



ICSCC MEMO #2

MARCH 2021

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

IN THIS ISSUE:



FROM THE PRESIDENT

Hello all – my last submission for Memo #1 was pretty lengthy so I will strive to keep this a little shorter.

The 2020 ICSCC race calendar was drastically affected by a confluence of polarizing business, health, economic, and political issues which left us with three heavily impacted race weekends and an enduro. That also left us with no Championships to win and consequently, no Banquet to celebrate them which is unparalleled in my two decades of Conference experience. As I noted in



my last memo, we redesigned the Race Licensing forms since last season to reflect the revised licensing options available and make the process a little easier. The ICSCC Executive Board quickly approved the new forms and our Web Administrator posted them along with links for payment at our website ICSCC.com under the “Forms” tab. As soon as we informed the drivers that applications were available online it was good to see there are a lot of people who seem to want a return to some degree of normalcy as there was immediately a strong flow of applications coming to the License Registrar. The total number of licensed drivers in 2019 was 299 and for the heavily affected 2020 season it was still 273. This drop off could have been heavier but was mitigated by having some drivers being on the second year of two-year licenses and the success of the “Enduro Only” license. At the time of my writing (last couple days of February) we currently have 84 Race Licenses carried over, newly issued, or awaiting processing for 2021. This is a great start and I

hope it continues as our first race is scheduled to occur with Cascade Sports Car Club at Portland International Raceway on May 1st. That is just about 60 days away so I hope everyone is scheduling some garage time to make sure those cars are prepped and ready to get the season off to a fast start. We want to return to having Championship trophies awarded and a banquet to celebrate them so enter early and often this season!

On that subject – lets make sure everyone understands the structure of both the race weekends and the season championships as they have undergone some significant changes in the last couple years:

- 1) All of the member clubs are now holding separate races for each day of their events. CSCC and IRDC have three championship race weekends each scheduled producing six championship races each. NWMS has a three day weekend scheduled producing three championship races. SCCBC has a single weekend scheduled producing two



FROM THE PRESIDENT *cont'd*

championship races.

- 2) In order to qualify for a Championship in any established class a driver must enter half of those races, and if that is an odd number it is rounded down. A quick look at this year's event calendar would tell you we have seventeen races scheduled so EIGHT would be required to qualify for a class championship.
- 3) Out of the half of the total number of races you must enter, you must also finish half of those to qualify for a championship which would be four official race finishes. In any race that you complete at least half of the laps of the class leader, or half of the laps of the group leader if you are the only car in class, before retiring to be classed as a finisher and receive points according to your placement.
- 4) There is also a maximum number of results that drivers can take from any one club. If a club holds six races (CSCC and IRDC scheduled to do so this year) only the FOUR best results from each club can be used towards a championship. If a club holds five or less races (NWMS and SCCBC) a maximum of THREE races can contribute points toward a championship.
- 5) Remember that in these uncertain times it is possible that any event on the calendar could be cancelled for any number of reasons, real or imagined and that will change the math in the steps above. Go chase your points early and have a great season – don't run out of opportunities because something gets cancelled.

I know this is a little complicated but hopefully that description is worded in such a way that it makes it fairly clear and encourages more drivers to chase a season championship. That little round Champion patch on your driving suit can be oddly satisfying! Really looking forward to seeing everyone at the track so here's hoping for a much improved 2021.

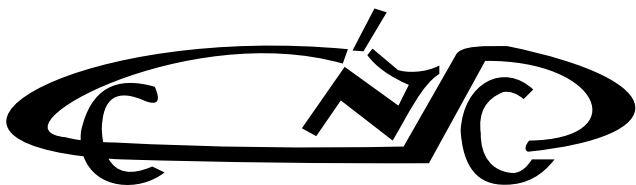


photo by Kevin Skinner



photo by Kevin Skinner



photo by Kevin Skinner



photo by Kevin Skinner



ENDURO CORNER

The ICSCC Endurance racing season is set with a total of eight races comprising the 2021 Northwest Mini Enduro Championship Series (NWMECS). The schedule of mostly one hour races gets started on May 1st at Portland Int'l Raceway for the first one hour mini enduro of the season. Back by popular demand is "Pressure Qualifying" for this race where you have one lap to set your fast time! From there the series shifts north to Pacific Raceways on May 15th, then east to Spokane County Raceway on the 5th of June. Two weeks later the series is back in Portland on June 19th. The three remaining one hour races will be held July 17th at Pacific Raceways, August 14th at PIR, and August 28th at The Ridge. The NWMECS season concludes nearly two months later on October 16th in Portland for the lone 2 hour race on the schedule. So, to recap that is a total of eight weekends at four different race tracks!

The series rules remain basically unchanged from 2020. With the 2 hour counting as two single races there is in essence nine races rather than eight. For the Championship, your best six races count and one needs to enter four races in order to qualify for the Championship. The series rules and schedule are posted in this issue of the Memo and online.

Additionally, on October 16th Cascade will hold its annual Enduro which again will include a 4 hour race and an 8 hour race to go along with the 2 hour NWMECS finale. Last year's event had a nice turnout and with a few more entries would have paid out prize money for the 8 hour race. The goal for 2021 is to get enough entries to be able to pay out prize money! By October we'll hope that the US/Canada border is open as this event usually sees several entries from our friends up north. Cascade is looking at adding a Street Tire class and dropping the E4 class for the 2021 event with no other significant changes planned. The race is now in its 46th year and is a fall favorite of many northwest racers. The event bookends the ICSCC racing season so plan to make the long off season a little shorter this year by attending the race.

Entering an enduro is a great way to maximize track time during a race weekend. An enduro is also a great opportunity for someone else to drive your car to help dial it in. We hope the veterans will continue to enjoy the camaraderie running an enduro brings. And if you've never done one before, we hope you'll give it a try. We'll see you at the track!



photo by Kevin Skinner

2021 NORTHWEST MINI ENDURO CHAMPIONSHIP SERIES

What is it:		<u>DATE</u>	<u>TRACK</u>
Eight race series:	Round 1	5/01/21	Portland Int'l Raceway
	Round 2	5/15/21	Pacific Raceways
	Round 3	6/05/21	Spokane County Raceway
	Round 4	6/19/21	Portland Int'l Raceway
	Round 5	7/17/21	Pacific Raceways
	Round 6	8/14/21	Portland Int'l Raceway
	Round 7	8/28/21	The Ridge
	Round 8	10/16/21	Portland Int'l Raceway (2 Hour)

Races are one hour or two hours in length. Two hour races count as two races (single points times 2). Note: Time does not stop for black flags or red flags

Top 6 races count towards the points championship. Must enter a minimum of four races in order to qualify for the championship. With one 2 hour race, there is a total of 9 races.

Each one hour entry shall consist of one or two drivers. Each two hour entry may have no more than four drivers. Drivers may drive in up to two cars per race.

Each one hour race will require a mandatory 60 second pit stop. Each two hour race will require a mandatory two minute pit stop.

Entry fee, qualifying procedure, etc. will be determined by sponsoring club and may be different between events.

Classes: **ME0** – AP, SPO, SPM, GT1, GT2, GT3, ITE, ST, SST, P0
ME1 – BP, EIP, FIP, GTL, RS, AS, SE46, SPU, P1
ME2 – CP, DP, PRO3, ITS, PRO44, HIP, CT4, P2
ME3 – EP, FP, GP, CR, PRO7, SM, CSM, HT, ITA, ITB, ITC, P3
MSR – SPORTS RACER CLASS (Open to ICSCC eligible Sports Racers)

Production classes (P0 – P3) – Open modifications as allowed per ICSCC Competition Regulations. Cars are classed by horsepower (HP) and weight to horsepower (WT:HP). If horsepower and WT:HP are in different classes, the Race Steward shall determine class. P0- 225 to 275HP, 10.0-12.0 WT:HP; **P1-** 180 to 225HP, 12.0-15.5 WT:HP; **P2-** 135 to 180HP, 15.5-19.0 WT:HP; **P3-** below 135HP, above 19.0 WT:HP. HP is determined using a Dynojet dynamometer 248/224/424 utilizing standard practices and procedures as described in the ST rules and as outlined in Section 1324.H of the ICSCC Competition Regs. A dyno form is not required. WT is minimum race weight with driver. Cars in Production classes (P0-P3) using tires with a treadwear rating of 180 or higher may move down one class. **All other classes listed follow ICSCC rules.**

Points: 1st – 12, 2nd – 10, 3rd – 9, 4th – 8, 5th – 7, 6th – 6, 7th – 5, 8th – 4, 9th – 3, 10th & lower – 2, Pole – 1 (where applicable / No pole points for 2 hour races). All positions are scored except as noted: DNF/DNS score a maximum of 6th place points. Number of laps completed will determine position for DNF's. All DNS's score the same number of points based on the number of cars in class.

Championship trophies will be awarded to class champions in classes that average 0.75 entries.

Championship trophies will be awarded to the top 3 in classes that average 5 entries.

Eligibility: Licenses – ICSCC IRR/ ARR/ ENDURO, SCCA, CACC, SOVREN, FIA, ASN, or NASA. All other licenses must be approved by the ICSCC License Director. Novice license holders are not eligible.

FULL SET OF RULES:

Entry to this race does **not** have to be in conjunction with any other race(s) of the weekend.

Except as noted, the 2021 ICSCC Competition Regulations will apply.

Classes follow ICSCC class rules except for the Production class (P0-P3) which is not an ICSCC class. Production cars should resemble factory production cars and shall follow guidelines outlined on page 1.

Maximum number of drivers per race: 1 Hour Races – two. 2 Hour Races – four. Teams may petition the Race Steward to have additional drivers. Drivers on teams that use more than the maximum number of drivers will receive full points if the driver has driven a minimum of fifteen minutes. In all other cases a driver must drive in the race to score points unless the car DNF's. Drivers may drive in up to two cars per race. Where a driver is found racing without registering, the team will at a minimum be disqualified.

Car numbers will be assigned on a first come, first served basis.

Points: See above (page 1) for point structure. Each driver will receive the same points whether an entry is one or multiple drivers. Example: If a one driver entry wins – 12 points are awarded. If a two driver entry wins – 12 points are awarded to each driver. Pole points will be awarded to both drivers. If a driver drives in two different cars in the same race, they will only receive points for the higher finish if the two cars are in the same class. If the two cars are in different classes, the driver will receive points for both classes. The Series Championship (each class) will be determined by adding a drivers six highest point totals together. Ties in final points shall be resolved on the basis of each driver's record of first place finishes; then, if necessary, second place finishes. If two or more drivers have accumulated the same number of first and second place finishes, they shall be considered tied for the Championship. If for example two drivers tie for the Championship, the next driver shall be considered to have finished in third place.

****Championship points standings available on www.icscc.com ****

Mandatory Pit Stop: Each one hour race will have a mandatory 60 second pit stop to be made between the 20 minute mark and the 40 minute mark of the race for both one driver and two driver entries. Each two hour race will have a mandatory two minute pit stop to be made between the 30 minute mark and the 90 minute mark of the race for both one driver and multiple driver entries. Pit stops may be made before or after the mandatory pit window but will not count towards the mandatory pit stop. The car's ignition must be turned off while refueling as well as when a driver change is taking place. All crew members who have the potential to come into direct contact with gasoline or gasoline vapors during pit stops are required to wear the following safety gear: A fire suit, fire resistant gloves, head sock, and helmet. A fire bottle designee is also required in case of a fire; however, they are not required to wear the same safety gear. No contact with the car is allowed while refueling except for a driver change. Helping a driver get belted in, radios plugged in, and cleaning the front windshield are not considered contact with the car and may occur at the time of refueling if necessary. Pit crew attire: Arms, legs, and feet shall be fully covered.

The Pit lane speed limit and zones shall be determined by the sponsoring club. One crew member is allowed over the wall to signal the car into their pit space. During a Full Course Yellow (FCY), pit lane will be closed. If you are in pit lane at the time of a FCY, you will be released to rejoin the field. Pit lane will not re-open until the entire field has passed start/finish after the re-start of the race. If a FCY or Black/Red flag extends past the mandatory pit window, two green flag laps will be added to the pit window. The clock will continue to run under race stoppage.

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](#)

Minimum Penalties: Pit lane speed violation, fuel spillage over 1 liter – Stop & Go. Improper attire on crew members over the wall, no fire bottle designee – Penalty Box: 30 seconds. Working on car during re-fueling – Penalty Box: 1 minute. Mandatory pit stop window violation: 2 lap penalty (1 hour races), 3 lap penalty (2 hour races). All others – Warning

Trophies: One or two in class – 1st only; three to five in class – 1st & 2nd; six or more – 1st, 2nd, 3rd

MANDATORY DRIVERS MEETING – See schedule. Failure to attend may result in starting at the rear of the field.

Each sponsoring club is responsible for setting the qualifying procedure. Qualifying sessions may vary from what is listed below. Check event schedule for the most up to date information.

QUALIFYING PROCEDURES

ROUND 1 – MAY 1, 2021: Pressure qualifying. Either driver may qualify. Qualifying shall consist of one Green flag lap (one out lap and one green flag lap). Qualifying order shall be set by class with MSR first, then ME0, ME1, ME2, and ME3 last. The starting grid shall be set fastest to slowest.

ROUND 2 – MAY 15, 2021: 15 minute qualifying session. The starting grid shall be set fastest to slowest

ROUND 3 – JUNE 5, 2021: 15 minute qualifying session. The starting grid shall be set fastest to slowest

ROUND 4 – JUNE 19, 2021: 15 minute qualifying session. The starting grid shall be set fastest to slowest

ROUND 5 – JULY 17, 2021: 15 minute qualifying session. The starting grid shall be set fastest to slowest

ROUND 6 – AUGUST 14, 2021: 15 minute qualifying session. Starting grid shall be set fastest to slowest

ROUND 7 – AUGUST 28, 2021: 15 minute qualifying session. Starting grid shall be set fastest to slowest

ROUND 8 – OCTOBER 16, 2021: *Lemans start – No qualifying, no pole points

* = No Pole Points (2 hour races)

This series is a great way to get in more racing over the course of a weekend. Race in the series for the championship or race in it to do more racing, either way it is a great opportunity to maximize your track time for the race weekend!



ICSCC OFFICIALS 2021

PRESIDENT

Rick Bostrom
2909 N 13th Street Tacoma WA 98406
Tel: 253-298-8465
Email: president@icscc.com

VICE PRESIDENT

Linda Heinrich
P.O. Box 1977
North Plains, OR 97133-1977
Tel: 503-647-5399
Email: vice_president2@icscc.com

ASSISTANT RACE STEWARD

Michael Conatore
PO Box 14951
Tumwater WA 98511
Tel: 360-970-6177 (cell)
Email: asst_steward@icscc.com

LICENSE DIRECTOR

TBA
Email: license_director@icscc.com

SECRETARY

Lynn Coupland
5670 SW Menefee Dr.
Portland, OR 97239
Tel: 503-246-3511
Cell: 503-701-3547
Email: secretary@icscc.com

VICE PRESIDENT

Mike Tripp
5477 Beach Bluff Dr
Freeland, WA 98249
Tel: 503-367-2452
Email: vice_president@icscc.com

RACE STEWARD

Rick Delamare
13129 N. Echo Lake Road
Snohomish, WA 98296
Email: steward@icscc.com

TREASURER / ADVISOR

Charles Hurley
16025 Cascade Ln SE
Monroe, WA 98272
Cell: 206-353-7854
Email: treasurer@icscc.com

LICENSE REGISTRAR

Linda Bostrom
P.O. Box 6980
Tacoma WA 98417
Tel: (253) 756-9704
Email: ICSCC.License.Registrar@outlook.com

POINTS KEEPER

Duane Martinsen
8981 Wyvern Dr SE
Port Orchard WA 98367
Tel: 360-871-6162
Email: points@icscc.com

RACE OFFICIALS DIVISION

David Bell
Tel: 778-789-0545; (360) 957984
Email: rod_director@icscc.com

MEMO EDITOR

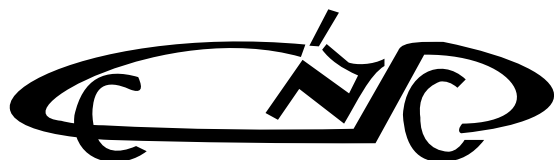
Kevin Skinner
25141 53rd Ave.
Aldergrove, BC V4W 1T1
Tel: 604-856-8957 (res)
Cell: 604-230-6084
Email: memo@icscc.com

WEBMASTER

Alberto Fonseca
Redmond WA
Cell: 323-459-3332
Email: admin@icscc.com



photo by Kevin Skinner



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

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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 #2
March 2021

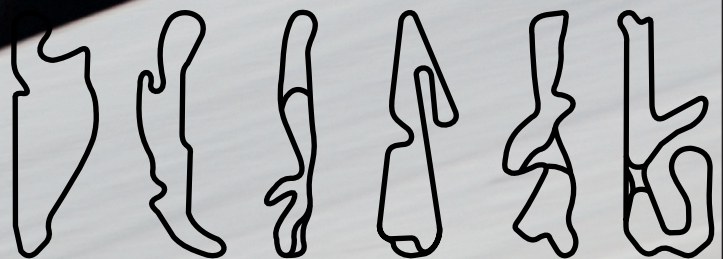


photo by Kevin Skinner

Free Personal Safety Equipment Analysis

“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)?



Gloves worn out & seams coming apart?



Driving shoes don't give you the pedal feel you want?

Underwear, balaclava, and socks – We've got exactly what you need to outfit yourself for the 2021 season.

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Roux offers features never before found in a helmet: Built in radio mic and speaker ear cups, Safety Helmet release system, installed cooling system, drink tube, HANS Anchors and more.



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An American tradition, worn by the top professional drivers. Designed for whatever type of car you drive from sedans to formula cars. The 2020 Bell helmets are incredibly lightweight with options such as forced air, aerodynamics, or carbon fiber.



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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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