutely nobody, 2020 has been a difficult year for anyone who likes to do pretty much anything that requires leaving your house and Conference racing was no exception. While a couple of clubs were able to meet very stringent requirements through sheer effort and force of will to hold a very limited number of races, others were denied even the opportunity. I was hugely impressed by how hard CSCC and IRDC worked to make any racing available at all this year given the regulatory hurdles that had to be overcome. I was equally disappointed that clubs with races on the schedule that were willing to work just as hard, were denied even the opportunity because of the Canadian border closure in SCCBC's case, and a decision not to open the track for NWMS rental. For those of us that choose amateur racing as a hobby there is no doubt that a competitive fire burns a little hotter in us than the average person and overcoming difficulties to do what we choose is a daily routine rather than an occasional victory. Hopefully those of you who just didn't get enough out of this blighted year are prepping a car to go endurance racing so you can leave 2020 with a slightly less unpleasant taste in your mouth. As you can tell by its name, the 45<sup>th</sup> Annual Cascade Enduro is one of the longest continuously running endurance events in the country and a lot of fun. Hope to see you there. I can't end on that subject without mentioning something I noted on the bottom of the

announcement for the Enduro. There are a couple guys who seriously love endurance racing and both sponsor and support those races religiously. Give a thought for the “Gold Level Sponsors: Skyline Scaffold, ACI Cartage Inc., & Retro Racing”. The racing year may seem bad to most of us but they are Canadians who can't even get across the border to run the race they offered to sponsor. We miss you Jeff and Terry, and all of your fellow Canadian drivers and volunteers.

It's not surprising that with limited racing to participate in, thoughts have turned to other and possibly more important things. Involvement and volunteerism within the organization has suffered as a result of much that we normally do has been limited or dormant. There were a total of just four rule changes submitted to the Steward this year, all by Cascade Sports Car Club. Due to a change made to the voting rules at last year's E-Board meetings the voting on these rules by each club will now be tabulated only as those who actually attended their clubs rules meeting or submitted legal proxies to their Contest Board representative.

For example, in the past if a club with 100 licensed drivers members had 11 of them show up at a rules meeting and voted 6 to 5 in favor of a rule, the whole 100 would be reported as in favor of the rule at the Fall meeting. Now that same Contest Board



photos by Doug Berger



## FROM THE PRESIDENT *cont'd*

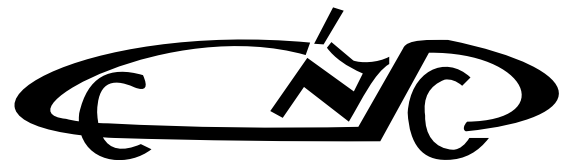
rep will go to the Fall meeting with 6 in favor and 5 against. Rules changes will be passed or failed based on the actual numbers of racers who cared enough to show up and vote or at least read the proposed rules and provide their club with a proxy vote as specified in the rules. The primary reason this was done was because the largest clubs were dominating the rules votes without really having a noticeably larger amount of actual voters than the small clubs. The secondary hope was that it would encourage more drivers to actually get involved with the rules process and use their power to change their own organization rather than just depending on those who voted to wield that power for them. With virtual meetings being the norm for most and much lower engagement it seems clear so far that it will be hard to judge whether those goals will be met until a more “normal” schedule occurs. One of the greatest strengths of Conference is that it is an organization of racers, for racers. Conference rules are not imposed on you by faceless authorities, you impose them on yourselves. I would encourage anyone that doesn't think that Conference is absolutely perfect and should never change in any way to focus on something that you think could be better and help us get there.

Speaking of the Fall Meetings – I'm in the process of talking to Club Presidents and E-Board reps about how we do this. I am completely in favor of in person meetings when possible (call me old fashioned) and most seem to agree. Sadly, our Canadian friends still cannot come across the border without self-quarantining upon their return which is a bit much to ask. E-Board meetings are difficult enough in person and I don't relish a day long virtual meeting. The Contest Board meeting is usually



photos by Doug Berger

relatively short and likely to be very short with so few rule changes to consider. Maybe that could be handled virtually? One of the other important part of the Fall meeting is often working out the preliminary schedule but that is something that the E-Board reps work on for months before the Fall Meeting and is rarely finalized before the Spring Meeting. I'm picturing a one-day meeting in a modest sized meeting room since there will be no banquet or hospitality. If you are one of the many that volunteer to serve Conference and would normally attend our meetings please let me know what your feelings are if I haven't contacted you yet. Hopefully you are all looking forward to the time when we can gather again to celebrate a great year racing and those who achieved championships and are honored with awards. I know I am.





## RACE STEWARD'S CORNER

The sprint race season has completed with only three race weekends for the 2020 season. This is the time of the year that I would be asking for Driver of the Year nominations but due to our shortened season that will not take place this year. Although a short season most people are going to remember this season for all we had to overcome to even hold the few race weekends we did have. Overall, we had a season with very few issues and it went smooth due to driver and volunteer support. I enjoyed working with everyone and will still see them next year just not in the capacity of steward. This brings me to next years steward which is Rick Delamare. Rick has been one of our past stewards and comes with a lot of race knowledge, Conference history and respect. He will be an asset to Conference next year.

We did not get our full bang for the buck but I still a big believer in the annual tech inspection process. It makes the first few race weekends tougher for the tech inspectors and stewards but pays off throughout the season. Remember even though the car may have an annual inspection if another driver is driving or sharing your car. They will also have to have a weekend inspection sheet filled out for their safety gear.

Following the enduro which is October 17<sup>th</sup> our season will be complete. This allows time to look over and refresh our cars for next year. Make sure your helmets and belts are up to date. Also check those fire systems are ready for use next years schedule. If you had some issues with your car

this year don't ignore those problems and take the off season to figure out the problems and make the required repairs.

I would like to wish the best of luck to some of our Conference drivers that are attending the SCCA runoffs this year.

Something else has been complicated by Covid-19 and that is rule changes. Most clubs can no longer have meetings at a social location. They are having their meetings via Skype or Zoom. This makes it difficult for drivers to attend the meeting. This year we have only had four rule change proposals which are located elsewhere in the memo.

So, with no races since the last memo that also means there is no penalty box. Hope to see you at the enduro.

Duane Martinsen



photos by Doug Berger



photos by Doug Berger

**ICSCC CONTEST BOARD RULE CHANGE PROPOSALS**  
**Proposals for Championship Season 2021**

Passed	Failed	Item #	Page #	Club	Section/ Jurisdiction	Proposal
X		1	12	CSCC	E/C 308.A	ICSCC licenced drivers will be issued a license with a four digit number which becomes your ICSCC competition license number. An ICSCC licensed driver may apply for a guaranteed number with the License Registrar, who is responsible for the assignment of all guaranteed and competition license numbers. A guaranteed number is a unique number with a range from 00 through 299 within each race group and may be used only by the driver issued that number, except in the case where the holder of that number has not entered in a race. <u>However, any number between 000-999 may be used. Conference reserves the right to exclude certain numbers, at their sole discretion.</u> If anytime during the race weekend another driver is using a guaranteed number and the driver who has been issued the guaranteed number wants to enter the event and use their guaranteed number they shall be allowed to do so. ICSCC licensed drivers will not be required to obtain or use their guaranteed number. A driver who is not issued a guaranteed number may enter under any number not already in use in the run group the driver wishes to enter.
X		2	43	CSCC	E 1105.H	The use of <b>a</b> head and neck support system meeting SFI38.1 or FIA 8858 standards is <b>highly recommended</b> <u>required</u> .
X		3	62	CSCC	C 1313	Super Production cars shall compete in 3 classes, over 4.0 litres or 20B rotary powered (SPO), 2.0 – 4.0 litres or 13B rotary powered (SPM), and under 2.0 litres or 12A rotary powered (SPU). SP cars shall meet the safety requirements of Section 1303. A. with no minimum weight and will resemble a production car in appearance. Cars fitted with superchargers and/or turbochargers shall use a displacement factor of 1.3 to determine classification. <u>Four wheel (All wheel) drive vehicles are allowed.</u>

X	4	82	CSCC	C 1317	<p><del>ITE cars shall conform to current Oregon Region SCCA rules. ITE</del></p> <p><u>A. General</u></p> <p><u>1. Purpose and Intent – The intent of this class is to act as a “catch all” class meaning it is designed to give any closed wheel eligible car a place to race. Sports Racers are not eligible. Entrants shall not be guaranteed the competitiveness of any car.</u></p> <p><u>2. The Contest Board reserves the right to determine which cars are appropriate to compete in ITE and can make those decisions at any time after appropriate consideration and a vote achieving a simple majority of the Contest Board as a whole.</u></p> <p><u>3. There shall be no minimum weight for ITE</u></p> <p><u>B. Safety</u></p> <p><u>1. All cars shall meet or exceed safety standards set forth in Section 11 of the current year ICSCC Competition Regulations.</u></p>
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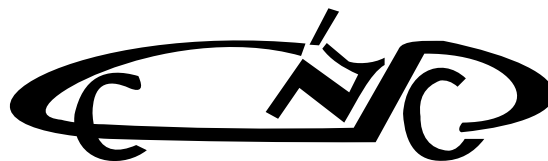
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Please respect our volunteers - no calls or faxes after 9pm



# CASCADE SPORTS CAR CLUB'S

## 2020 FESTIVAL OF ENDURANCE



### 8 Hours of the Cascades

### 4 Hour Enduro

### Northwest Mini Enduro Series Finale ( 2 Hours )

Saturday, October 17<sup>th</sup>, 2020

#### Enduro Classes

<u>4HR/8HR</u>	<u>2HR</u>	
<b>E0</b>	<b>ME0</b>	AP, SPO, SPM, GT1, GT2, GT3, ITE, SST, ST, P0
<b>E1</b>	<b>ME1</b>	BP, EIP, FIP, GTL, RS, AS, SE46, SPU, P1
<b>E2</b>	<b>ME2</b>	CP, DP, PRO3, ITS, PRO44, HIP, CT4, P2
<b>E3</b>	<b>ME3</b>	EP, FP, SM, CSM, HT, ITA, P3
<b>E4</b>	<b>ME3</b>	GP, PRO7, CR, ITB, ITC
<b>EU</b>		ANY OF THE ABOVE CLASSES W/O LIMITED FUELING
<b>ESR</b>	<b>MSR</b>	Sports Racer class: open only to cars eligible to compete in ICSCC Sports Racing Classifications

#### Schedule

##### **FRIDAY**

6:00pm – 8:00pm Registration – Pro Tower (North Paddock)  
6:00pm – 8:00pm Tech Inspection

##### **SATURDAY**

7:15am – 10:00am Registration & Tech Inspection  
7:45am Mandatory Crew Chiefs Meeting – Pit Stall #1  
8:00am Mandatory Drivers Meeting – MotoX Grandstands  
9:00am - 10:00am Practice Session 1  
10:15am - 11:15am Practice Session 2  
11:40am National Anthems  
11:55am Cars due on LeMans Grid  
**12:00pm – 8:00pm Cascade Festival of Endurance – 2 hour / 4 hour / 8 hour**  
5:30pm - 5:35pm Track Crossing  
8:20pm Awards  
10:45pm Gates Closed

**THANK YOU GOLD SPONSORS: Skyline Scaffold, ACI Cartage Inc., & Retro Racing**

## 2020 TENTATIVE ICSCC EVENT SCHEDULE

### Championship Race Events

<u>Date</u>	<u>Track</u>	<u>Club</u>
May 2/3 (rotn 5/6)	Portland International Raceway (double race)	CSCC
May 16/17 (rotn 1/2)	Pacific Raceways (double race)	IRDC
June 5/6/7 (rotn 3/4/5)	Spokane County Raceway (triple race)	NWMS
June 20/21 (rotn 6/1)	Portland International Raceway (double race)	CSCC
July 18/19 (rotn 2/3)	Pacific Raceways (double race)	IRDC
August 15/16 (rotn 4/5)	Portland International Raceway (double race)	CSCC
August 29/30 (rotn 6/1)	The Ridge (double race)	IRDC
Sept 26/27 (rotn 2/3)	Mission Raceway Park (double race)	SCCBC

### Endurance Events

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

March 28	Oregon Raceway Park	TC
April 26	Oregon Raceway Park	TC
May 1	Portland International Raceway	CSCC
May 15	Pacific Raceways	IRDC
June 4	Spokane County Raceway	NWMS
June 19	Portland International Raceway	CSCC
July 17	Pacific Raceways	IRDC
August 14	Portland International Raceway	CSCC
August 28	The Ridge	IRDC
Sept 25	Mission Raceway Park	SCCBC

### 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 <b>CANCELLED</b>	ICSCC
Nov. 7	Fall Meeting & Awards Banquet, Hotel RL Olympia WA	ICSCC



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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 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](mailto: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.

### 2020 MEMO PUBLICATION SCHEDULE

ISSUE	SUBMISSION DATE	CONTENT
Memo #1	Mar 20	worker fund reports race schedule race officials TC event announcement
Memo # 2	Apr 24	CSCC Race #1#2 – May 2&3 IRDC Race #3&4 – May 16&17
Memo # 3	May 29	NWMS Race #5,#6&#7 – June 5,6&7 CSCC Race #8&#9 – June 20/21
Memo # 4	July 10	IRDC Race #10&#11 – July 18/19
Memo # 5	August 7	CSCC Race #12#13 – June 15/16 IRDC Race #14&#15 – Aug 29/30
Memo # 6	Sept 18	SCCBC Race #16&#17 – Sept 26/27
Memo # 7	October 9	CSCC Enduro – Oct 17 rule changes banquet & hotel info
Memo # 8	October 30	awards banquet & hotel info Nov7 Request bid for memo editor/officers
Memo # 9	December 4	approved rule changes Request bid for memo editor/officers

Please allow one week for memo submissions



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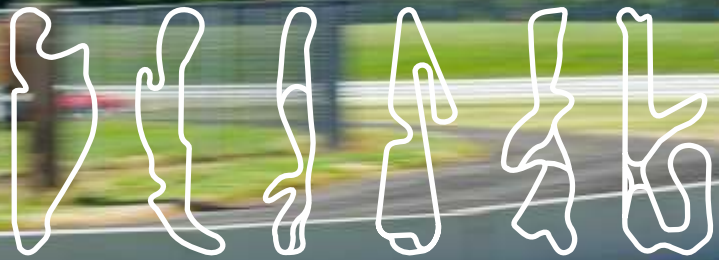




INTERNATIONAL CONFERENCE  
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**Memo #7**  
Oct 2020



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