



ICSCC MEMO #2 APRIL 2023

The Official Publication of the
International Conference of Sports Car Clubs

IN THIS ISSUE:



FROM THE PRESIDENT

Hello all –

Like many in the Northwest I like to complain about how long it takes any real amount of Springtime weather to take hold. Riding the rollercoaster of mild sunny 60 degree days followed by high winds driving cold rains that feel right on the verge of becoming snow just isn't as entertaining as it use to be. After spending a week travelling to several cities in Alaska last week, I think I will refrain from complaining about the weather! Low temps and snow at some point every day was the norm and no trace of Spring in sight. Sounds like much of the northern Midwest isn't any better so I guess I will do my best to be happy and patient for that sunshine I crave after a long winter. The other thing I start craving as soon as the weather turns towards Spring is getting myself in a racecar and out on track as early and often as possible. In recent years I have uncharacteristically broken or worn out many of my racecars which has limited my participation and I

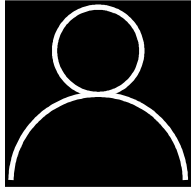
can't really attribute it to bad luck. I am realizing that when I was younger I invested a lot of time and energy into proactive preventive maintenance rather than fixing things as they break. It changed kind of slowly so I didn't really notice it as it was happening. For me it seems the former plan results in a car that is kept at a high state of performance and readiness that can be taken to the track and enjoyed to its full potential with reasonable investments in tuning and consumables. The latter results in a car that receives attention mostly to get it above the

minimum level required for it to be functional and waiting for the next component to fail. This means track time, competitiveness, and socializing time frequently suffer. My desire to “thrash” on a car while my competitors are practicing, qualifying, and racing has decreased markedly with age so I have decided to renew my commitment to showing up with a well maintained car. What is that you say? The first race is in less than a month? Dang it! Where did all the time go. The moral of this story is – don't be like me! Consider this an early First Call to pregrid! Plan on getting to the CSCC Rose City Opener XXXI, April 29&30 with a well maintained car and have fun racing while reaping those early points opportunities. In my conversations with the License Registrar it sounds like there has been lots of licenses being applied for and issued so I am looking forward to seeing you all very soon!



Ross Bently, 1993 Vancouver Indy

photos by Kevin Skinner



STEWARD'S CORNER

Greetings fellow race enthusiasts,

I am honored to serve as your 2023 Race Steward and am looking forward to getting to know all of you better. For those that don't know me, here is a brief history of my time with Conference. I started racing with Conference some 19 years ago. At this point Club Rabbit was a well subscribed class, PRO3 and Spec Miata were in their infancy, and Conference Production was very popular. I started racing in Group 2 classed in Conference Production E with my 1993 Acura Integra. This was not only my first racecar; it was my first car period that I drove on the street in high school. I also previously used this car to compete in autocross and SCCA Solo 1 which was a track time trial type competition. My time with that car went through many highs, a few lows, and finally culminated in getting everything dialed in for the 2018 season. After that season, the Integra was sold and I set about building my current car, a 2013 Scion FRS. The FRS was built to SCCA T4 rules and one of the great benefits to racing with Conference is any group of 5 racers can create a new class. CT4 was created by Conference racers as a place to race T4 cars and as a second run group for PRO3 cars. This has become one of the more popular classes in Conference and the close competition between T4 cars and PRO3 cars has been great. There are additional opportunities to create similar classes, one specific

important to stay safe and keep in mind that everyone's style of fun might be a little bit different. Conference is a place for great competition and camaraderie. If you are a person that is out to win at any cost, Conference may not be the right racing environment.

It is important to avoid collisions as best we can even when the other party would be at fault. If there are issues with driving standards, it is best to have a conversation after the race rather than "making a point" on track. Racing is only fun if there are other people to race with and preventing incidents will ensure that everyone is able to enjoy more racing. Also remember that in Conference the only rule we have for overtaking states that both the passing car and car being passed share equal responsibility for safe passing, see Rule 1504 for the exact language.

Unfortunately, it is inevitable that some number of incidents will occur. If you do experience an on-track incident, take a few moments to reflect and review your video. It may also help to request the video of other parties involved. During the time that I was reviewing incidents with Brad last year it was surprising how different videos could be from the accounts of both drivers. Having the opportunity to review video can go a long way towards both drivers understanding what went wrong and how to avoid similar occurrences in the future. Don't have video? Come on, it's 2023, action cameras can be purchased for

well under \$100.

There's really no excuse. It is also helpful to have video in cases where drivers disagree with something that is called in from the corners. The only way to get a call like this reversed is to have video to support your case, otherwise the call from the corner and associated penalty will stand.

Roldan de Guzman





EVENT SCHEDULE

DRIVER TRAINING | HPDE | TIME TRIALS | TEST & TUNE

PORTLAND INTERNATIONAL RACEWAY
Thur, Apr 20TH | Tue, Jun 27TH | Tues, Aug 1ST

OREGON RACEWAY PARK
Sat, Sept 23RD



TEAMCONTINENTAL.COM



NOSTALGIC SERIES

TOURNAMENT AND CHAMPIONSHIP

EVERYONE'S VIEW OF **NOSTALGIC** IS A LITTLE DIFFERENT SO EXPECT A WIDE ARRAY OF CARS !!

A 3 WEEKEND, 9 RACE SERIES
FEATURING NOSTALGIC RACE CARS
THAT ARE AT LEAST 20 YEARS OLD

APRIL 29 & 30, 2023

JUNE 17 & 18, 2023

AUGUST 12 & 13, 2023

ALL RACES ARE HELD AT
PORTLAND INT'L RACEWAY



ICSCC
SCCA
SOVREN
LICENSES
ACCEPTED

THE CLASSES: FIVE PRODUCTION CAR CLASSES, A FORMULA CAR CLASS, AND A SPORTS RACER CLASS ALL COMBINED INTO A SPECIAL "NOSTALGIC" GROUP WHERE CONTACT IS STRICTLY FORBIDDEN AND THE GOAL IS TO HAVE FUN WHILE SHOWCASING SENTIMENTAL CARS FROM THE PAST. EACH WEEKEND WILL HAVE A TOURNAMENT STYLE COMPETITION WHERE THE FOCUS IS ON COMPLETING LAPS AND FINISHING RACES. THE DRIVERS WHO DO THAT THE BEST WILL BE REWARDED WITH FUTURE NOSTALGIC ITEMS aka TROPHIES AND CHECKERED FLAGS!

FOR COMPLETE INFO, VISIT THE "RACING TAB" AT: www.cascadesportscarclub.org



CASCADE SPORTS CAR CLUB

Presents

Rose City Opener XXXI

April 29th and 30th, 2023

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 2023 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

Online Registration will be available at

<http://cascade.motorsportreg.com>

| | | |
|-----------------------|---|------------------|
| ENTRIES OPEN: | Upon receipt of this announcement | |
| ENTRIES CLOSE: | Postmark by: April 26th, 2023 | |
| ENTRY FEES: | <u>ICSCC or others</u> – (Saturday and Sunday) | \$385 |
| | <u>Cascade Members</u> – (Saturday and Sunday) | \$365 |
| | 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) | \$475* 3-1 combo |
| | Additional Race Entry (Saturday, Sunday, or BOTH!) | \$165 |
| | Mini Enduro (1 Hour) Only | \$190 |
| | HPDE | \$150** |
| | Time Trials | \$180** |
| | Late Entry Fees | \$ 50 |
| | Pit/Spectator Passes | FREE |
| | * = GREAT VALUE | |
| | ** = Includes \$25 early entry discount if entered by April 1st | |

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: Group 6

| | | |
|---|-----|--|
| Grp #1 - A-B-C Prod, SPO-M-U, PRO3 | | Grp #6 - FV, FL, B-C-D-E-F SR, CC4, Novice O/W |
| Grp #2 - D-E-F-G Prod, SM, CSM, CR, PRO7, HT, ITX, PRO44 | *** | Grp #7 - Novice Closed Wheel |
| Grp #3 - CF, FF, FA, FM, FC | | Grp #8 - Mini Enduro (1 Hour) |
| Grp #4 - GT1-2-3, AS, ITE, RS, ST, SST, SE46 | | Grp #9 - Nostalgic Series |
| Grp #5 - ITA-B-C-S, GTL, CT4, E-F-H Imp Prod | *** | Grp #10 – HPDE/Time Trials |
| | | *** Novice C/W – See class box on schedule |



CASCADE SPORTS CAR CLUB

Presents

Rose City Opener XXXI

April 29th and 30th, 2023

Non-Chicane Race runs from the ProPits

FRIDAY

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

SATURDAY

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

8:00am - MANDATORY NOVICE MEETING WITH LICENSE DIRECTOR

*9:00am - 9:15am Qualifying Group 8

9:17am - 9:32am Practice Group 7

*** = NO TRACK CROSSING AFTER SESSION**

*9:40am - 10:00am Qualifying Group 9

10:02am - 10:17am Qualifying Group 6/3

*10:30am - 10:45am Qualifying Group 1

10:47am - 11:02am Qualifying Group 2

11:10am - 11:25am Qualifying Group 4

11:30am - 11:45am Qualifying Group 5

11:45am - 12:40pm LUNCH !!!

12:00pm MANDATORY Drivers Meeting MotoX Grand Stand (Group 8 Meeting right after)

12:20pm MANDATORY NOVICE MEETING WITH LICENSE DIRECTOR

12:40pm - 1:00pm Race Group 9

1:05pm - 1:30pm Race Group 6/3

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

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

2:45pm - 3:10pm Race Group 4

3:20pm - 3:45pm Race Group 5

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

4:00pm 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 10 MEETING

8:00am MANDATORY NOVICE MEETING

9:00am - 9:20am Race Group 9

9:25am - 9:40am Group 10 – HPDE/Time Trials

*9:50am - 10:05am Qualifying Group 6/3

10:07am - 10:22am Qualifying Group 1

*10:30am - 10:45am Qualifying Group 2

10:47am - 11:02am Qualifying Group 4

11:10am - 11:25am Qualifying Group 5

11:30am - 11:50am Group 10 – HPDE/Time Trials

12:00pm - 12:20pm Race Group 9

12:20pm - 1:15pm LUNCH !!!

12:30pm MANDATORY Novice Meeting with License Director

1:15pm - 1:35pm Group 10 – HPDE/Time Trials

1:40pm - 2:10pm Race Group 6/3

2:20pm - 2:50pm Race Group 1

3:00pm - 3:30pm Race Group 2

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

4:20pm - 4:50pm Race Group 5

| |
|--|
| 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, CC4, Novice O/W |
| Grp 7 Novice C/W * |
| Grp 8 Mini Enduro |
| Grp 9 Nostalgic Series |
| Grp 10 HPDE/Time Trials |

*** Novices in Group 7 have a Saturday NCW only AM practice. In with Groups 1-6 for all other sessions. Groups will be assigned by the License Director.**

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



CSCC Supplemental Regulations 2023

Infractions will result in penalties assessed to the driver

1. This event is organized under 2023 ICSCC Competition Regulations, and all who enter PIR are subject to them. Cascade Sports Car Club reserves the right to refuse entry to this event or to PIR at any time. This event is open to cars eligible under ICSCC current regulations.
2. Alcoholic beverages allowed in the vendor's beer garden area only, and only after the track closes. You may NOT bring alcohol into PIR! This is an Oregon Liquor Commission requirement. Any person caught entering PIR with alcohol will be removed from the raceway.
3. Registration Hours: 5:00 pm-7:00 Friday, 7:30 am - 1:30 pm Saturday and 7:30 am - 10:30 am Sunday. NSF checks will be charged a \$50 fee.
4. Express Tech is available at Driver Services for those drivers who have an acceptable, current Annual Tech inspection noted in their vehicle logbook. Express Tech drivers should bring their personal safety gear **or** race license with a current gear tech sticker on it along with their vehicle logbook and a completed and signed Tech Form to Driver Services and a weekend tech sticker will be issued.
5. People under 18 years old are not allowed in hot pits, pre-grid or on victory laps. Children under 16 must have direct adult supervision at all times.
6. A current and properly completed minor release form, signed by an authorized adult, must be on record for all minor participants brought into PIR.
7. All persons in the racing "hot pit" (i.e. over the wall) shall wear shirts that cover the shoulders and shall not wear open toe shoes or be barefoot. Long pants are recommended. Standing on the pit wall is prohibited.
8. The scales will be open one hour before any qualifying session or race.
9. Children are not permitted to ride bikes, hoverboards, rollerblades, skateboards and scooters in the Paddock during hot track hours. Children may be permitted to ride them at the end of the day, in paddocks only, if they do so safely.
10. Oregon Helmet Law is in effect at PIR for bicycles, motorcycles, and mopeds. ORS 814.269, 814.290, 814.485, 814.486
11. Refueling is not allowed in pre-grid. Fueling in the hot pits requires a crewmember assigned only to operate a fire bottle. Excess spillage will result in a penalty. Any fuel spill on pit road must be immediately diluted with Cold Fire.
12. PIR is a smoke free city park. No smoking is allowed. This includes all vaping devices.
13. Only one support vehicle allowed in the paddock. Pit and Pre-grid roads and fire lanes must remain clear.
14. No fireworks, drones, or campfires are allowed at PIR. Pets are allowed but are the responsibility of the owner. Dogs must always be on a leash.
15. Sound/Noise Policy: Oregon Law requires functioning mufflers to be used at PIR. Cars losing mufflers, even if they are still below the sound level, may be black-flagged immediately. Cars must be under 103.0 dB at 50 ft. Typically, a vehicle that exceeds the limit will be black flagged and given one chance to make modifications or repairs to be below the limit. A second violation will mean a car will be removed from the event for the remainder of the day. On a following day, the vehicle in violation must re-tech and show what was done to remedy the violation before being allowed back on track. If the vehicle fails again, it is disqualified from the entire event.
16. Race engines may not be started prior to 8:30am and absolutely no revving prior to 9:00am.
17. Damage to the track, grounds or buildings, regardless of cause, will be charged to the driver responsible. Also, damage to any equipment or devices used by the sanctioning body (ICSCC) or sponsoring club (CSCC) to conduct this race, regardless of cause, will be charged to the driver responsible.
18. Family & crewmembers of drivers are to contact the communication person at pre-grid with questions regarding their driver or car while on track.
19. All entrants for this event should have a sealable container or containers, capable of holding 2 gallons of liquid. These are to be used to remove all oil, cleaners, brake fluid, etc. from PIR. There will be no drums provided. Environmental debris left behind will result in fines.
20. Anyone caught dumping oil at the raceway will be fined and banned from the raceway. This is a PIR regulation.
21. If entries exceed the number of cars allowed on the track for a particular event, drivers and cars entered as an "additional event" will be restricted from participating, on a first-come, first-served priority based on the date entries were received. This is in order to allow participation by all drivers for whom the event is their primary event, including Novices upgrading to a championship event.
22. Jack stands must be used whenever a person is working under vehicle. You must have metal or wood under the jack and jack stands.
23. The racing "hot pit" is defined as that area under the control of Hot Pits personnel. This area is located immediately west of the break in the concrete wall halfway up the pit lane. At the one-minute warning pre-grid must be cleared of all crew, support personnel and spectators. Notwithstanding the above, ICSCC rule #1607 does not apply to the pre-grid area.
24. All cars that are towed into the paddock area are subject to being dropped off in impound. Drivers must wear all required driver's safety equipment (per ICSCC rule # 1105) before they are allowed to enter the track, while they are on the track, beyond positive protection, under flat tow, or in the hot pits area.
25. Extension cords from the pit exit to tech/scales must be secured to the pavement at all times.
26. Staggered start and split start requests shall be submitted to the race steward at least one hour prior to the race.
27. **Blend Line-** You are required to stay to the right of the Red Blend line as you enter the racetrack from the pit area until the Red Blend line ends. This is **REQUIRED EVERY TIME** you enter the Race Track, other than the race out lap. Blend gradually after Blend line has ended. **Pit Commitment Line at the exit of Turn 12** - If you exit the race track at any time, you are required to stay completely to the right of the Red Pit Commitment Line. If you cross the Pit Commitment Line with **ONE TIRE** you are required to stay out for one more lap unless you are exiting the track after you have received the checkered flag and crossed the start/finish line.
28. Black Flag/Meatball Locations: Black Flag Station is located at Pit Out. Meatball Station is located right before the center break in the pit wall (this is where you enter the paddock after coming down pit lane).
29. **SPEED LIMITS:** Pit lane speed limit is 35 MPH from the bridge to pit out. Paddock speed limit is 5 MPH. Access road speed limit is 15 MPH.
30. No vehicles are allowed in the pit area on Thursday at any time. Move in Friday is after 1:00pm unless participating in Friday's Test and Tune.
31. The area to the north of the Pro Tower is reserved parking for ICSCC and CSCC officials.
32. Drivers are responsible AT ALL TIMES for their crew members and guests.
33. **Note:** All PIR policies are to be followed. A complete list can be found under "Policies" on the portlandraceway.com website. Listed above are some but not all of the policies.

2023 NORTHWEST MINI ENDURO CHAMPIONSHIP SERIES

| What is it: Eight race series: | | <u>DATE</u> | <u>TRACK</u> |
|---------------------------------------|---------|-------------|---------------------------------|
| | Round 1 | 4/29/23 | Portland Int'l Raceway |
| | Round 2 | 6/10/23 | Pacific Raceways |
| | Round 3 | 6/17/23 | Portland Int'l Raceway |
| | Round 4 | 7/15/23 | Pacific Raceways |
| | Round 5 | 7/29/23 | Qlispe Raceway Park |
| | Round 6 | 8/13/23 | Portland Int'l Raceway |
| | Round 7 | 8/26/23 | The Ridge |
| | Round 8 | 10/14/23 | Portland Int'l Raceway (2 Hour) |

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

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

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

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

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

Classes: ME0 – AP, SPO, SPM, GT1, GT2, GT3, ITE, ST, SST, P0

ME1 – BP, EIP, FIP, GTL, RS, AS, SE46, SPU, P1

ME2 – CP, DP, PRO3, ITS, PRO44, HIP, CT4, P2

ME3 – EP, FP, GP, CR, PRO7, SM, CSM, HT, ITA, ITB, ITC, P3

MSR – SPORTS RACER CLASS (Open to ICSCC eligible Sports Racers)

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

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

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

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

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

FULL SET OF RULES:

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

Except as noted, the 2023 ICSCC Competition Regulations will apply.

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

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

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

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

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

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

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

the mandatory pit window, two green flag laps will be added to the pit window. The clock will continue to run under race stoppage.

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

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

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

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

QUALIFYING PROCEDURES

ROUND 1 – APRIL 29, 2023: 15 minute qualifying session. The starting grid shall be set fastest to slowest

ROUND 2 – JUNE 10, 2023: 15 minute qualifying session. The starting grid shall be set fastest to slowest

ROUND 3 – JUNE 17, 2023: 15 minute qualifying session. The starting grid shall be set fastest to slowest

ROUND 4 – JULY 15, 2023: 15 minute qualifying session. The starting grid shall be set fastest to slowest

ROUND 5 – JULY 29, 2023: 15 minute qualifying session. Starting grid shall be set fastest to slowest

ROUND 6 – AUGUST 13, 2023: 15 minute qualifying session. Starting grid shall be set fastest to slowest

ROUND 7 – AUGUST 26, 2023: 15 minute qualifying session. Starting grid shall be set fastest to slowest

ROUND 8 – OCTOBER 14, 2023: * Lemans start – No qualifying, no pole points

* = No Pole Points (2 hour races)

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

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RACE OFFICIALS DIVISION

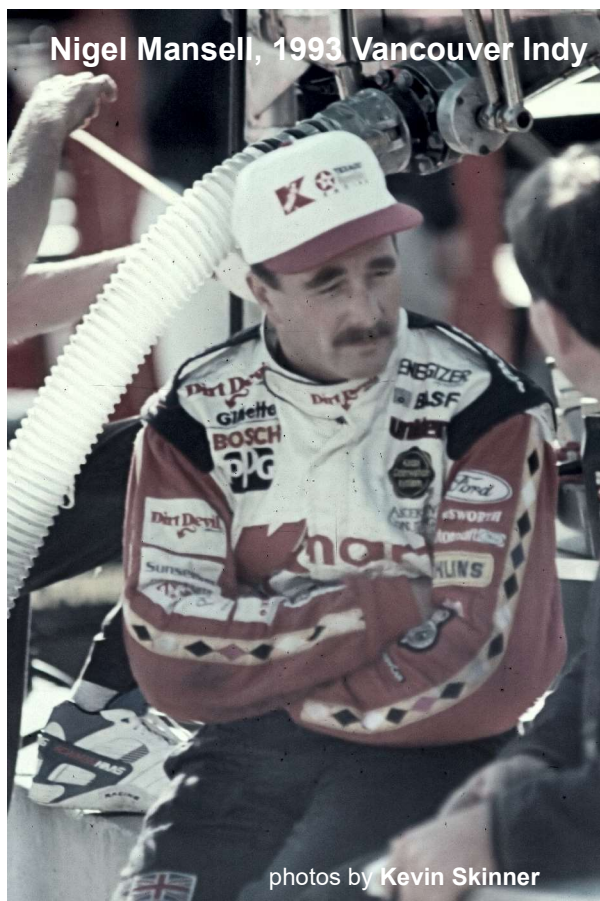
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Nigel Mansell, 1993 Vancouver Indy

photos by Kevin Skinner

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

2023 Tentative ICSCC EVENT SCHEDULE

Championship Race Events

| Date | 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

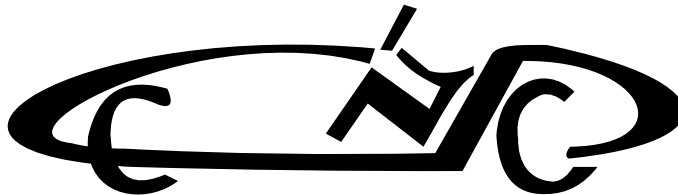
| | | |
|------------|------|-----|
| October 14 | CSCC | PIR |
|------------|------|-----|

Driving Schools / Test & Tune

| | | |
|--------------|-------|-----------|
| April 20 | TC | PIR |
| June 9 | IRDC | PR |
| June 16 | CSCC | PIR |
| June 27 | TC | Pir |
| July 14 | IRDC | PR |
| August 1 | TC | PIR |
| August 11 | CSCC | PIR |
| August 25 | IRDC | The Ridge |
| September 15 | SCCBC | Mission |
| September 23 | TC | ORP |

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

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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.



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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:
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1993 Vancouver Indy



photos by Kevin Skinner

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:



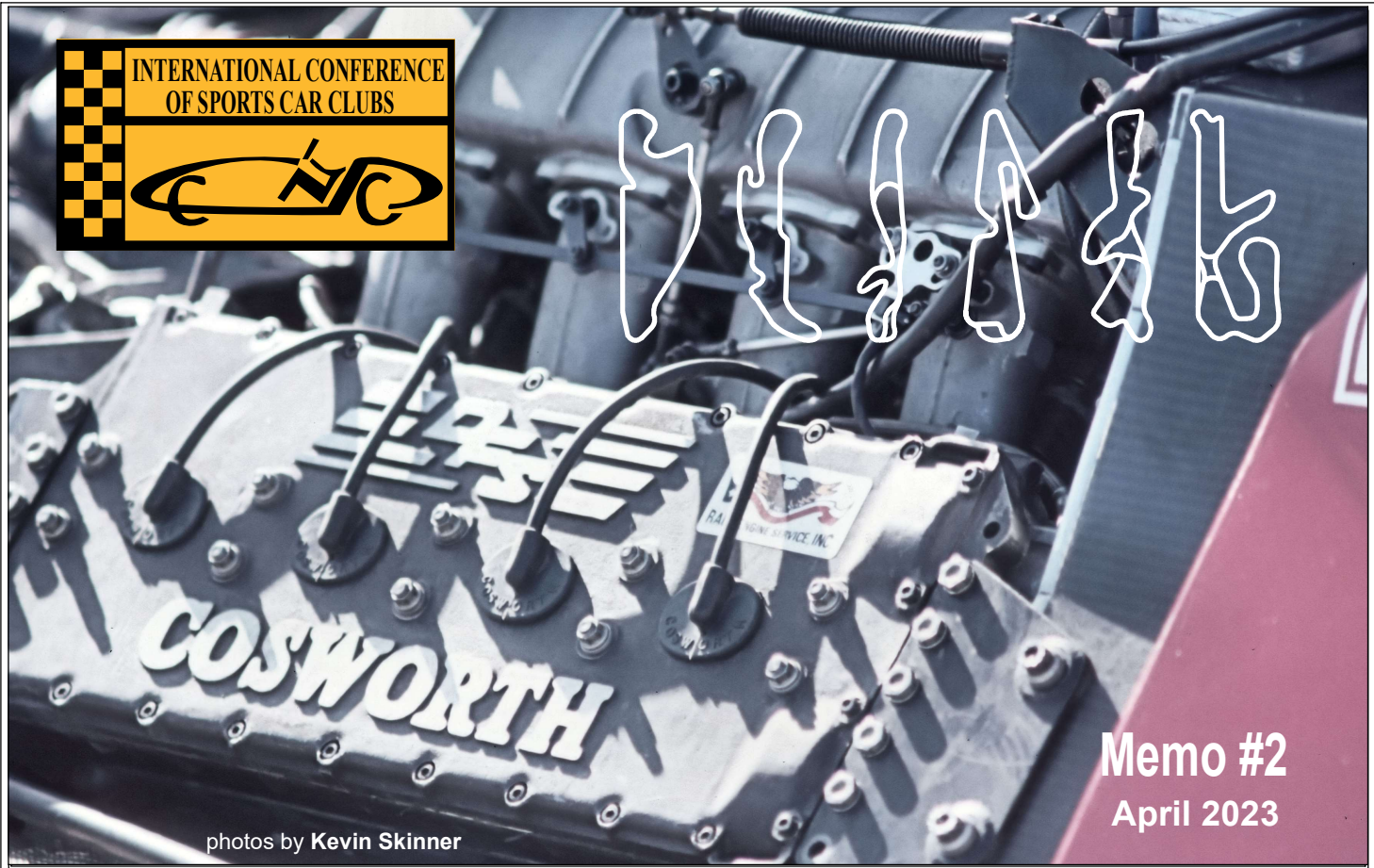
E-Mail: doug@dbpics.com

Memo is to be published on the first of each month

Please allow one week for memo submissions



MEMO



photos by Kevin Skinner

Memo #2
April 2023

Order now while we still have stock, by April we may be out and unable to get more from our supplier until late in the season

“Now is the Time to Gear Up for the New Season”

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



Gloves worn out & seams coming apart?



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

Underwear, balaclava, and socks – We've got exactly what you need to outfit yourself for the 2023 season.

Roux

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



Bell

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



Arai

Arguably the safest helmet in the world. Only helmet to pass Snell certification the first time every time.



HANS

The original and best choice for driver head and neck safety. Used by more drivers than any other frontal head restraint in the world.



Largest selection of in-stock safety equipment in the NW. New inventory arriving weekly.



| | |
|--|-----------------------|
| | Pass Tech Inspection |
| | Car Number _____ |
| | Class _____ |
| | Chief Inspector _____ |
| | Date _____ |

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