



ICSCC MEMO # 1 1 / 12 DEC 2022

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

IN THIS ISSUE:



FROM THE PRESIDENT

The 2022 ICSCC Championship Race Season was initially scheduled for eighteen races held on nine weekends between the months of May and September, at six different tracks hosted by the five ICSCC Member Clubs. Those races can be further broken down into one triple race weekend (NWMS), seven double race weekends (SCCBC, CSCC, and IRDC), and one attempt at something different in the form of a single day single race event with TC at ORP. In June, TC made the decision to cancel their race citing concerns about potential attendance. This resulted in a revised schedule of seventeen races at five different tracks hosted by four of the ICSCC Member Clubs over 8 weekends. Additional highlights included the sale of Spokane County Raceway and subsequent renaming to Qlispe Raceway Park resulting in NWMS miraculous efforts to secure an event there, and the overdue easing of border restrictions with Canada allowing the return of sorely missed Canadian drivers and volunteers at American events and the long anticipated return of Conference racing at Mission Raceways. This was finally the first relatively normal season since 2019.

Total entries for the last eleven comparable seasons, not including the heavily impacted 2020 and 2021 years, including all weekend entries like special races and mini enduros looks something like this:

2010:	2243 entries in 14 races over 12 weekends	160/race 187/weekend
2011:	2261 entries in 15 races over 11 weekends	151/race 206/weekend
2012:	2183 entries in 15 races over 11 weekends	146/race 198/weekend
2013:	2119 entries in 14 races over 9 weekends	151/race 235/weekend
2014:	1942 entries in 14 races over 9 weekends	139/race 216/weekend
2015:	1933 entries in 14 races over 9 weekends	138/race 215/weekend
2016:	1606 entries in 13 races over 9 weekends	123/race 178/weekend
2017:	1942 entries in 16 races over 9 weekends	121/race 216/weekend
2018:	1562 entries in 13 races over 8 weekends	120/race 195/weekend
2019:	1568 entries in 13 races over 8 weekends	121/race 196/weekend
2022:	2031 entries in 17 races over 8 weekends	119/race 253/weekend

When I created most of this data for the 2019 Fall Meetings I stated that “one of the most frequent suggestions from the membership is that we have more races on fewer overall weekends.” I think it would be hard to dispute that the E-Board has successfully accomplished the will of the membership in this regard. Because of changes to the structure of race weekends and changes in our rules regulating the number of championship races each club may schedule, the statistics don’t always lend themselves to a simple long term year to year comparison. Entries per weekend is difficult since there are roughly double the entries at a CSCC or IRDC when compared to most of our history. Entries per race is still a good indicator though and I think it should calm some of our concerns that it has stabilized and stayed relatively flat for the last five seasons. The significance of 2015 is that Cathy Fuss who had been working with ChumpCar for six years after it’s 2009 founding decided to start her own organization, Lucky Dog Racing, in 2015. Our statistics show pretty clearly that we lost the considerable percentage of our affordable entry level Group 2 cars to that organization in 2016 and the rest is history. We have done a good job of holding on to most of the rest of our drivers and replacing about as many as retire each year since then. While we still aren’t growing appreciably, the good news is we aren’t really shrinking. In casual conversations with leadership of various clubs a common theme is that the cost to hold an event is skyrocketing. It is bad enough that track rentals are substantially higher but even things like tow trucks and ambulances are both scarce and very expensive. Getting enough entries at any event to pay the bills becomes increasingly treacherous because entrants are fickle about actually showing up any time conditions aren’t perfect. Too much rain or sun, minor holidays, conflicts, etc and members just stay home. The clubs compound this by being incredibly generous with their refund policies so there is no real penalty for entering and not subsequently not attending. None of us wants to alienate our members but those in this room also volunteer to expend a lot of time and energy to protect the legacy of amateur road racing that was handed down to us over the last 65 years. It is difficult to balance the need for predictable entry levels during the planning of an event and avoid penalizing those who want the ability to withdraw their entry at the last minute without notice. If

we were to experience another large loss of drivers to another organization similar to what happened with Lucky Dog in 2016 it would likely make it impossible to conduct financially successful races in the short term without some kind of emergency action. To get a feel for where our core group of drivers comes from, our licensed drivers per club break down like this over the last five years:

	2016	2017	2018	2019	2022
BMWCCA	15	16	12	8	10
CRA	5	3	3	3	3
CSCC	111	94	86	70	78
IRDC	147	143	137	137	137
NWMS	25	25	23	26	22
SCCBC	22	20	19	20	12
SOVREN			1	1	0
TC	41	39	33	20	18
VMSC	4	4	3	3	1
VSCC	4	4	2	4	NA

TOTAL	374	348	319	292	281

That 281 licenses include our IRR (senior license with physical), ARR (senior license with medical self report form only), Observation, and Novice licenses. If we add in the 18 enduro only licenses that gives us 299 ICSCC Licensed Drivers. The slow erosion of drivers suggests that those that remain are supporting more races since entries are pretty stable. Lastly, on the next page there is a graph I created to try to give as much info concerning entries per Event, Class, and Group as possible. There are some things here that I think will be obvious to anyone reviewing it: First and foremost is that PRO3 has been and continues to support Conference with an incredible number of entries. If you look at total Championship Race entries for the year at 1769 with 466 of those being PRO3 entries, that means 26.3% of all Championship Race entries are PRO3! And that doesn't consider those same drivers and cars that double or triple enter in CT4, EIP, and the mini enduro! If you take the popular "spec" and "pro" classes (PRO3, Spec Miata, CT4, and Spec E46) and add them together they account for an astounding 936 entries out of the 1769. That is 52.9% of all Championship Race entries not counting any second and third entries coming from those cars and drivers. These are drivers that value the competitive challenge of similar cars and enjoy the camaraderie that these classes foster. We need to concentrate on preserving and growing these classes and using that model to create similar classes in the future. CC4 is another Class that has supplied substantial entries and if they continue their current growth they will be a similar asset. Since the four largest classes are all in separate Groups and with help from a combined Group 3&6 where CC4 is growing, it seems like our Groups are better balanced than they have been recently. Four of the five



	R1 PIR	R2 PIR	R3 PR	R4 PR	R5 QRP	R6 QRP	R7 QRP	R8 PIR	R9 PIR	R10 PR	R11 PR	R12 PIR	R13 PIR	R14 RMP	R15 RMP	R16 MRP	R17 MRP	G1	G2	G3 G6	G4	G5	NOV	
AS	2	1						2	1			3	3								12			
BSR	2	2	1						1	1				3	3						13			
CC4	5	5	5	3	4	4	4	8	8	7	7	7	4	7	5						83			
CF	2	2	1	1	1	1	1			1	2	1	1	3	3						20			
CR			1	1	1	1	1	1	1	1	1	1	1	1	1					13				
CSM										2	3	2	2			1				10				
CT4	9	9	7	5	14	8	6	11	12	10	10	14	9	12	12	7	7						162	
DSR	1	1	1	1				1	1	1	1	1	1								10			
EIP	4	4	4	4	2	2	2	3	3	3	4	6	4	3	3								51	
ESR														1	1								2	
FA								1	1					1	1								4	
FC					10	10	1			4	2	1	1	1	1	6	6						43	
FF	1	1	1	1				1		4	4			2		6	6						27	
FIP		1	1					1	1			1	1	2	2									10
FL								1		2	1	1	1	1	1	2	3						13	
FM	1	1			1	1	1	2	2	3	1	2	2	2	2								21	
FP																2	2			4				
FV																3	3						6	
GT1	5	8	1		1	1	1	5	5	2	2	9	7	4	3	2	3						59	
GT2	1	2						2	1	1	2	3	1	4	1	1	1						20	
GT3																1	2						3	
HT	1	1						2	2			1	1	1	1					10				
ITA	5	5	1	2	1	1	1	3	2	5	4	3	3	1		2	2						41	
ITE	1	1	2					2	2	3	4	3		10	9	3							40	
ITS	1	1														1	1							4
ITX								1	1							1	1			4				
PRO3	28	27	26	25	25	25	22	25	27	48	45	21	18	30	30	22	22	466						
RS																3	3						6	
SE46	13	10	7	7	4	4	3	7	7	10	9	8	6	12	9	2	2						120	
SM	20	19	5	4	2	2	2	13	12	6	6	12	15	25	25	10	10			188				
SPM	9	11	5	5	3	3	5	11	11	10	10	8	4	11	12	2	2	122						
SPO	2	2						1	1	2	2	2	1	2	2	3	4	24						
SPU												1				1		2						
SST	2	1	1	1				1	1	1	1	2											11	
ST								1	1	4	3	4	3	1									17	
NCW	8	10	10	12	4	5		7	6	9	7	2	3	10	7	8	6							114
NOW	1	1	1		3	2	1					1	1			2	1							14
SUB 1	124	126	81	72	76	70	51	113	110	140	131	120	93	150	134	91	87	614	229	242	288	268	128	1769
																								1769
ME	28		12			13		36					28	30										147
SR	9	6					10	6	6	51		14	13											115
SUB 2	37	6	12			13	10	42	6	51		14	41	30										262
Total	161	132	93	72	76	83	61	155	116	191	131	134	134	180	134	91	87	2031						
Entries	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	R13	R14	R15	R16	R17							

Groups are very close in season entries and Group 1 is only oversized because PRO3 provides nearly double the entries of any other entire Group.

I think that everyone in this room should look at these results and feel like we had some real success. The last two seasons have been very difficult and could easily have spelled the end for us. Thanks to a fairly small number of dedicated and passionate individuals finding new and expedient ways to accomplish our goals we have an opportunity to pick up pretty much where we left off and continue trying to evolve and grow this organization. It has been a pleasure serving with this Board and my fellow racers and I wish I had the time and energy to serve it better.

Respectfully submitted,
Rick Bostrom



REPORTS



CASCADE SPORTS CAR CLUB'S 2022 REPORT

For 2022 Cascade saw turnouts better than expected. The better than expected turnouts in combination with packing a few new groups into the schedule made for a profitable year for the club. Our Driver Training events were fairly well attended and most of the test and tune groups were sold out this year. We are looking at ways to better accommodate more test and tune entries for next year.

We tried a Sunday morning mini enduro for the first time this year and heard positive feedback regarding that. Our year end enduro saw lower than expected entries but on the positive side we saw several new teams and drivers racing in the event. We heard positive comments from the new participants, so hopefully that will lead to future ICSCC race entries.

Overall, 2022 was a good year. We'll make some adjustments next year to try and make 2023 even better.



INTERNATIONAL RACE DRIVER'S CLUB'S 2022 REPORT

IRDC held 3 races, 3 test and tunes and 2 driver trainings in 2022. The May race in 2022 was not very well attended, with several last minute cancellations, which resulted in a significant loss for the club. The July race, which was PRO3's 20th anniversary celebration, saw a record number of entries. This, combined with sponsorship from the Hill brothers, helped offset the loss from the May race. The August race at the Ridge was also very well attended, and this, along with sponsorship from Kim Seewald (worker's lunches) and a slight price increase, resulted in an overall yearly profit for the club, which was welcome after several years of loss. Getting workers to support our events has been a challenge again this year, with volunteer entries declining steadily through the season. In May we had 71 volunteers on Saturday compared to only 44 in August. We ended up having to hire some paid workers in order to adequately staff corner stations.

IRDC plans on holding 3 events in 2023, all of which to include a test and tune. The tentative dates are as follows:

June 9-11 at Pacific Raceways : this replaces the May race which typically conflicts with SCCA. This date conflicts with an SVRA event in Portland but we still expect more entries than we typically get at the May race.

July 14-16 at Pacific Raceways

August 35-37 at the Ridge

Respectfully,
Daniele Hovington
IRDC E-Board Representative



Northwest Motorsports 2022 yearly report

With a little over 90 days notice of NWMS scheduled race date, we were told by the new track owners that we could actually hold a race. With the short notice of the track availability we had to make a last minute date change and we held a race. The Tribe did little to facilitate our race, we used generators to power registration and timing/scoring. Two generous individuals donated personal hot spots so we could run timing/scoring and registration as well. Though we were not able to provide 5 star accommodations, the racers and volunteers that came to our race showed immense gratitude and appreciation for the efforts to host another race. NWMS is appreciative of the flexibility Conference and the member clubs have adapted the last several years to allow us to combine race groups unconventionally. That allowed us to put together full run groups so that all the racers had other cars to play to with on track. It made for shorter easier days that kept smiles on the faces of the volunteers and racers. Our race was a moderate success with 50ish entries. That gave us roughly a \$5k loss on the \$50k we spent to host our race. After two years of not holding races, our expenses to host the race were up 30 to 40 percent on most big ticket items. A \$5k drop in track rental help offset these increases. The tribe is offering us the option to hold a race in 2023 and would like a date from us sooner than later. Other than next years race date option we have no idea what the future holds for the track.

At this time NWMS is sticking it out to hold another race in 2023, and has some money in the bank to continue to offset running at a loss for a few more years.

Cheers to another year of survival!!
(Submitted by Bryce Scott)



THE SPORTS CAR CLUB OF BRITISH COLUMBIA
PO BOX 3432, STATION MAIN, MISSION, BC V2V 4J5

2022 Club Report to ICSCC

October 23 2022

2022 provided the first post covid restrictions opportunity for the Sports Car Club of BC to host a Conference race weekend. This season-ending race was attended by 78 racers. 25 racers made the trek north over the border, the big majority coming from the PRO3 ranks, and 25 ICSCC licence holders attended to collect points. The remaining racers held either CACC or SCCA licenses. So as the numbers show, without the participation of our local racers, the event would have been a total financial loss. By doing everything we could to reduce expenses, we managed to make a small profit.

We look forward to working with the other Conference clubs to help make all ICSCC race weekends successful for all hosting clubs. We hope the lifting of border restrictions helps to encourage cross border travel and racing.in 2023. Having said that, the increase in travel expenses and costs in general make it difficult for many racers to compete away from their home track. SCCBC encourages racers to get a Conference licence, but many of our drivers choose not to compete for a ICSCC championship due to the time and expense. Many of our racers will venture over the border to other tracks simply "just for fun" and while this helps the host clubs, it does not bring the racer into the "Conference family".

The 350 members of the SCCBC will continue to support Conference and we look forward to the 2023 season.

Regards Ray Stec
Sports Car Club of BC



Charles Hurley
Treasurer
16025 Cascade Lane SE
Monroe, Wa 98272
Phone: 206-353-7854
Email: chuck@gripracing.com

INTERIM TREASURER REPORT 2022

The financial results of the 2022 race season are expected to show a Profit. When all the revenue is received and all the expenses are paid, I anticipate a net profit for 2022 to be approximately \$6,500, instead of the \$160.00 profit budgeted. This profit is essentially a result of License Income higher than budgeted and an increased Driver Levy income.

Along with my report are copies of an up-to-date Balance Sheet, and a Profit and Loss Budget vs. Actual for 2022 YTD.

Respectfully submitted,

Charles Hurley

November 1, 2022

License Director's Report

Overview

Over the course of the 2022 season, 15 Novices upgraded to Senior license and 22 active novices started or still have open licenses. Excepting Mission and Spokane, there was an average of 8 novice drivers at every weekend, and over the course of the year, novices ran in every run group. Only Cascade and Mission provided dedicated novice run sessions. At Mission, SCCBC managed to schedule both the OW and CW novice groups their own practice, qualifying, and race sessions. Both groups had 7 novices (all running under CACC licenses). Cascade provided a novice-only practice session on the Saturday of the weekend at all three races. This year, I started giving observation licensees the same test as the novices. This was in part to make sure drivers coming from other sanctioning bodies understood the nuances of Conference flag rules, and in part to make sure observation drivers came and talked to me, which is a challenge discussed below. As always, the Cascade Enduro brought in several drivers from other series, prompting last minute and fraught exchanges with prospective drivers (or their teams) about minimum requirements and adequate experience. Overall, the novice program is successfully adapting to the new reality of the schedule and the checks and balances in place are mostly working to control the process of drivers joining the cars on track.

Challenges

The removal of the dedicated novice group creates a challenge scheduling dedicated time for meetings with the novice and observation drivers. To mitigate this, I try to provide as much supplementary information as possible early. Usually on the Wednesday before the weekend, I send an email to all registered novices with the schedule, advice on preparation, and other logistical info to try and smooth out their preparation. Mostly this works.

The challenges are:

- a) Drivers in the Friday competition school will register Friday night or Saturday morning, thus missing all the preparatory material, missing the track walk, and generally being unprepared for the first day of novice racing. Perhaps bundling the school with the novice race as part of registration could help prevent this. I strongly encourage the clubs to consider this.
- b) Late registration in general. Same issue. Novices (and observation drivers) arriving at my station at 8:45 on Saturday morning seeking direction are a problem. Difficult to send someone home who drove from Richland or Bellingham and signed up but also unreasonable to expect them to get the benefits the program offers.
- c) Motorsportreg doesn't (currently) capture license status during registration. Consequently, often novices self register into the group they want or expect to be assigned to, therefore they are not flagged as novice/observation drivers until registration at

the track-Friday night or Saturday/Sunday morning. Adding a field to the registration form showing license status could probably obviate most of this confusion.

d) As indicated above, the enduro driver credential requirements created a lot of heated discussion this year. Drivers from outside Conference with no race experience, no competition school experience, or a combination of both were denied entry. My position is based on the rules (305) requiring proof of experience on track and wheel to wheel racing. At no other time during the season do we permit drivers to join senior race groups without those credentials. If the intention is to remove the barrier to entry, all the other requirements for licensure lose their value.

e) TNT day requirements. IRDC sends me lists of drivers asking whether they can register for the TNT (usually Wednesday or Thursday night before the event). CSCC runs their own process, as does SCCBC and NWMS. A consistent standard and process would be an improvement. TNT seems to provide an opportunity to get door to door driving time without the intensity of qualifying/racing, but novices are not allowed to participate. This seems counterintuitive and counterproductive.

Successes

The current Conference license ladder remains a high standard for competition licensing. The process of integrating new drivers into the senior driver ranks continues to cultivate a strong pool of drivers and camaraderie with Conference. Many of the challenges that create difficulty or confusion are minor and can be mitigated. In our efforts to improve, small tweaks to process could make it even better.

License Registrar Report

It has been a fun year as License Registrar and I am happy to be through all the challenges of the last couple years. I enjoy working with the Drivers of Conference to make their licensing as smooth and easy as possible, especially the Novices who are almost always happy and excited to begin racing with us. I have a good relationship with Bill Ecker and we are able to help Novices solve their unique problems in a way that is fun, fair and welcoming. I also enjoy working with club registrars Jamie and Linda to ensure all entrants have the proper credentials or have quick access and processing of a Conference License to insure the maximum legal entries for the good of the Clubs.

It is one of my responsibilities to transport the Conference transponders to and from the races and it is my duty to report that several of those are currently moving towards the end of their functional life. Replacing our fleet of rechargeable transponders from AMB, especially those with lifetime subscriptions to avoid constant management and payment to keep them operating, would be a very expensive investment for Conference to undertake. My understanding is that new batteries can be adapted to them when they fail once and then when that wears out they are done. I think some of ours have had this done to them already? Would the Board want to consider buying a few a year to replace those that fail? Getting out of the Transponder rental business? Assessing the ones that are failing or have failed for their one-time battery replacement? Out of the original 30 in the charging case, 20 are currently thought to be fully functional, 1 gives no readings at PIR, 2 give no readings at Pacific, 1 only held a charge for one day at PIR, with 6 having been declared non-operational and discarded at some point in the past.

Licensing through MotorSportReg.com has gone very smoothly. Some small changes to make the info easier to enter and simpler to process can be made but almost everyone licensed through MSR this year, with only a few technology-phobic drivers sending outdated paper forms and checks to the P.O. Box. It is always good to make jobs easier for future volunteers and the MSR licensing process makes it easier and quicker to process licenses. Since the Medical Self-Report questionnaire is now a part of the MSR licensing process it has greatly reduced the number of drivers applying and me setting aside those applications while I wait for them to get and send a physical exam later as they have in the past. It does seem to streamline process and now allows us to issue a license to a driver in a short amount of time and even at the event they want to participate in. Last minute entries were achieved more often than I imagined. This would seem to have achieved the E-Board's goal of lowering barriers to entry substantially.

Fewer drivers managed to leave races with our rental transponders still attached to their cars this year. I think that was mostly because the Club registrars were very proactive about getting them back as the last groups came off the track on Sunday. They did an exceptional job.

I get to be very helpful to the people who need me in Conference and as a result I have mostly happy interactions with the drivers. It is nice to have gotten to know so many of them and greet them at our events. I am happy to continue in this capacity for 2023 year if it is desired.

Linda Bostrom

Race Steward Report

The 2022 ICSCC season started off with a bunch of puddles, sprinkles, and RAIN! Our first 9 races of the year all had some sort of moisture. This was especially hard on club entries, but the drivers at the track seemed to be in high spirits and were driving well! There was a lot more carnage than we had hoped during the beginning of the year in the rain races, which is unfortunate. Thankfully once the weather turned, the carnage seemed to dwindle. It was exciting to be back in Spokane as which was in excellent condition considering it has been shut down for the last few years. NWMS did a wonderful job making everyone feel welcome. Crossing the border into Canada for the first time in 3 years was great. Everyone with SCCBC was so welcoming and did an excellent job running the race. Both clubs put on excellent races and every racer I spoke to who attended these races were extremely impressed and had a great time. Cascade tried a few different ideas with the schedule which some parts were working and others not so much We received feedback both positive and negative from drivers as well as workers on things they would like to see improved and changed. Cascade had the best turnout overall during the year. IRDC also tried a few different ideas to bring out more attendees and in general bring greater awareness to ICSCC road racing.

The July event with IRDC saw the 20th Anniversary of Pro3 which saw 48 cars on the grid!! Pro3 put on a amazing show for all to watch. The Hill brothers sponsored a special Pro3 race at the end of the day Saturday – Man what a show these guys and gals put! Spectacularly close driving and all had a great time. Unfortunately, during the ride along mock race Sunday there was an incident, which severely damaged 2 cars, but thankfully no one was injured.

Unfortunately, there were several tickets handed out during the year. It seems that we as an organization (The Stewards) really need to go over some of the passing rules as well as flagging rules during the drivers' meetings more often. There seemed to be many passes under yellow and ignoring flags.

Stewarding was extremely rewarding for me over the year and took a deep dive into the innerworkings of what it takes to hold a race weekend, both on the Conference side as well as the club side of things and all our great volunteers, from timing and scoring, registration, pre-grid, and corner workers.” There are so many great folks out there who are so dedicated to this sport we all love. I am especially proud of everyone who makes these races happen from the bottom to the top! Big thanks to Rick Bostrom, Duane Martinson, Terry Overdeik for being assistant Steward this year! Thank you all for all you do!

Unfortunately, there are also some parts of the job which are not so pleasant, like suspending drivers, ticketing drivers, and dealing with those who think they do no wrong, or could not have been part of the problem. Fortunately, this is exceedingly rare - and most drivers are very responsive and cordial to the stewarding crew.

I have been racing in conference since 2005, and rarely dip my toes into the other waters with any other racing organization, but because of the position this year I raced with SOVERN for the Historics and SCCA/FOPIR at Rose Cup. I have now to this day had contact on track with another car 3 times. At Rose Cup there was contact at T1 which I would consider a racing incident as a Steward. (3 of us total entering T1, the 2nd place car and myself were close nose to tail under threshold braking and the front car made a extremely hard cut and harder on the brakes than the last few laps which resulted the 2nd car taking evasive action and we had light front fender to rear bumper contact after trying to avoid driving almost into T1 wall) After the race, the Steward came up to me and asked about the incident, I started to give my take of the incident (I think I got about 10 words out) and he immediately cut me off and stated – You had contact – you owe me \$100, then turned and walked away. I want to think that we as Conference have some of the best stewarding out there. We listen, talk to each driver to get their part of the story, make a decision and relay that to the drivers. They may not always agree with the decision but at the end of the day there is mutual respect and respect for the Steward position as nothing is personal, just a job. We are all drivers, and we understand how things are on track. I honestly had never had an interaction in all my years racing quite like this, which goes to prove how GREAT a job all of us in Conference do to be the BEST road racing organization in the PNW. Kudos to all!!

One area that we as board members and ex-Stewards need to work together to produce a viable solution to the new look of “Stewarding” It has been increasingly harder and harder to find suitable candidates who meet the criteria and are willing to commit to 2 years as Assistant Steward then Steward. This is a huge commitment to ask and as our numbers dwindle and people have less and less time, at some point we will need to rely on ex-Stewards to help train and assist. Every ex-Steward I spoke to this year seemed to be more than willing to help. But the time is now to start the process of changing the rules, and to start recruiting for future years!

Speaking of new blood, Roldan deGuzman has been training and assisting with me for the last 7 races and he should be well prepared for Stewarding in 2023. He is very levelheaded, knows the rules well and has a great temperament for the job. I have offered my assistance to him for the first few races of the year and hope that other ex-stewards do as well. I believe he will do a fantastic job for Conference. In short thank you to everyone who was there to help educate, support, and give advice and for having trust in me as Steward.

I look forward to seeing you all next year from behind the Visor!

Brad Greco
2022 ICSCC Race Steward
206-818-3632

WEB ADMINISTRATOR'S REPORT

FALL MEETING 2022

WEBSITE

This year the website has continued in maintenance mode with no major changes introduced in 2022.

FORUMS

The forums have continued in maintenance mode with regular software updates applied as needed.

The anti-spam registration add-on has continued working well throughout the year.

2023 PLANS

Backend

In the coming year, I have some improvements planned to streamline the process of posting updates to the memo, race announcements and race results. This will help improve response times between document submission and going live on the website for members to access.

Respectfully submitted,

Alberto Fonseca
Web Administrator

Historian's Report, 2022

Despite my best intentions and desires, I was limited to attending only the SCCBC race weekend in September at Mission Raceway.

The reasons for not attending any of the other races included date conflicts, illness, ongoing border regulations, travel costs, and concern over Covid being more prevalent in the Pacific Northwest U.S. than in B.C.

At this stage of my life, well into my 'senior' years, I am looking to reduce the number of days I spend in hot sunshine and cold rain, shooting photos of all sorts of racing. I've been going to races with a camera for 57 years, and most of the last three years off have shown me that there are some other things I am just as happy to do with my life.

That is not to say I won't get to any more ICSCC races next year or in the future, but my presence at races may continue to be less than it has typically been over the 20-something years I have been Historian. Should ICSCC have someone else in mind to do the job, I would step down and wish him or her well. If not, I am willing to continue with the arrangement as it has been. I believe that what makes this arrangement satisfactory is the involvement of Doug Berger, who, as always, will supply his photos for the benefit of ICSCC and the racers. His presence the past few years at races in the U.S. has given ICSCC a high-quality photo record of this challenging time for the sport, that I was not in a position to provide. Indeed, the photos in this year's banquet program and the 'slide show' are largely thanks to him taking much time to find the photos we needed of the trophy winners from 2021 and 2022. So, I offer my personal thanks to Doug for being there for ICSCC.

So, to conclude, I'll have to see the 2023 schedule and make it into Spring before I have a better idea what my plans might be, but I'd like to carry on as Historian under the existing arrangement, if ICSCC wishes me to.

Gerry Frechette

Annual Report 2022 ICSCC Event Insurance

The 2022 season was finally back to normal. We were able to purchase our required insurance for close to the cost of 2021. Both IRDC & CSCC were able to run full event seasons. TC was able to run several Time Trials. NWMS was allowed to use the Spokane raceway under the new management.

All Certificates of Insurance were delivered to each facility and designated club representative prior to each event. I am pleased to announce that there were no insurance claims submitted this year. This will assist in keeping our policy in good standing. I do not anticipate any major price increase for 2023.

I was able to review both of IRDC's event contracts prior to signing. This is very helpful when negotiating insurance coverage. We have seen an increase in liability coverage requirements at the Ridge and PR. Track damages is another area that did require some negotiations to avoid an extra charge from our insurance provider. None of the liability increases impacted our base insurance coverage. This is an area that we will continue to follow in years to come. I recommend no changes to our current coverage.

The use of motorsport.reg for the signing of liability waivers has been approved by our insurance carrier. We will still need to have waivers signed at the entry gate for everyone entering the event. I would like to work with the clubs to streamline this feature. This item to be discussed at the RATS meeting.

With the border open, I am hopeful that we can return to normal operations in 2023.

I would like to thank the board for allowing me to continue as Insurance Advisor in 2022.

I am available to continue for the 2023 season if the board so desires.

Respectfully Submitted

David D Bennett

ROD Report

This past year the ROD membership totaled 20 members, 16 of whom qualified for year-end awards. This year no ROD member was able to attend all of the ICSCC events. This year the number of members was down from prior years, I think this is due primarily to my efforts to have people register online, rather than using paper signups as we have in the past. Next year it is my intention to offer people the opportunity to sign up at the track, in addition to online registration.

This year there are 8 workers who qualified to attend the banquet as guests of ICSCC, by working 8 or more races, and I would like to thank the ICSCC for their continued support of the ROD membership.

The strength of the ROD is our membership and the support we receive from the ICSCC and the member clubs.

Volunteers truly appreciate the family feel that ICSCC events provide, and always enjoy having conversations with ICSCC drivers and officials. Looking to the future we need to work to increase our membership by attracting new members to our family and find ways to transfer the knowledge and experience our more senior volunteers have to our newer members. The number of events, the overlapping schedules, the cost of travel, and the compressed schedule all add to the difficulty our members have in attending events.

Respectfully submitted

David Bell

2022 Points keeper report-

I feel this year went well and was an improvement over last year as I became more comfortable with the position. One item that popped up a few times this last year is how the racers names populated the entry field in timing and scoring. This was caught in the points review process. What would happen is a racer would enter via motorsportsreg and possibly have multiple profiles. One may have their full names another may have an abbreviated name or nickname. When this happens, the computer believes that they are two different people. The correction was to let the individuals know this was happening and correct it in future entries by using a consistent name. Again, this year I had help from Rod Davison up north as well as the club's timing and scoring reps. Races stewards were also helping to get their reviews done as quickly as possible, but some race weekends had multiple investigations following the weekend which took additional time. For next year I believe we will need a new updated copy of Orbitz as it will expire at the end of 2022.

In closing points results were put out as fast as possible but there were a lot of players involved so sometimes it took additional time. I am also willing to accept this position next year if approved.

YES	NO	Item #	Page #	Club	Section/ Jurisdiction	Proposal
			77	IRDC	C 1316 B 7 (a)	(a) Air cleaner assemblies, intake hoses, tubes, pipes, resonators, intake mufflers, housings, filters, etc., located ahead of the air metering/measuring device (i.e., air flow meter assembly) may be modified, removed or replaced. Velocity stacks, ram air or cowl induction is not allowed unless fitted as original equipment. Modifications to the front grill and headlight area for the purpose of cold air induction are not allowed. Air measuring/metering devices (i.e., air flow meter) shall be the swinging gate –potentiometer type as provided on E30 BMW 325i cars and may not be modified or replaced. The stock air flow meter may be replaced with a digital air flow meter from PanzerPerformance.com. Part number: 13627547877-DIG. The stock intake manifold shall be used. No internal polishing or coating of the manifold is permitted, and port matching is restricted to no more than 1 inch in from the cylinder head mounting face(s).

✓ PASS

YES	NO	Item #	Page #	Club	Section/ Jurisdiction	Proposal
			75	IRDC	C 1316 B 5 (a)	The engines used in Pro-3 will be stock BMW engines correct for the series in which they are installed. No internal engine modifications will be allowed except for those outlined in these rules. Engines may be bored to a maximum of .040 inch over standard bore size. Factory replacement pistons or their equivalent (with the exception of diameter) must be used. Cast or forged equivalent pistons shall provide the same dome/dish/valve relief configuration, ring groove width and spacing, pin height relationship, and weigh no less than factory standard bore pistons. Piston rings are unrestricted. Valve guide material is unrestricted. Where a factory specification for original cylinder head thickness can be proven, a tolerance of .025 inch less than the service limit will be permitted. Under no circumstances may the compression ratio be increased by more than one-half (.5) point. The application and/or use of any painting, coating, plating, impregnating substance (e.g., anti-friction, thermal barrier, oil shedding coatings, chrome, anodizing, etc.) to any internal engine surface is prohibited. Factory, OEM equivalent or heavy duty (part number m20rarmHD rocker arms must be used but may be de-burred and/or polished to remove casting imperfections and improve reliability. Removal of material (lightening) beyond the minimum to accomplish this task is prohibited. Head studs may be used in place of the OEM stretch head bolts, provided the studs perform the same function as the head bolts All engine components not otherwise listed in these rules shall meet factory specifications for stock parts. One (1) engine stay rod may be added. The Stock ECU containing the BMW part number ending in: 153, 173, 380, 524, 525 must be used without modification except for the replacement of the "ECU chip" with a standard performance chip from Dinan, Conforti (labeled as Bonneville Motorwerks or Turner Motorsport), or Mark Dsylva. The ECU may not be modified, and the chip must be used with software as provided by Dinan, Conforti, or Mark Dsylva in a standard program readily available to anyone. The aftermarket chips may NOT contain a custom program. The engine harness must be stock, except for allowable repairs that maintain the original continuity of wires and all of the stock sensors must operate as stock. Unused wires may be removed and relays/connectors replaced and relocated. No additional or alternate sensors may be used that interfere with, influence, or modify the operation of the ECU and stock engine wiring harness. Data acquisition and storage of engine parameters is allowed, however, except for an RPM pickup wire, no additional sensors, wires, or equipment of any kind may be connected to the ECU or chip. On-board adjustability of engine these parameters is not allowed. E30 325i required engine is the North American specification 2499cc M20 B25 injected 6-cylinder.

✓ PASS

YES	NO	Item #	Page #	Club	Section/ Jurisdiction	Proposal
-----	----	--------	--------	------	-----------------------	----------

		1316 B	79	IRDC		(a) Power steering components may be disabled or removed. A larger power steering pulley, not exceeding 1" overall OEM diameter, may be used in place of the OEM power steering pulley. The swivel joint may be modified or replaced but must retain original functionality.
--	--	-----------	----	------	--	--

✓ **PASS**

YES	NO	Item #	Page #	Club	Section/ Jurisdiction	Proposal
-----	----	--------	--------	------	-----------------------	----------

			30	IRDC	E/C 714	All class winners The top 3 finishers shall be weighed when applicable and where possible (where possible is defined as the scales are in proper working order and the vehicle is able to be pushed onto the scales). When the class winner 2022 ICSCC Competition Regulations 31 is weighed, it is recommended that at least second and third place finishers in the class be weighed as well. Cars may be weighed following any timed qualifying session, provided that all cars in the class that participated in the session are weighed. Each club is to make sure the scales are accurate and in good working order throughout the racing event. Scales shall be manned by competent personnel of the sponsoring club at least one hour before and during all timed qualifying sessions and one hour before and during all racing sessions. Failure of finishers designated by the Race Steward to report directly to the scales at the end of their race will result in disqualification. All cars except Formula, Super Production and Sports Racers are required to display an ICSCC Minimum Race Weight Sticker or an appropriate substitute as per ICSCC Competition Regulation 1106L. Any car required to weigh at the end of a race that does not meet the required minimum weight, will be disqualified.
--	--	--	----	------	---------	---

✓ **PASS**

in class

YES	NO	Item #	Page #	Club	Section/ Jurisdiction	Proposal
-----	----	--------	--------	------	-----------------------	----------

			102	IRDC	E 1327	Spec E46 Spec E46 shall run under the current rule set published on the Spec E46 web site at http://spece46.com/specs/rules . For SE46 class cars in ICSCC, 17.2 Factory rear trunklid spoiler (part number 51710139322, 51717893671, or 51710018269) must be removed if installed are optional. Spec E46 shall run under the current rule set published on the Spec E46 web site at http://spece46.com/specs/rules . The safety and technical regulations in Section 11 of the current ICSCC Competition Regulations shall be in force. Where conflicts arise between Section 11 and the SpecE46 rule set Section 11 shall prevail."
--	--	--	-----	------	--------	--

✗ **FAIL**

YES	NO	Item #	Page #	Club	Section/ Jurisdiction	Proposal
-----	----	--------	--------	------	-----------------------	----------

			111	IRDC	E/C 1501 C 1 & 2	1. Steady: Take care, Danger. SLOW DOWN, NO PASSING from the flag until past the incident or at the next active station not displaying the yellow flag. 2. Waved: Extreme danger. SLOW DOWN, be prepared to stop. No passing from the flag until past the incident or at the next active flag station not displaying a yellow flag.
--	--	--	-----	------	------------------	--

✗ **FAIL**

YES	NO	Item #	Page #	Club	Section/ Jurisdiction	Proposal
4	0	1	8	CSCC	302 A (E/C)	Any person 18 years of age or older may apply to the ICSCC for a competition license provided that the applicant holds a valid state or provincial drivers license, <u>and</u> has a valid membership of a Conference member or affiliate club which expires no earlier than November 30th of the license expiration year. In the event of multiple club memberships, the applicant shall select one club as his/her choice and shall name that club in the space provided on the ICSCC license application. See Section 612. The license issued will be commensurate with the qualifications of the applicant under Sections 304 and 306.
4	0	2	24	CSCC	612 B (E)	Current valid state or provincial driver's license. A photo ID.
4	0	3	25	CSCC	613 C (E)	Must hold a current valid driver's license issued State, Province, and/or other sovereign nation.

YES	NO	Item #	Page #	Club	Section/ Jurisdiction	Proposal
			43	IRDC	E 1105 H	The use of head and neck support system meeting SFI38.1 or FIA 8858 standards is highly recommended required. (Spring 2011)

Bill Ecker
Driver of the Year



photos by Gerry Frechette

Soner Terek
Novice Driver of the Year



photos by Gerry Frechette

Scott Morton
Worker's Choice



photos by Gerry Frechette

Linda Blackburn
Worker of the Year



photos by Gerry Frechette

ICSCC OFFICIALS 2022

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

Wes Hill
20303 – 166th Ave NE
Woodinville, WA 98072
Tel: 206-769-9516
email: asst_steward@icscc.com
weshill@earthlink.net

License Director

Bill Ecker
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

Brad Greco
20601 – 53rd Ave W.
Lynnwood, WA 98036
Tel: 206-818-3632
Email: steward@icscc.com
bjgreco@hotmail.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



photos by **Gerry Frechette**

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

**2023 Tentative ICSCC EVENT
SCHEDULE**

Championship Race Events

Date	Rotation	Club	Track
April 29-30		CSCC	PIR
June 10-11		IRDC	PR
June 17-18		CSCC	PIR
July 15-16		IRDC	PR
July 28-30		NWMS	QRP
August 12-13		CSCC	PIR
August 26-27		IRDC	The Ridge
September 16-17		SCCBC	Mission

Endurance Events

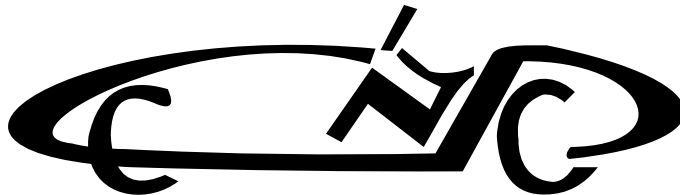
October 14		CSCC	PIR
------------	--	------	-----

Driving Schools / Test & Tune

June 9		IRDC	PR
June 16		CSCC	PIR
July 14		IRDC	PR
August 11		CSCC	PIR
August 25		IRDC	The Ridge
September 9		TC	ORP
September 15		SCCBC	Mission

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

March 19	RATS Virtual @ 9:00 AM	ICSCC
Nov. TBA	ICSCC Awards Banquet	ICSCC



Central Racing Association



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

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.



Gerry Frechette

**has photos of your car
See them on the internet**

Tour our website and you can see all the photos from an event in one place, pick the ones you like, and order them online.

To see your photos:
Go to **c** and pick a

photo album to view. No user name or password needed.

From there, follow directions for ordering online or contact Gerry or Sue for further info at 604-734-4721 or gerryf@telus.net.

For photos prior to 2011, continue to view them at DotPhoto, but please do not order from there; instead, contact us directly and we will process your order.

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



photos by **Gerry Frechette**



photos by **Gerry Frechette**

Racing photography by Doug Berger



Photographic prints, digital copies, t-shirts, mugs, phone/tablet covers, water bottles, mouse pads, yadda yadda, yabba dabba do.

We offer the largest selection of photos from ICSCC events, visit us online at:



E-Mail: doug@dbpics.com

2023 MEMO PUBLICATION SCHEDULE

Memo is to be published on the first of each month

Please allow one week for memo submissions



Memo #11/12
Dec 2022



photos by Gerry Frechette

Now you have great options...

Stay Cool in the Heat of the Summer

The Standard used by many racers

The compact Cool Shirt Club 12 System provides the advantage of system for those racing applications that have limited space and is perfect for road racing — a favorite among ICSCC and SOVREN drivers! The compact Cool Shirt Club 12 System keeps you cool and alert so you look and feel your BEST even when track temperatures exceed 100V F. The 12 quart system complete with ice chest, pump, hoses, mounting tray, and black cotton shirt is specially priced at just \$700, a savings of \$20 off MSRP.



COOL SHIRT



Techniche Hybrid Vest

Get cool and stay cool with the Techniche Hybrid Vest

Now you have a low-cost option to stay cool for over an hour with the Techkewl vest that utilizes frozen packets of a phase change material. Unlike any cool vest you've seen before, the packets freeze at 58 degrees which means you just throw them in your ice chest and in 20 minutes they are frozen solid.

Personally tested at the Spokane ChumpCar race by Armadillo Andy: "It was about 85 outside and 100 in the car. I wore the vest under my suit and after my 1-1/2 hour stint the vest still had some frozen material. The vest kept me cool so I could focus on not being hit by other ChumpCars."

Complete vest and phase change packets **only \$219.95**. In stock and ready to keep you cool. Officials, Turn Marshals and Crews — You have not been forgotten. Try the Techniche Evaporative Cooling Towels. Just soak in water and you'll stay cool for hours. **Only \$10.95**



FLUID HYDDRATION SYSTEM

A programmable drink system installed in the car, that provides a squirt of water on a regular and programmable basis to keep you hydrated. Better than a Coolshirt system, studies have shown that constant hydration improves your decision making during a race. Indy 500 champion Ryan Hunter Ray says he won't ever race without one. Call for details.

"When you deal with Armadillo Racing, not only are you getting top notch quality products and service, you're also supporting an organization that gives back a lot to the sport." Mark McClure — Formula Mazda



Select the cooling option of your choice to prevent overheating and improve your performance this summer. Then call or come by our showroom at the track to place your order.

On Track With All Your Racing Needs • 1-888-211-9129 • Toll Free USA and Canada • www.armadilloracing.com