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ICSCC MEMO #3

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

Messages from the President Race Steward & License Director



FROM THE PRESIDENT

Hello all –

My last submission was rather lengthy so I will try to keep this one short!

It seems that what effectively turned into a year off for most people in 2020 has given them some enthusiasm to get back to doing the things that bring value to their lives and get them the heck out of the house! There has been a good flow of drivers eager to get licensed and we have at least heard some questions or seen some interest from an encouraging number of potential novices. As of the end of March we have 130 ICSCC drivers either licensed or in process on the License Registrar's desk with more pouring in at a good rate.

On that subject – remember that all of our Licensing Fees are paid on MotorsportReg.com. A quick search of events on their front page with the search term ICSCC should bring up our annual driver licensing fee. Don't send checks and/or cash through the mail. In the near future we hope to have all of our licensing forms on MotorsportReg.com so you can fill out your paperwork AND pay your fees at the same time. For now remember that MotorsportReg.com is ONLY where you pay your fees. You still need to go to ICSCC.com and download your forms under the “reference” tab, fill them out, then scan them or take a clear picture with your phone and send them to the ICSCC License Registrar in one of the ways listed on the form. Just paying on MotorsportReg.com will not result in a license heading your way. It has happened enough times that I think maybe we need to explain it better!

Traffic on the forums over at ICSCC.com has dropped off over the years and I think it would be good if more people started posting and debating things that they think will make Conference stronger and better. Participation in the 2020 rules change system was particularly weak and Conference can only be what the Club Member Drivers who comprise it want it to be. We are not a “for profit” enterprise – we are a group of people who feel strongly enough about wanting to race at the amateur level to band together and share resources to make that

happen. I start feeling like a broken record but let me assure you that there is no profit motive for the incredibly dedicated volunteers to make everything connected with Conference work. Every entry fee is utilized to pay the cost of putting on the events without accumulating more than enough to pay the next year's deposits. We understand that not everyone can afford the time and money to volunteer for the big jobs and we don't want people feeling like they shouldn't race because of it. Everyone can help in some way very occasionally and should feel obligated to do so as a club member pitching in to help all their fellow club members. The Canadian border was just confirmed to stay closed until at least April 21st which means it is getting perilously close to the beginning of the season. Canadians are a dedicated staple of Conference racing and both the dedicated volunteers and competitive drivers are sorely missed in many ways. If you know someone that you can talk into volunteering for even one weekend this year, or volunteer for a race that you can't drive in for some reason maybe that is how you contribute.

Just a quick warning – in my business we track the availability of lots of different raw materials and finished products. The freezing storms in Texas and Oklahoma knocked out a lot of chemical production that is going to affect both price and availability of certain raw materials for the next 90 days or so that find their way into a huge number of products. Make sure you get that car prepped early for the beginning of the season because you might find yourself waiting for some piece or part that you need for waaaaaay longer than you anticipated.

Look forward to seeing everyone soon – there WILL be a championship season this year so start planning how you are going to accumulate enough points to get a trophy and a cool patch for your driving suit!



STEWARD'S CORNER

Just a little more than a month to go till the beginning of the Conference race season. First race is at Portland on May 1-2. Hopefully, the offseason has allowed you to do all the maintenance and performance modifications you needed to or wanted.

While you are making your preparations, I recommend a quick review of the rule book, especially section 1106 regarding numbers, class markings, and minimum weights. Your competitors deserve to know what class you are running and it causes confusion and slow downs in the scale line. We will be enforcing this at each event.

Anyone with a new car or roll cage that needs a log book and does not have an SCCA or NASA log book, please contact me or Michael so we can inspect the cage. If we are doing this at the track, allow yourself some extra time on Friday afternoon/evening or nice an early on Saturday AM.

After a strange last season, it will be nice as some of the gathering restrictions are being lifted to get back to a normal season of racing. I have already been out a couple times with the new car. See you soon.

Rick Delamare



FROM THE LICENSE DIRECTOR

Before all else, huge tip of the cap to Steve Clinton, who served as your Conference License director for the past three seasons. As my dad used to say, “you never appreciate how big someone's shoes are until you put them on”. Steve did a great job under some trying circumstances, and in the middle of a transformative moment for Conference. He passed on his lessons learned and offered guidance and counsel as I move in to the position.

However I ended up here, I want to extend thanks to the leadership of Conference for entrusting me with this new role. I will put my best foot forward to continuing the good work and finding ways to keep Conference successful.

Here are a few ramblings I'd like to drop out there that I see from this vantage point.

A growing cohort of drivers new to Conference are coming in by other means—other racing organizations or through enthusiast events—and we want to welcome all that we can. The trick, in part, is finding the balance between the barrier and the gateway to entry. That is- Conference has a reputation for a high standard of driver skill and discipline and we want to cultivate and maintain that standard.

But. Establish a bar too high, and frustration and ego can dissuade a potential competitor. Balance is key.

I will do what I can to vet new drivers who come with unconventional resumes, claims of past glory, or unverifiable skills before turning them loose in the race groups. As fellow racers, I am asking you all to use your judgment and experience to vouch new recruits. Nothing will go further than hearing that this is someone I want to race with, coming from your mouths. I will search you out and seek your input or caution when name dropping begins.

Observation. Steve noted that he got better feedback, and the drivers got better input, when the novice race included drivers performing the observations. I intend to continue this strategy, and want to encourage all drivers to commit to participating in at least one Novice race as a driver. Your participation, experience, and keen skills of observation will contribute to building a quality racing program for years ahead

See you at the track!



PRO3

The PRO3 Line *Bill 'Blue Baron' Ecker and Jim Cissell*

I can hear frogs awakening, buds are on the apple tree, and the grass has exploded back to its demanding high maintenance mode. Which really can only mean one thing, conference racing season is just around the next apex...er corner. Soon, 2.5-liter 5-speed BMW E30s will snort to life and resume the cycle of circuits here in the sunny (!) Pacific Northwest—as PRO3 racing once again takes to the track. Conference, led by clear-eyed optimists and determined realists, has already published its full slate of the 2021 championship racing season (<https://www.icscc.com/season.php>) featuring eight racing weekends including seven doubles and the return of the Spokane TRIPLE June 4-6.

If the creek don't rise, we'll once again revel in the company of our northern neighbors both as guests and hosts when the border opens. We sorely missed their spirit and bodies in the abbreviated 2020 non-championship season. Well, all except for that one guy. So here's to a healthy, competitive FULL season.

One place that looks to be full is the PRO3 paddock. If the shuffling of cars and rumors swirling about during the last 12 months are any indication, another surge is coming. Since the 2020 season—that wasn't delayed the title defense by Mr. Bercovitz, everyone in the pointy end has had that much more time to prepare. Perhaps 2021 will finally see the match up of Tipton, Northrup, McAffer, Byers, Bercovitz, Peters, Lowell, Hovington—and who knows who else that we've all waited to see.

Of course, the stalwart veterans will flush out the grid—the Wellers, Kelloggs, Storgaards and so on. Crafty seasoned competitors willing to use guile and cunning to elbow their place in the finishing order. If the past is prelude, once again the paddocks of PRO3 will provide the most robust, populous, and animated grid around. The PRO3 Line Bill 'Blue Baron' Ecker and Jim 'Croc Man' Cissell

Some long-term PRO3 cars will have new drivers this year—a hearty welcome and good luck to Fil Alleva, Scott Studerus, and Scott Ekert, driving the old 137, 42, 121 cars respectively. Long time alumnus Beef Wellington has moved off to unknown pastures, although one suspects he'll be back before long in something fast with four wheels and a number. Long-timer Tim O'Donnell listed the 105 car—one of the oldest (but still among the fastest) PRO3 cars around, having passed through Bob Mearns and

Parker McKean along the way.

But with 89 PRO3 cars still running, everybody's got someone to race; hot youngsters with barely a season or two in PRO3 are clawing at the pace, now getting joined by fresh recruits in resurrected cars or cars moving around. There's even rumors of new, fresh builds underway both in the U.S. and Canada. Based on the traffic on social media and forums, none of the cars for sale lasted more than a week or so before changing owners.

So too, as it has always been, the rumors of the death of PRO3 were greatly exaggerated. Expect another year of outsized grids, pranks and hijinks at every race. Not to mention the green-to-checkers battles that are second to none.

Although IRDC has not released the official driver training schedule for 2021, furious plans are afoot to figure out how to continue to deliver quality instruction with masked social distancing restrictions in place. Stay tuned for more news on that.

If you're thinking of going out on track this season, check out HPDEs and licensing at

www.BMWpugetsound.com

ProformanceRacingSchool.com

cascadesportscarclub.org.

or motorsportsreg.com

With all the canceled classes, there'll be a backlog trying to get in. And would-be racers who've had to wait this long are bound to get a little twitchy.

The ongoing PRO3 movie project is still afoot. The latest dispatch from the lines reads, “The documentary film “PRO3 E30: A Northwest Racing Legend” continues to grow. We finished the trailer back in December. You can see it at <https://vimeo.com/486663675>.

Director Dave Krygier and the post production team are hard at work assembling the director's cut, which is in final edit, and is planned for release in April 2021. The GoFundMe site should be back in operation by March 5—<https://bit.ly/2UU4ufQ>. To truly convey the excitement and fun that is PRO3, we need to raise another \$5,000 to shoot another 2-3 days of racing action—hopefully without masks. We plan to finish the 22-minute broadcast version later this year. Dave says we'll then have enough for a 90-minute version if we

PRO3

cont'd

choose to go there. Thanks for all your support.

Now, a few parting words from your faithful reporter. After an amazing six years in the paddock, driving these cars and being a part of this amazing collection of folk, I, Bill Ecker, will be assuming new and different roles at the track, which won't include PRO3. So I will hand in my pen and turn the torch over to Jim. It has been an amazing journey, from the first race in Portland all those years ago, to Laguna Seca among a throng of 15 PRO3 cars celebrating BMW's 100th

Anniversary, to a Kevin Doyle champagne shower following an improbable victory in the Oregon rain. It has been a journey of a thousand steps, made with good spirits and great people.

You won't be rid of me, however. Among other things, I was nominated (recruited) (begged) (coerced) to become ICSCC license director, to facilitate getting new drivers onto the grid and prevent unqualified ones from getting there. So, I will be at every race. Missing rubbing paint with my pals in PRO3, but enjoying the show. Thanks for the welcome and the camaraderie. Nunc est Bibendum!

ed.... Many thanks to Jim Cissel for submitting this report on behalf of the PRO3 race group



As spring approaches, many of us are excited about getting back to the track. In past years, this was taken for granted. **But this year is going to be special, and we are all going to savor going to PIR a little more than usual.** The COVID situation is rapidly evolving in a good way, with cases down and vaccination numbers going up. Let's all cross our fingers that this trend continues. FOPIR is working closely with track management, city and park leadership to help ensure that PIR is approved to allow more people at events as restrictions are lifted. **The situation is expected to change dramatically for the better in the coming months, so let's all be patient as track, city and state leadership make it happen.**

April 2021 Swap Meet Cancelled

As some of you are aware, the April Auto Swap Meet has been canceled due to COVID. This event is one of the biggest events at PIR, so losing it for a second year in a row was painful, but necessary. **The decision was made after reviewing the restrictions in place, the progression of COVID-19, and the safety and viability of the event given its size.** Ensuring the health of vendors, attendees and the community will always be a top priority for the track and event organizers. **Let's all plan on attending the swap meet in 2022.**

60th Rose Cup Races is a GO for July 9 to 11, 2021

Looking further out into July, the COVID situation is expected to improve *dramatically*. **FOPIR is very excited to announce that the 60th running of the Rose Cup Races is ON for July 2021.**

We have been hard at work to secure exciting run groups and special events to celebrate the 60th running of this special event. This year we will honor the origins of the Rose Cup Races as a pure amateur event with many exciting run groups such as the featured **Rose Cup Race (big bore), Vintage, Spec Racer Ford, Spec Miata, Small Bore, Formula Ford and Karts.** In addition, [Bridge City Autosports](#) will be running an autocross in the North Paddock during all three days of the Rose Cup Races. The autocross will be open to the public to enter and as spectators.

If you are interested, be sure to sign up early since space is limited. In addition to all this competition, there will be car corrals, special exhibits of Rose Cup Race history and more. **Check out [RoseCup.com](#) for more information including details for drivers, spectators, vendors, car clubs and more.**



CASCADE SPORTS CAR CLUB

Presents

Rose City Opener XXIX – Gary Bockman Memorial Race

May 1st and 2nd, 2021

This is a Double Race - Non -Chicane event

Entry to PIR - No early entry on Friday until after 1:00pm unless signed up for Friday's Test and Tune or HPDE

The Bridge is open from Saturday 7am – 7pm & Sunday 7am – end of day

This race is sanctioned by ICSCC, under the 2021 Competition Regulations as a championship race, organized by Cascade Sports Car Club and held at Portland International Raceway. Mike Smith, Race Chairman, may be reached at 360-518-3986 until 9 p.m. or by email at mikes@patriotfire.com

<https://cascade.motorsportreg.com/>

ENTRIES OPEN:	Upon receipt of this announcement	
ENTRIES CLOSE:	Postmark by: April 28th, 2021	
ENTRY FEES:	<u>ICSCC or others</u> – (Saturday and Sunday)	\$365
	<u>Cascade Members</u> – (Saturday and Sunday)	\$350
	Saturday Only or Sunday Only	\$250
	ICSCC or others (3 Races - Saturday & Sunday & Mini Enduro)	\$495* 3-1 combo
	<u>Cascade Members</u> (3 Races – Saturday & Sunday & Mini Enduro)	\$480* 3-1 combo
	Additional Race Entry (Saturday, Sunday, or BOTH!)	\$165
	Mini Enduro (1 Hour) Only	\$180
	HPDE	\$215
	Time Trials	\$245
	Late Entry Fees	\$ 50
	Pit/Spectator Passes	FREE
		* Great Value

Registrar Contact: Jamie Anderson Email: registrar@cascadesportscarclub.org

Express Tech: Once you have registered and if you have an “Annual Tech”, you may present your completed and signed “Tech Form” and logbook at Express Tech and receive your weekend “Tech Sticker”. Safety gear no longer needs to be presented at “Express Tech” if you present your current Gear Tech Sticker.

Class Rotation: Saturday – Group 6 / Sunday – Group 1

- | | |
|---|--|
| Grp #1 - A-B-C Prod, SPO-M-U, PRO3 | Grp #5 - ITA-B-C-S, GTL, CT4, E-F-H Imp Prod |
| Grp #2 - D-E-F-G Prod, SM, CSM,
CR, PRO7, HT, ITX, PRO44 | Grp #6 - FV, FL, B-C-D-E-F SR, Novice O/W |
| Grp #3 - CF, FF, FA, FM, FC | *** Grp #7 - Novice Closed Wheel |
| Grp #4 - GT1-2-3, AS, ITE, RS, ST, SST, SE46 | Grp #8 - Mini Enduro (1 Hour) |
| | Grp #9 - HPDE/Time Trials |
| | *** Novice C/W – See class box on schedule page for Sunday details |



CASCADE SPORTS CAR CLUB

Presents

Rose City Opener XXIX – Gary Bockman Memorial Race

May 1st and 2nd, 2021

Non-Chicane Race runs from the ProPits

FRIDAY

5:00pm - 7:00pm Registration – 2nd Floor of the Tower
6:00pm - 8:00pm Tech

SATURDAY

7:30am - 1:30pm Registration
7:30am - 2:30pm Tech Inspection
7:30am - Novice Track Tour @ base of Tower

8:15am - MANDATORY NOVICE MEETING WITH LICENSE DIRECTOR

8:30am - 8:50am Qualifying Group 6/3

8:55am - 9:15am Qualifying Group 1

9:25am - 9:45am Qualifying Group 2

9:50am - 10:10am Qualifying Group 4

10:20am - 10:40am Qualifying Group 5

10:45am - 11:00am Practice Group 7

11:05am - 11:20am Qualifying Group 8 (Pressure Qualifying – Single Lap)

11:20am - 12:15pm LUNCH !!!

11:35am MANDATORY Drivers Meeting MotoX Grand Stand (Group 8 Meeting right after)

12:15pm - 12:30pm Group 7 Qualifying

12:35pm - 1:00pm **Race Group 6/3**

1:10pm - 1:35pm **Race Group 1**

1:40pm - 2:05pm **Race Group 2**

1:50pm MANDATORY NOVICE MEETING WITH LICENSE DIRECTOR

2:15pm - 2:40pm **Race Group 4**

2:50pm - 3:15pm **Race Group 5**

3:15pm Senior Observers to assigned turns

3:25pm - 3:55pm **Race Group 7**

4:00pm - 5:00pm **Race Group 8**

4:10pm Novice Debrief w/License Director

5:00pm **BBQ DINNER!!!**

SUNDAY

7:30am - 10:30am Registration

7:30am - 11:00am Tech Inspection

8:00am MANDATORY GROUP 9 MEETING

8:00am MANDATORY NOVICE MEETING

9:00am - 9:15am Group 9 – HPDE/Time Trials

9:20am - 9:40am Qualifying Group 1

9:50am - 10:10am Qualifying Group 2

10:15am - 10:35am Qualifying Group 4

10:45am - 11:05am Qualifying Group 5

11:10am - 11:30am Qualifying Group 6/3

11:35am - 11:55am Group 9 – HPDE/Time Trials

11:55am - 12:55pm LUNCH !!!

12:15pm MANDATORY Novice Meeting with License Director

12:55pm - 1:15pm Group 9 – HPDE/Time Trials

1:20pm - 1:50pm **Race Group 1**

2:00pm - 2:30pm **Race Group 2**

2:40pm - 3:10pm **Race Group 4**

3:20pm - 3:50pm **Race Group 5**

4:00pm - 4:30pm **Race Group 6/3**

4:40pm - 5:00pm Group 9 – HPDE/Time Trials

SATURDAY ROTATION: GROUP 6/3

SUNDAY ROTATION: GROUP 1

Grp 1 A-B-C Prod, SPO-M-U, PRO3
Grp 2 D-E-F-G Prod, CR, PRO7, HT, SM, CSM, PRO44, ITX
Grp 3 CF, FF, FA, FM, FC
Grp 4 GT1-2-3, AS, ITE, RS, ST, SST, SE46
Grp 5 ITA-B-C-S, GTL, CT4, E-F-H Imp Prod
Grp 6 FV, FL, B-C-D-E-F SR, Novice O/W
Grp 7 Novice C/W *
Grp 8 Mini Enduro
Grp 9 HPDE/Time Trials

* **Novices in Group 7 on Saturday, in with Groups 1-6 on Sunday. Groups on Sunday assigned by the License Director**

Note - Start times are the times cars are released from grid, end times are checkered flag times



The **INTERNATIONAL RACE DRIVERS CLUB**
2021 Tribute to the Volunteers

**A Double Race Weekend Plus, Round 2 of the
Northwest Mini Enduro Championship Series
Pacific Raceways, May 15th & 16th 2021**

These events are hosted by the International Race Drivers Club at The Ridge Motorsports Park under sanction of the International Conference of Sports Car Clubs, governed by 2021 ICSCC Competition Regulations.

ENTRIES OPEN:

ENTRY FORMS:

ONLINE REGISTRATION:

Upon receipt of this announcement

www.icsc.com

www.motorsportsreg.com

ENTRY FEES:

IRDC members (**Single Day**, Saturday or Sunday)

Non-IRDC members (**Single Day**, Saturday or Sunday)

IRDC members (**Both Days**)

Non-IRDC members (**Both Days**)

Additional Race Groups

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

Friday Test & Tune

Spectators and Crew members

\$200

\$225

\$350

\$400

\$125

\$200

\$195

FREE + Our Thanks!

Motorsportsreg will charge your credit card when registered.

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 2021 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 2021 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 – May 15th, 2020 – Rotation 2

7:30am	6:00pm	10.5 hrs.	Registration open
7:30am	12:30pm	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

Novice Drivers will be assigned in the appropriate Championship Group Per License Director!

9:15am	9:30am	15 mins.	Group 2	Qualifying
9:38am	9:53am	15 mins.	Group 4	Qualifying
10:01am	10:16am	15 mins.	Group 5	Qualifying
10:24am	10:39am	15 mins.	Group 3/6	Qualifying
10:47am	11:02am	15 mins.	Group 1	Qualifying
11:10am	11:25am	15 mins.	Group 8	NWMECS Round #2 Qualifying

11:25am 12:25pm 1 hr. Lunch

11:50pm 12:10pm 20 mins. Mandatory Drivers Meeting – Grandstands

12:30pm	12:55pm	21 mins.	Group 2	Championship Race
1:03pm	1:28pm	21 mins.	Group 4	Championship Race
1:36pm	2:01pm	21 mins.	Group 5	Championship Race
2:09pm	2:34pm	21 mins.	Group 3/6	Championship Race
2:42pm	3:07pm	21 mins.	Group 1	Championship Race
3:15pm	4:15pm	1 hr.	Group 8	NWMECS Round #2 Race

4:25pm Novice Post-Race Meeting

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 – **See License Director**

Group 8 = Northwest Mini Enduro Championship Series – NWMECS





Sunday – May 16th, 2020 – Rotation 3

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	
9:15am	9:32am	17 mins.	Group 4	Qualifying
9:42am	9:59am	17 mins.	Group 5	Qualifying
10:09am	10:26am	17 mins.	Group 3/6	Qualifying
10:36am	10:53am	17 mins.	Group 1	Qualifying
11:03am	11:20am	17 mins.	Group 2	Qualifying
11:20am	12:20pm	1 hr.	Lunch	
12:25pm	12:59pm	30 mins.	Group 4	Championship Race
1:09pm	1:43pm	30 mins.	Group 5	Championship Race
1:53pm	2:27pm	30 mins.	Group 3/6	Championship Race
2:37pm	3:11pm	30 mins.	Group 1	Championship Race
3:21pm	3:55pm	30 mins.	Group 2	Championship Race

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

Group 2 = D-E-F-GProd, 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



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.

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

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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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Racing photography by Doug Berger



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Portland
International
Raceway



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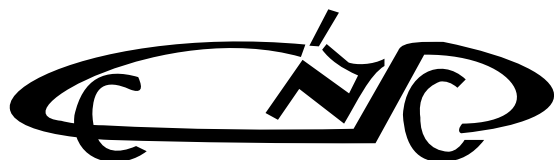
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photos by Kevin Skinner



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



Memo #3
April 2021

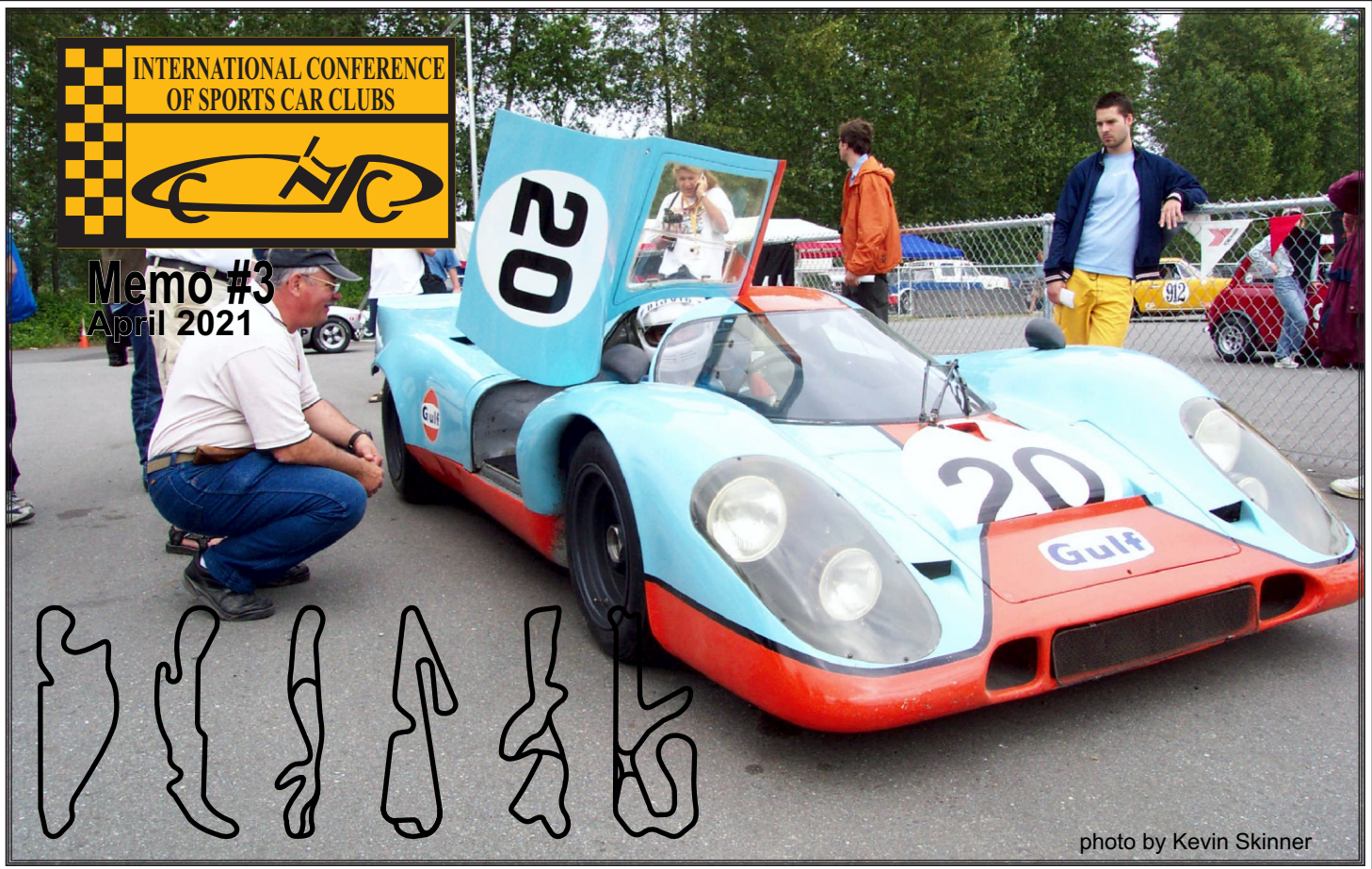
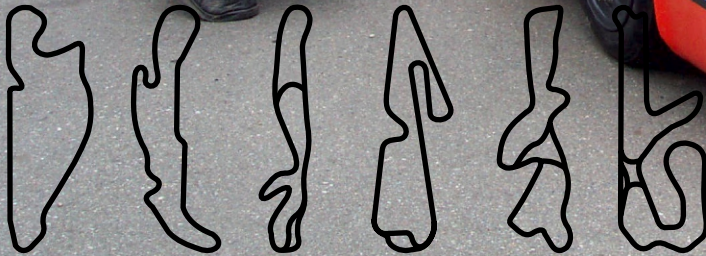


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