



IN THIS ISSUE:

ICSCC MEMO # 1

FEBRUARY 2021

*The Official Publication of the
International Conference of Sports Car Clubs*
Messages from the President & the Race Steward



FROM THE PRESIDENT

Hello all -

About time for the first memo submission of the ICSCC 2021 season – buckle in, its long one!

On January 23rd your ICSCC Executive Board members, Officers, and Officials met in Conference's first ever virtual E-Board Meeting to do the business of preparing for the 2021 racing season on your behalf. These dedicated people accomplished what is normally handled in two separate day long meetings professionally and efficiently in just over FOUR HOURS! Next time you run into someone serving Conference or your Member or Affiliate club remember to thank them for the invaluable time they invest, voluntarily, to make amateur road racing available in the Northwest. Conference is able to operate because of the selflessness and passion for the sport of a few individuals and I would like to thank them personally for their support through good times and bad!

A quick digest of what might interest you as a result of the meetings:

1) Because of wise management and smart planning ICSCC and all of it's member clubs are solvent and planning events for the 2021 season. In a crazy world and economy, we are very lucky indeed.

2) Steve Clinton has stepped down as License Director after several years of excellent service educating, assessing, and managing our Novices and potential participants from outside of our organization. He has set the bar high for his replacement! While contact has been made with a potential replacement it is uncertain whether he will be able to commit to this very important responsibility. The License Director is a critical part of our race event structure and has a lot of power to affect our growth and who is allowed to race with us. Filling this position is vital and most who have held the position have found it to be very positive and fulfilling experience. If you are a qualified candidate or know someone who is and commit for the season, please contact me asap!

3) According to our normal procedure Duane Martinsen

steps down after a great job as 2020 Steward and the Assistant Steward moves up to become the Steward and that is Rick Delamare. This is not his first rodeo as he previously contributed his service to Conference as Steward in 2002/2003! Accepting Rick's invitation to become Assistant Steward is Michael Conatore who also served Conference previously as Steward in 2011/2012. We are very lucky to have experienced ex-Stewards stepping up to serve the membership again.

4) One of the things that makes Conference great is that our licensed drivers make the rules that they race under. Understandably, 2020 had pretty light engagement in the rules making process with few drivers writing rules proposals and attending what were mostly virtual rules vote meetings. There were three rules proposals and one advisory vote that were proposed and went through the process, all submitted by CSCC. Outgoing Steward Duane Martinsen will include the official info in this month's memo but three passed and this is how they will affect you:

a) Currently the only numbers that can be reserved and guaranteed to a specific licensed driver for a specific class are 00 through 299. You cannot reserve a number for your car that is outside that range. The rule change proposed allows the number 300-999 to be legal for use at our races but still cannot be reserved for your car in your class. This passed and was confirmed by the E-Board unanimously. As I am sure you all know, if you reserve a number in a specific class or multiple classes as part of the licensing process it is yours to use whenever you attend a Conference Championship race. If someone else shows up with that number and is racing in your class the person who doesn't own that guaranteed number must change it. If neither driver has the number guaranteed, whoever registered for the race first gets to use it. All the numbers between 300-999 fall into this category. They cannot be reserved, but they are legal to run.

b) Currently in the Super Production classes in Group 1



FROM THE PRESIDENT *cont'd*

(SPO,SPM,SPU) four wheel drive (all-wheel drive) vehicles are not legal. Since this is a "catch all" class with few regulations outside of dividing into individual classes by displacement it seemed arbitrary to deny all-wheel drive cars. It was proposed to make them legal in the SP classes which passed through the clubs and was approved unanimously by the E-Board.

c) The ITE class in Group 4 has been run under a set of rules originally written by another sanctioning body and has been home to cars over the last several years that did not fit in any other class very well but were also potentially illegal in ITE depending on rules interpretation. Since it was being used as somewhat of a "catch all" class similar to SP it was proposed and passed through the clubs to officially make it a "catch all" with fairly open rules but the exception of not allowing Sports Racers due to safety concerns. It passed the E-Board unanimously.

5) We passed a pretty straightforward update to the licenses that we will offer in 2021:

a) The ICSCC International Road Race License (IRR) Gold Card - A full senior license that can be acquired for one or two years provided the applicant has an ICSCC Member or Affiliate club membership with a matching duration, submits that application with a physicians examination on file that is good for the duration of the license per ICSCC Comp Regs. Since other sanctioning bodies that have traditionally honored our licenses in reciprocity require a doctors physical examination we wanted to protect the status this level of licensing has traditionally held.

b) The ICSCC Area Road Racing License (ARR) Silver Card - A full senior license that can be acquired for one or two years with all of the same requirements as an IRR license with the exception of a doctors physical examination which is not required but is strongly recommended. Would not be recognized by most other organizations without accompanying physical paperwork.

c) The ICSCC Observation License (OBS) White Card - A license that can be acquired for one or two years and allows someone the License Director has deemed experienced enough to participate in an event under observation for a potential upgrade to Senior licensing. The License Director has made good use of this license to bring in potential drivers who have experience in area but have been away for an extended period of time or that has been participating in racing we haven't traditionally

considered an automatic qualification.

d) The ICSCC Novice License (NOV) White Card - A preliminary license that can be acquired for one or two years offered to new drivers who have successfully passed an initial novice training through one of our clubs or an approved third party school for the purpose of training for eventual promotion to a senior license.

e) The ICSCC Enduro License (END) Blue Card - This license requires recent history as a Senior Licensed driver or approval by the License Director. This is an inexpensive license that can only be used in ICSCC Endurance races of at least one hour in length or longer. It is primarily for those only interested in Enduros, some coming from budget endurance series, and those who want an opportunity to stay active in racing but with a more limited schedule and usually in a shared car.

In all cases - the new licensing forms are now up at ICSCC.com under the forms tab and your license fees can be paid at Motorsportreg.com. People sometimes have some difficulty finding those on Motorsportreg's menus but if you enter the search term "ICSCC" they usually pop right up. Better yet, go to ICSCC.com and download the new licensing forms, read the directions for which license you want to apply for, fill them out completely, and then follow the handy links that our website administrator Alberto has placed to make your life easy!

Last, but not least - while you are over there at ICSCC.com take a look at the freshly updated and approved ICSCC 2021 schedule and start planning on a summer of racing! We want to see everybody out there airing the stink that was 2020 out of their racing gear and enjoying the ICSCC experience and community!

Thanks - Rick



photo by Kevin Skinner



STEWARD'S CORNER

The 2021 race season is coming up soon and hopefully we can get all the races in this year. For those that do not know me, I am Rick Delamare and will be your Race Steward for this year. I will be joined by Michael Conatore as Assistant Steward. If you have been racing with Conference for a long while you already know that we have both been Stewards for Conference in the past. Get your cars ready and we will look forward to kicking off the new race season in May.

Rick Delamare



photo by Kevin Skinner

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“Time to Gear Up for the New Season”

Driver's suit getting old, faded and looking a little worse for the wear (or worse...it doesn't fit anymore)?



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“I had to replace all my safety gear. Andy was so helpful, helping me, as a newbie, to really make the right choices for me.” **Brad Shinn** – AH Sprite
• “Great company that goes above and beyond for its customers/clients.”
Ed Gless – Pontiac GTO • “We are so fortunate to have this business to support us. None better, totally committed to customers.” **John Rankin** - Beach FSR



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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			43	CSCC	E 1105.H	The use of a head and neck support system meeting SFI38.1 or FIA 8858 standards is highly recommended <u>required</u> .
X			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>

ICSCC CONTEST BOARD RULE CHANGE PROPOSALS
Proposals for Championship Season 2021

X	4	82	CSCC	C 1317	<p>ITE cars shall conform to current Oregon Region SCCA rules. ITE</p> <p><u>A. General</u></p> <p>1. <u>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>2. <u>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>3. <u>There shall be no minimum weight for ITE</u></p> <p><u>B. Safety</u></p> <p>1. <u>All cars shall meet or exceed safety standards set forth in Section 11 of the current year ICSCC Competition Regulations.</u></p>	
					<table border="1"> <tr> <td align="center"> <p>PASSED</p> <p>Yes – 34</p> <p>No – 6</p> <p>Abstain - 3</p> </td> </tr> </table>	<p>PASSED</p> <p>Yes – 34</p> <p>No – 6</p> <p>Abstain - 3</p>
<p>PASSED</p> <p>Yes – 34</p> <p>No – 6</p> <p>Abstain - 3</p>						

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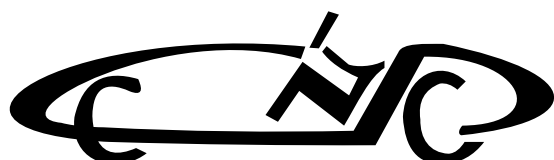
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photo by Kevin Skinner



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

2021 TENTATIVE ICSCC EVENT SCHEDULE

Championship Race Events

<u>Date</u>	<u>Track</u>	<u>Club</u>
May 1/2 (rotn 4/5)	Portland International Raceway (double race)	CSCC
May 15/16 (rotn 6/1)	Pacific Raceways (double race)	IRDC
June 5/6/7 (rotn 2/3/4)	Spokane County Raceway (triple race)	NWMS
June 19/20 (rotn 5/6)	Portland International Raceway (double race)	CSCC
July 17/18 (rotn 1/2)	Pacific Raceways (double race)	IRDC
August 14/15 (rotn 3/4)	Portland International Raceway (double race)	CSCC
August 28/29 (rotn 5/6)	The Ridge (double race)	IRDC
Sept 4/5 (rotn 1/2)	Mission Raceway Park (double race)	SCCBC

Endurance Events

Oct 16	Portland International Raceway	CSCC
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Driving Schools / Test & Tune

March 27	Oregon Raceway Park	TC
April 30	Portland International Raceway	CSCC
May 14	Pacific Raceways	IRDC
June 4	Spokane County Raceway	NWMS
June 18	Portland International Raceway	CSCC
July 16	Pacific Raceways	IRDC
August 13	Portland International Raceway	CSCC
August 27	The Ridge	IRDC
Sept 3	Mission Raceway Park	SCCBC

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

Jan.	TBA	ICSCC
Mar.	TBA	ICSCC
Nov.	TBA	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](#)

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.

2021 MEMO PUBLICATION SCHEDULE

ISSUE	SUBMISSION DATE	CONTENT
Memo #1	Feb 5	worker fund reports race schedule race officials & Officer Reports approved rule changes
Memo # 2	Feb 22	Officer Reports
Memo # 3	Mar 25	Officer Reports CACC Race 1 & 2 - May 1/2 IRDC Race 3 & 4 - May 15/16
Memo # 4	April 24	Officer Reports NWMS Race #5,6 & # 7 – June 5/7
Memo # 5	May 24	Officer Reports CSCC Race 8 & 9 - June 19/20
Memo # 6	June 24	Officer Reports IRDC Race 10 & 11 - July 17/18
Memo # 7	July 25	Officer Reports CSCC Race #12 & 13 - August 14/15 IRDC Race #14 & 15 - August 28/29 rule changes banquet & hotel info
Memo # 8	August 25	Officer Reports SCCBC Race # 16 & 17 - Sept 4/5 awards banquet & hotel info TBA7 Request bid for memo editor/officers
Memo # 9	Sept 24	Officer Reports CSCC Portland Enduro - Oct 16
Memo # 10	October 25	Officer Reports Request bid for memo editor/officers

Please allow one week for memo submissions



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Portland
International
Raceway





Memo #1
Feb 2021



photo by Kevin Skinner

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“Garmin Announces – Armadillo Racing As Official Supplier Of The Catalyst™ Driving Performance Optimizer”

Garmin, leading designer and manufacturer of GPS navigation technology, has just announced that Armadillo Racing will be a official supplier of the new Catalyst™, Driving Performance Optimizer. *“Obviously, we are thrilled to be associated with Garmin and to be able to bring this innovative and superior product to the Pacific NW Racing community,”* stated Andy Collins, President of Armadillo Racing.

Garmin Catalyst™, a virtual racing coach and driving performance analyzer, mounts in the car to gather performance data and provide real-time audible coaching. Immediate session analysis helps drivers of all levels achieve their full track driving potential. Groundbreaking True Track Positioning™ technology uses built-in accelerometers, 10 Hz multi-GNSS positioning, and image processing to automatically generate your car’s racing line.



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“Andy does a great job – a local icon for motorsports.” **Steve Barnes** – Porsche 914 • “So nice to have someone in the area that is passionate about racing and helping others enjoy the sport.” **Nick DeVitis** - Shelby GT350



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