



# ICSCC MEMO #1 JAN/FEB 2022

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

## IN THIS ISSUE:

Messages from the President, & Officer Reports  
Tentative Schedule



## FROM THE PRESIDENT

2021 was supposed to be the year we started returning to more historic norms of behavior and in small ways that was at least a little true. Between worries concerning Covid and the economic damage resulting from that and other political and practical issues shaping peoples lives, attendance was adversely affected. In 2021 it was still almost impossible to attend our events if you called Canada home and the rug was unceremoniously pulled out from under a long planned Northwest Motorsports/SOVREN joint race event when Spokane County Raceway was closed and put up for sale. In spite of all this and with incredible levels of effort by IRDC and CSCC, Conference was able to successfully return to awarding season championships for the 2021 season which I believe was an important return to an expected normalcy. I want to thank those who supported Conference this year as volunteers and as drivers and congratulate those who put forth the effort and skill to win a championship. I think we all feel it would have been even better if we could have enjoyed racing with ALL of those who couldn't be with us and at all the tracks that we normally see in a season, but we did the best we could under the circumstances with some strong competition over the season.

I said last Spring that in 2020 I had been wildly optimistic about our ability to return to normal, so for 2021 I learned from my mistake. I predicted that the difficulties were likely to take much longer to resolve than I, or anyone had anticipated and that has definitely turned out to be accurate.

As we move forward into 2022 we have lots of challenges to overcome – volunteer shortages, low race attendance, scarcity and high cost of nearly everything, competition from other race organizations, diverse hobby opportunities, changing societal norms, and even legislative risk to the sport. It is pretty likely we are going to have to embrace change and take some risks if we want to continue to enjoy the fun and camaraderie of grassroots racing we have been creating for the last several decades. I want to thank the dedicated core of people who always help make it all happen, we are lucky to have you. Let's see if we can inspire some new blood to help lighten the load.

Respectfully submitted -  
Rick Bostrom





## STEWARD'S CORNER

### Stewards Report

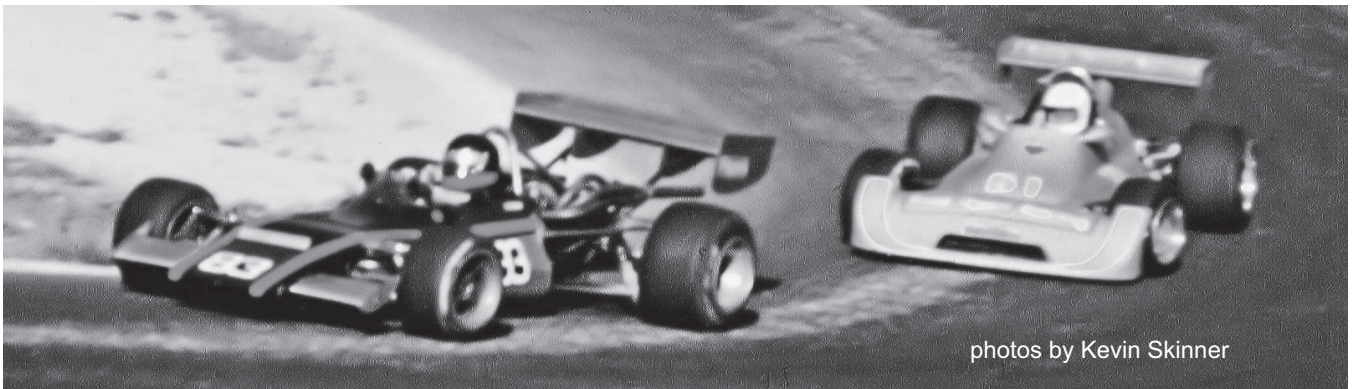
The 2021 race season has come and gone. We had great weather for every event. Attendance was very spotty at some of the races. I had an opportunity to get to know people that I have been racing with for years much better as well as meeting a lot of new people. While Stewarding can be an exhausting chore at times it is a worthwhile and rewarding endeavor and we should encourage more people to have a go at it.

Conference has historically had the best program in the US for new racers. But now that we have changed our schedules to qualify/race each day and having a special run group, we are not having a dedicated Novice run group. We are dropping brand new racers right into a Senior qualifying session. We did have some issues this season that I feel are directly related to not having a place for a brand new Novice to start their racing career with their own session like we formerly used to do. I believe we really need to bring back the Novice program in its old format for at least 50% of our race weekends.

The scales and weighing of the cars is always one of the most time consuming parts of race weekend. I have put in rule proposal that requires all cars that have minimum weights to have those weights placed on the side of the car. This will reduce the effort we ask of our scale volunteers and improve the time it takes to record all the cars. We did have operational issues with scales this season and we should discuss sending the scales back to Intercomp for some TLC. Thank you to Hank for building a scale cart. Definitely saved a lot of time loading and unloading from the trailer. The scale cart does need to be beefed up a bit as the scales outweighed the axles.

Thanks for having me a Steward this season. I plan to be around the track a lot next year and will make myself available for any assistance to next years new duo.

Rick Delamare



photos by Kevin Skinner



## ENDURO CORNER

*Editors note: This item should have appeared in memo #9/2021*

The 2021 Northwest Mini Enduro Championship Series (NWMECS) is just about complete with only one event remaining Saturday, October 16<sup>th</sup> at Portland International Raceway. The final race is two hours and counts as two races. Not to be confused with a double points race, this race counts as two single races. The championship is set up so a driver's best five races count towards the championship points and a driver needs to enter at least four races in order to qualify for the championship. The final two hour race counts as two of those races.

The Contenders: In MSR, Grimsrud and Greco have clinched the championship. The two have co-driven every race they've entered and will be crowned co-champions! The ME0 class battle is close with Krause holding on to a seven point lead over Wikstrom. ME1 is another class that is up for grabs as the top four still have a mathematical chance. As it stands now Asselin is up by six over Dawson. Jeff McAffer has wrapped up the ME2 championship but the battle for second is close between Northrop, Weller, Hovington, and Carbaugh. Second place through fifth place are only separated by 10 points! Finally, in ME3 Anderson has an eight point lead over Connelly going into the finale.

Cascade's Festival of Endurance is also on October 16<sup>th</sup>. This event consists of 2 hour (NWMECS finale), 4 hour, and 8 hour races that all start at the same time. Unique to this event is the Le Mans start! Quite possibly the last one around, the race starts with drivers running across pitlane to get into their cars to start the race. As of this writing entries look encouraging. If the 8 hour has at least 25 entries prize money will be paid. If 2 hours or 4 hours is a better option, then enter either or both of those. There will be a track crossing at 5:30pm to give racers the opportunity to leave and head for home so know that if you enter only the 2 or 4 hour portions of the race that you won't have to wait until 8:00pm to exit the track. Also keep in mind ICSCC's Enduro License. This is great for drivers who have prior racing experience or maybe previously licensed drivers who haven't raced in a few years. The license is only \$25 and simply requires a two page application to be filled out (and accepted by the ICSCC License Director). It's a great way for drivers to get back out on track and opens up options to help fill a team. So put a team together and get out for ICSCC's last race of the season! We all know too well how long the off season is!

Hope to see you at the races.



## MEMO EDITOR REPORT

As noted above Memos #10/2021 was not published. Please let me apologize for missing those deadlines.

I have spent a good part of 2021 visiting the hospital (6 times and I am still there now) fighting infections from surgery on my legs. All is well and there should be no further interruptions.

The E-Board has renewed my contract for 2022 and this is the first memo of 2022. We welcome Brad Greco to the stewards position and Wes Hill to the assistant steward position. There contact information is included on page 9.

The included schedule is extremely tentative . I am aware of at least two corrections but awaiting confirmation.

A large thanks goes out to Doug Berger for his excellent photography. Please visit his web site listed in the classified section. Also thanks to our President Rick Bostrom for putting together Memo #9 and distributing it to you while I was out of commission.





## LICENSE DIRECTOR REPORT

Aside from one race, all the Conference weekends omitted a dedicated Novice run group from the weekend schedule. Therefore all the novice drivers were thrown directly into championship race groups for practice/qualifying and races. On balance, it was successful, but certainly not without challenges.

Many Senior drivers really stepped up and offered mentoring and constructive feedback to the novices, which we encouraged, and, to the best of my knowledge, no championship was affected by the novice drivers.

This arrangement also compromised the ability to exercise flag drills as we did not want to interfere with competitors due to an unexpected response from a novice. That will be an area for consideration next year.

Placing the novices in race run groups was a learning experience. After the Group 1 turn 1 debacle at Portland, the starting position strategy was a week by week call, depending on the novices. Input from others and feedback also helped steer these decisions.

Enrollment over the course of the season was steady, with an average of 6 novice drivers per race. Of them, there were 13 upgrades to Senior/provisional by the end of the 12<sup>th</sup> race.

I believe there were 15 Enduro licenses issued for the Cascade Enduro specifically.

Unfortunately/fortunately, I had a lot of time to watch this year, so I was able to ruminate on some of the issues to look at moving forward :

2022 licensing-- Since many of our Canadian cohort haven't registered for a license in 2 years, they technically all need a waiver to rejoin with a Conference license. Maybe not a thing, but maybe establish a variance for all Sr license holders in good standing as of 2019 an automatic renewal for 2022. A couple Canadian drivers have reached out to me with this question/concern. If there are marginal drivers on the naughty list, I should know who and do a case by case on them, but generally recommend allowing them to renew as Senior drivers.

Rules: We really should clean up the rule about entering the paddock and re-entering a race, and make sure it is communicated to the drivers. No one that I asked in the paddock knew the current rule.

*Subset to that comment, the Upgrade test needs to be altered to reflect the current rules, as the wording of the question makes it impossible to answer correctly regardless the rule. (can we track down the native file for some updates and edits? I am glad to do that).*

The requirement that novice drivers must do their 3 races at a minimum of 2 tracks disappeared from the rules a couple years ago. I couldn't find a rule change or administrative footprint for this change, and I would support re-inserting it in the rules.

Novice program- with the current novices racing in senior groups program I would suggest moving forward that these couple things get wound in to the policies or rules:

- All novices must do their first race on a Saturday (Saturday has the track walk, driver meeting and enduro time (useful for afternoon debrief).

- A novice may, with approval, co-drive in the Saturday Enduro for their 3rd race credit

- Cutoff to register for the novice races is the Wednesday before the race. (I tried to send emails to the novice drivers ahead of the weekend to help them understand the processes, schedule etc., and all the late entries missed all that.)

- I supported the rule change proposal for novice work requirements. Steve C advised me to hold the line on getting the volunteer hours signed off and I think it reaped dividends, as well as made some of the races more workable.

Those were some of the ideas or practices I was using this year as a guideline. Always welcome to feedback on ways to improve





## ANNUAL REPORT 2021 ICSCC EVENT INSURANCE

The 2021 season was very close to normal. We were able to purchase our required insurance for close to the cost of 2019 and 2020. Both IRDC & CSCC were able to run full event seasons. TC was able to run two Time Trials. NWMS was not allowed to use the Spokane County due to track closure.

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 2022.

I was able to review both of IRDC's event contracts prior to signing. This is very helpful when negotiating next years 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.

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 border beginning to open, I am hopeful that we can return to normal operations in 2022.

I would like to thank the board for allowing me to continue as Insurance Advisor in 2021. I am available to continue for the 2022 season if the board so desires.

Respectively Submitted  
David D Bennitt  
ICSCC Insurance Advisor



## SUMMARY 2021 POINTS KEEPER

It took more time than I expected to get started this year. I'm not on the leading edge when it comes to computers but I received help from Zack George and Rod Davison. They helped guide me through file set up, naming files and pulling data from the Orbitz program. I also received help from Linda Blackburn and Bruce Cockle on timing and scoring issues along with helping me set up the Orbitz program on my computer. I started to get efficient as time went on which helped me understand more of the overall process. I appreciate all of the help and if approved will take the job for 2022.

Thanks, Duane Martinsen  
2021 ICSCC points keeper



photos by Kevin Skinner



## FROM THE LICENSE REGISTRAR

I had another great year as license registrar. I knew Bill Ecker from IRDC but it was nice to get to know him better and work with him on getting novices and enduro drivers licensed. The best part of my job is talking to drivers either on the phone or at the track. A close second is the excitement of the novices when they upgrade to senior licenses. If there is a bad part of the job, it's trying to either read some applications or reformatting pictures of applications into printable forms.

Hank Moore has very kindly offered to help guide the Conference licensing process toward more current technology by having the drivers fill out their forms online to help minimize legibility and printing problems. Hopefully we can pursue something along those lines for the 2022 racing season.

Looking forward to working with you again next year



photos by Kevin Skinner



photos by Kevin Skinner



# OFFICER REPORTS

## WEB ADMINISTRATOR'S REPORT

FALL MEETING 2021

### WEBSITE

This year the website has continued in maintenance mode with no major changes introduced in 2021.

### FORUMS

After transitioning our software to XenForo last year, 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.

### STATISTICAL REVIEW

#### Website

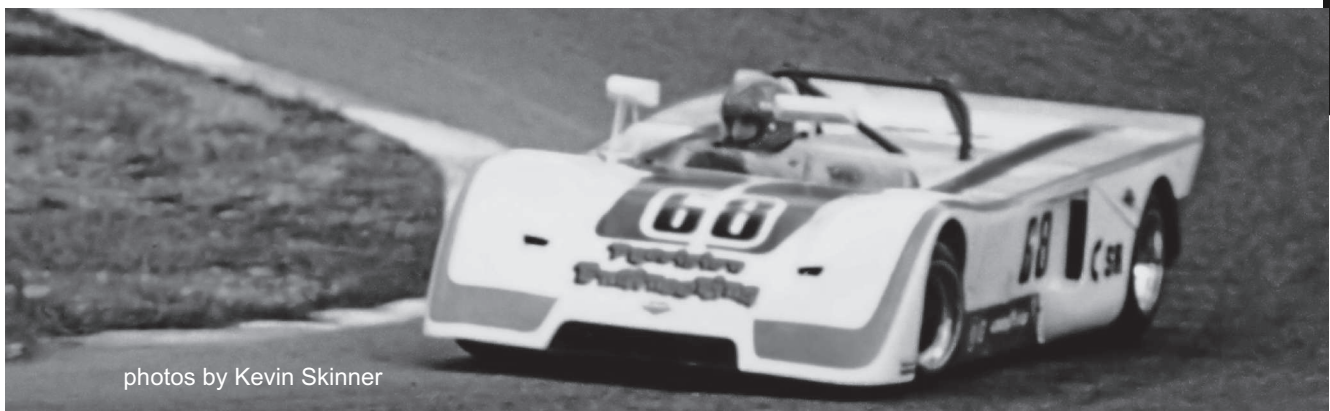
This year we've seen a stabilization of traffic since last year's decline and activity has held steady throughout the year.

#### Forum

In 2021 forum activity has held steady with roughly similar number of daily active users.

Respectfully submitted,

Alberto Fonseca  
Web Administrator



photos by Kevin Skinner



## SCCBC ANNUAL REPORT

November 10, 2021

The Sports Car Club of BC is still alive and well north of the border. We continue to host race events and a Covid modified driver training programs. We have had to be very creative in the way we hosted the covid restricted events. To reduce personal interaction, we have gone to an entirely on-line registration program. Gone are the at track line ups to go through registration. Gone entirely is the registration counter or building for that matter. All that is required when arriving at the track is a quick stop at the entrance booth to check in and receive a wrist band.

Racers were encouraged to stay distanced and not congregate in groups. There were many more procedural changes, and, in the end, we managed to ward off both Covid and the regulatory authorities.

The closed border did mean that we could not host Conference events, which in turn reduced the number of SCCBC Conference licence holders. It also meant that our travelling squad of turn marshals and officials were precluded from visiting the other Conference venues. We really hope that this changes for the 2022 season. Maybe the pent-up desire to travel and race will mean better cross border numbers as well.

SCCBC would like to include July 22,23,24 2022 as a double race event on the ICSCC 2022 schedule.

At this time SCCBC has no items for the agenda, we would just be happy to see a “normal” season next year.

Regards Ray Stec – Sports Car Club of BC



photos by Kevin Skinner



# ICSCC OFFICIALS 2022

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photos by Kevin Skinner

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

## 2022 TENTATIVE ICSCC EVENT SCHEDULE

### Championship Race Events

| <u>Date</u>        | <u>Track</u>                            | <u>Club</u> |
|--------------------|---|-------------|
| April 30, race 1   | Portland International Raceway          | CSCC        |
| May 1, race 2      | Portland International Raceway          | CSCC        |
| May 14, race 3     | Pacific Raceways                        | IRDC        |
| May 15, race 4     | Pacific Raceways                        | IRDC        |
| June 3, race 5     | <b>TENTATIVE</b> Spokane County Raceway | NWMS        |
| June 4, race 6     | <b>TENTATIVE</b> Spokane County Raceway | NWMS        |
| June 5, race 7     | <b>TENTATIVE</b> Spokane County Raceway | NWMS        |
| June 18, race 8    | Portland International Raceway          | CSCC        |
| June 19, race 9    | Portland International Raceway          | CSCC        |
| July 16, race 10   | Pacific Raceways                        | IRDC        |
| July 17, race 11   | Pacific Raceways                        | IRDC        |
| August 13, race 12 | Portland International Raceway          | CSCC        |
| August 14 race 13  | Portland International Raceway          | CSCC        |
| August 27, race 14 | The Ridge                               | IRDC        |
| August 28, race 15 | The Ridge                               | IRDC        |
| Set 17, race 16    | Mission Raceway Park                    | SCCBC       |
| Sept 18, race 17   | Mission Raceway Park                    | SCCBC       |
| Sept 24, race 18   | Oregon Raceway Park                     | TC          |

### Endurance Events

|        |                                |      |
|--------|--------------------------------|------|
| Oct 15 | Portland International Raceway | CSCC |
|--------|--------------------------------|------|

### Driving Schools / Test & Tune

|           |                                |       |
|-----------|--------------------------------|-------|
| April 2   | Oregon Raceway Park            | TC    |
| April 29  | Portland International Raceway | CSCC  |
| May 13    | Pacific Raceways               | IRDC  |
| June 3    | 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 |
| Sept 24   | Oregon Raceway Park            | TC    |

### 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

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**Racing photography by Doug Berger**



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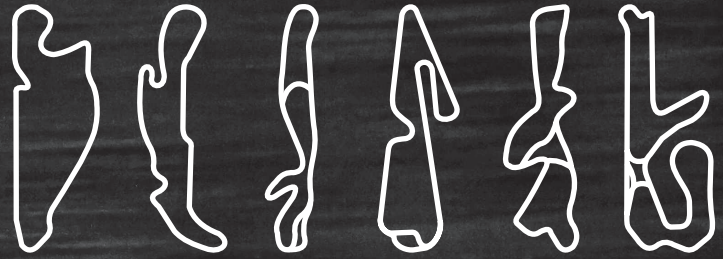
**2022 MEMO PUBLICATION SCHEDULE**

| ISSUE     | SUBMISSION DATE | CONTENT  |
|-----------|-----------------|--|
|           |                 | <i>memo publication date the first day each month</i>  |
| Memo #1   | Feb 1           | race schedule<br>race officials & Officer Reports<br>CACC Race 1 & 2 - Apr 30/May  |
| Memo # 3  | Mar 25          | Officer Reports<br>CACC Race 1 & 2 - Apr 30/May 1<br>IRDC Race 3 & 4 - May 14/15   |
| Memo # 4  | April 24        | Officer Reports<br>IRDC Race 3 & 4 - May 14/15<br>NWMS Race #5, 6 & 7 – June 3/5<br>CSCC Race 8 & 9 - June 18/19   |
| Memo # 5  | May 25          | Officer Reports<br>NWMS Race # 5,6 & 7 – June 3/5<br>CSCC Race 8 & 9 - June 18/19<br>IRDC Race 10 & 11 - July 16/17  |
| Memo # 6  | June 24         | Officer Reports<br>IRDC Race 10 & 11 - July 16/17<br>CSCC Race #12 & 13 - August 13/14   |
| Memo # 7  | July 25         | Officer Reports<br>CSCC Race #12 & 13 - August 13/14<br>IRDC Race #14 & 15 - August 27/28<br>SCCBC Race # 16 & 17 - Sept 17/18<br>TC Race # 18 - Sept 24<br>rule changes<br>banquet & hotel info |
| Memo # 8  | August 25       | Officer Reports<br>SCCBC Race # 16 & 17 - Sept 17/18<br>TC Race # 18 - Sept 24<br>CSCC Portland Enduro - Oct 15<br>awards banquet & hotel info TBA7<br>Request bid for memo editor/officers      |
| Memo # 9  | Sept 24         | Officer Reports<br>CSCC Portland Enduro - Oct 15   |
| Memo # 10 | October 25      | Officer Reports<br>Request bid for memo editor/officers  |

Please allow one week for memo submissions



**Memo #1**  
Jan/Feb 2022



photos by Kevin Skinner

**Largest selection of in-stock safety equipment in the NW**

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