

ICSCC MEMO #8 OCT 2023

The Official Publication of the
International Conference of Sports Car Clubs

REVISED



photos by **Gerry Frechette**



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STEWARD'S CORNER

A great season of championship road racing has been completed. Thanks to everyone for their participation! Rule change proposals are below.

YES	NO	Item #	Page	Club	Section/Jurisdiction	Proposal
		402.	14	Stewards	Race Administration	Conference Race Steward. The Race Steward shall be elected by the ICSCC Executive Board and shall preside over the Contest Board, to assure a consistent interpretation of the ICSCC Competition Regulations during a racing season. The Race Steward shall serve for one year. The Race Steward shall personally attend all major Conference events, but may not be an active competitor. All actions of the Race Steward are subject to the approval of the Executive Board. <u>If the position of Race Steward goes unfilled, former race stewards my serve as Race Steward on a per event basis and may participate as active competitors. Race Stewards participating as active competitors should refuse themselves from matters involving their race group when practicable.</u>
		402.A.5.	14	Stewards	Responsibilities of the Race Steward	To give advice and encouragement based on his/her own experience in and knowledge of motor racing, provided it is understood that it is not done in any official capacity — <u>information only and does not constitute a ruling.</u>
		402.A.9.	15	Stewards	Responsibilities of the Race Steward	<u>As time permits</u> , the Race Steward shall <u>should</u> visually inspect at least one car at random during each Championship event.
		403.B.	16	Stewards	Assitant Race Steward	Either the Race Steward or the Steward's representative shall be present at the race course at all times during a racing event, including the hours that registration and technical inspection are open <u>when the track is hot.</u>



STEWARD'S CORNER

	703.F.	28	Stewards	Scheduling of Events
				<p>Special and/or feature races shall not be scheduled in a manner that interrupts the continuity of the ICSCC championship race program within a race weekend. Special races equal to or shorter than championship races may fill the slot vacated by a group that has been combined. Additional Special or feature races and special races of greater length than championship races shall be the first or lastrace of the day after all championship/novice races are completed, unless approved by the E Board. Special races may be held on any day of the race weekend. With the exception of ICSCC Novice races, any non-Championship race shall be considered a special race. Championship races shall not be shortened to facilitate special races. Lap times from Special Races (i.e Sprint Races) where all competitors from all Championship race groups are able to enter, may count as an additional qualifying time at the Member Club's discretion. The Race Announcement must make this clear to the driver's and under no circumstances will a Special Race be the only qualifying session for the Championship race. Rule 714 shall apply, "Cars may be weighed following any timed qualifying session, provided that all cars in the class that participated in the session are weighed." (Fall 2016)</p>



STEWARD'S CORNER

	28	Stewards	Races	
707.				<p>All cars will be called to an area designated pre-grid (false grid) for the purpose of placing each car in its proper starting position. If the cars are unduly delayed in being called to the grid, drivers shall be given adequate warning as to when the race will begin. All cars must be on pre-grid by the 5 minute warning. Any car failing to arrive at pre-grid before the 5 minute warning shall lose its grid position and be placed at the back of the grid, 2023 ICSCC Competition Regulations 29 unless said car competed in the race immediately preceding. In the case of a grid designated to execute a split start, the car will be placed at the back of the starting group containing cars with the same or similar classes. A car competing in back-to-back races will be allowed to grid in its qualified grid position any time up to the 1 minute warning, after which time it must be placed at the back of the grid. The 5-minute warning cannot be given earlier than 5 minutes before the scheduled race start unless stated in the Race Event Supplemental Regulations and published in the race schedule. No engines may be running on pre-grid between the 5 minute warning and the 1 minute warning, except for practice and qualifying. At the 1 minute warning the pregrid area must be cleared of all support personnel. Any race car being worked on after the 1 minute warning will lose its grid position and be released at the back of the grid. At the 1 minute warning, all cars must start with their on-board starter (auxiliary power sources OK) on pre-grid. Cars failing to start on their on-board starters or otherwise unready as the grid is cleared will be held in the pre-grid area until the field has cleared the pre-grid area. These car(s) may then be push started, if necessary, and allowed to join the back of the field on the pace lap, provided said rejoining can be done safely. If the grid is past the point where rejoining can be done safely, once the race has commenced and the grid is cleared the pit exit point, a push start will be allowed, if necessary, and the vehicle will start from the rear of the grid. If the race does not commence after the first pace lap, the vehicle may be allowed to join the back of the field on the subsequent pace lap(s), provided said rejoining can be done safely. A car started at the back of the grid shall remain at the back of the grid during the pace lap(s) and shall not resume its original grid position. A car losing its grid position while on the opening pace lap (laps) may only re-enter at the back of the grid and may not regain its original grid position. In the event a car loses its grid position on the opening pace lap(s), the grid line (left or right) will advance forward assuming the open position.</p>



STEWARD'S CORNER

708.A.	29	Stewards	Gridding Procedures	All classes except Novice will be gridded with positions determined by the competitors' fastest lap times in all qualifying and race sessions during the event as recorded by official timers. With the prior approval of the Race Steward, a split-start may be utilized. Novice races will be gridded at the discretion of the License Director, taking lap times and driving experience into consideration. It is recommended that qualifying positions, times and classes be posted at least 1 hour prior to each race event. All cars in all classes to be allocated an equal amount of track time for qualifying.
911.	36	Stewards	Course Impound	Course impound. Each competitor in Conference Championship events shall remain at the race course with his/her automobile for a minimum of one hour after his/her race or may leave only with special permission of the Race Steward. Cars and drivers involved in accidents or body contact must remain at the track until results are finalized or with permission from the Race Steward.
1110.D.	47	Stewards	Lights and Electrical System	Circuit Breakers. All cars, except those exempt herein and by the SCCA GCR , shall be equipped with a functional master circuit breaker (master switch) which cuts all electrical circuits except fire extinguishing and life support systems. It shall be located so as to be both easily visible and easily accessible from the exterior of the car if the car were overturned. Master electrical switches shall only have one motion to turn off (i.e. turn left but not push and turn left to turn switch off). The off position shall be clearly indicated at the switch location.
1317.B.11.(b)	78	IRDC	PRO3- Cooling	Wire Mesh screens with a minimum opening of 3/16" 1/8" may be fitted to protect the engine radiator and oil cooler. All screens must be fitted behind all bodywork.



STEWARD'S CORNER

		1317.B.16.(b)	80	IRDC	PRO3- Suspension & Steering	<p>Shock absorbers may be replaced provided they attach to the original mounting points. The number and type of shock absorbers shall be the same as stock. The interchange of gas and hydraulic shock absorbers is permitted. Remote reservoir shock absorbers are prohibited. External adjustments of shock control shall be limited to two (2). No shock absorber may be capable of adjustment while the car is in motion. MacPherson struts may use substitute struts, and/or may use alternate inserts. Spring ride height location may be altered from stock. Remote reservoir struts and/or inserts are prohibited. Springs of any origin may be used, provided they are of the same number and type as originally fitted, and that they shall be installed in the original locations using the original system of attachment. The joining of two or more coil springs by any means is prohibited. Devices to limit droop are permitted as long as it is the only service they provide. <u>Helper springs shall be permitted so long as their sole purpose is to maintain contact between the spring and spring perch under droop.</u> <u>Spring rate shall be limited to 15 lbs/in. Tender springs are prohibited.</u> Spacers, including threaded units with adjustable spring seats, may be used with coil springs. Coil-over threaded body/struts are permitted. Minimum ride heights shall be 5" measured from the flat of the rocker panel, not including the pinch weld, jack points, or suspension mounting hardware.</p>
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LICENSE DIRECTOR

As the Conference Sprint Championship season comes to a close, and the NWMECS is nearly over, here is a look back at the state of the Conference Licensing program for 2023. This year I tried to refine and clarify the critical purposes of the Novice and Observation licensing program by centering the goals of the process around three main standards:

- Situational Awareness- during all sessions on track, demonstrate an understanding of what is happening all around you, acknowledge flags & workers
- Exercise Good Judgment- passing or being passed, deciding when an opening is an opening, etc.,
- Good Sportsmanship- particularly late in the season, avoid inserting yourself in a championship battle, seek and provide feedback to your co-competitors, own your driving

I try to impress upon the new drivers that a perfect race weekend results from no one even knowing they were there. No incidents, no disputes, and no missed flags!

During a discussion with some wizened paddock hounds, I was given the sage nugget, “your driving on track is how you talk to the other drivers. Figure out the message you want to send”. I think that’s a golden piece of thinking; a driver new to Conference should be sending the message that ‘hey I am a clean, fair, safe driver and I want to come race alongside you’, and hopefully that is what guides progress through the novice and observation process. I think by and large Conference drivers do a fantastic job self-enforcing expectations and standards. Thank you for your continued mentoring, coaching, and engagement.

By the numbers, 2023 had 13 Novice drivers promoted into a Senior License and 24 additional drivers who participated in at least one Conference race under a novice license. About a quarter of those were SCCA license holders getting Conference race experience towards a full SCCA competition license (FC). There are several in the group very close to promotion who we probably will see next year. My perception was that the participation was a bit lower than the last couple of years, but adding 13 drivers is about 1.5 per race weekend, so not bad on balance.

A third group of note are the Observation license drivers. This year we had another 13 drivers convert from Observation to Full license. This is an encouraging development and I have been working to refine that process.

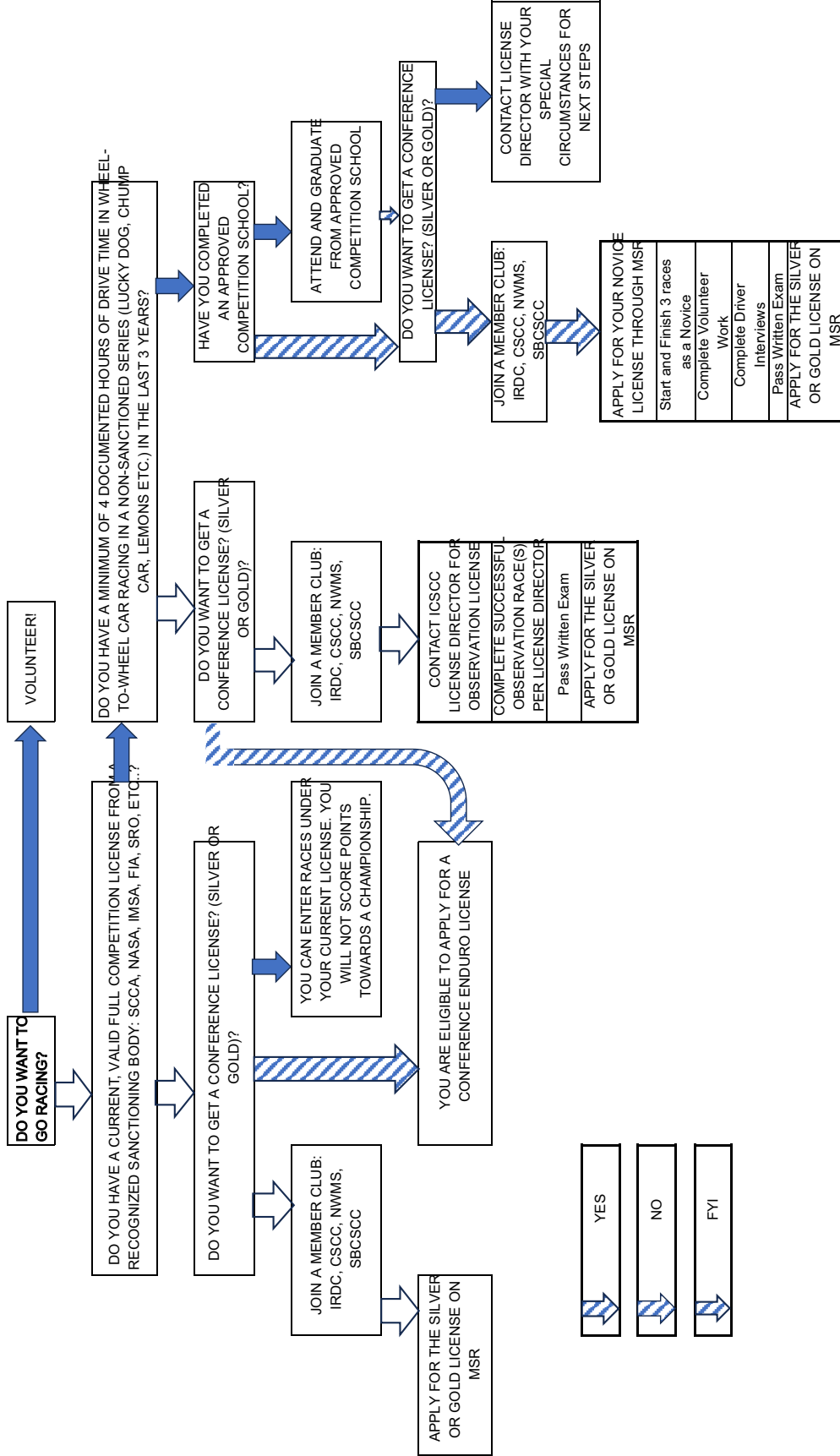
Conference has made an effort to offer a path to a full Competition (Gold or Silver) license to drivers with (documented, sufficient) experience in wheel-to-wheel road course racing from other non-sanctioned entities. Think Lemons, Lucky Dog, and so on. Many of those drivers have great skills, good cars, are great folks, and are looking to add sprint racing to their opportunities. To get started in Conference, they can apply for an “observation” license by providing a resume and references. They then register and participate in our regular sprint and Mini-Enduro races ‘under observation’.

The Observation licenses attend the morning novice briefing and then check in again at the end of the day. Once they demonstrate skill, judgment, and sportsmanship that seems to be a good fit for Conference, they take the same written test as all drivers looking to advance to a Senior license. In part this is to verify knowledge of the rules (and flags in particular), but it is also a great opportunity to generate conversations around the unique elements of Conference race procedures.

While we are still ironing out the administrative side of things, broadly speaking this year we have made a much more concerted effort to engage and support Observation drivers. We have seen how often one new driver will bring another after a positive experience. I hear that there is a contingent of ST cars on the rise and a resurgence in EIP Porsche 944 cars coming as a direct result.

There is a challenging matrix of possible entry points and hoped-for outcomes when new drivers appear at a Conference event. Behind the scenes several of us are working very hard to create and provide a clear path forward so the process isn’t overwhelming or frustrating. One solution we have looked at is an interactive flow chart like the one attached. We are being responsive and adapting to the new environment to engage and include as many eligible drivers as we can.

No discussion can be complete without mentioning the incredible dedication, enthusiasm, and responsiveness of the entire team who coordinates licenses, registration and tech; Jamie and Ashley Anderson, Linda Bostrom and Linda Blackburn. President Rick and Stewards Greco, de Guzman, and Delamare all continued to provide great counsel, feedback and teamwork to make the 2023 season happen. Thanks to you all for trusting me for another year and we’ll see you again for 2024!



- YES →
- NO →
- FYI →

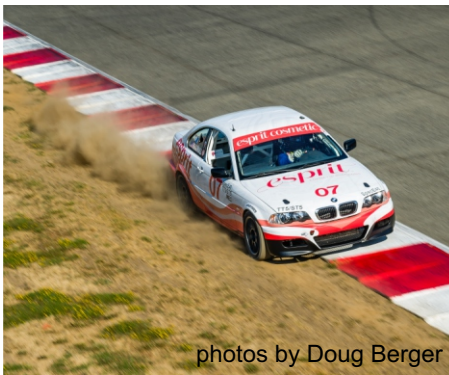


ENDURO CORNER

The 2023 Northwest Mini Enduro Championship Series (NWMECS) has just one race remaining which occurs Saturday, October 14th at Portland International Raceway. The sole 2-hour race on the schedule counts as two single races so doing well at this race is like doing well at two races. This also means some of the championships are far from being decided.

The Contenders: Grimsrud and Storgaard have the championship wrapped up in MSR. ME0 and ME1 is where it gets interesting. The ME0 class battle has three drivers within four points of each other. Remfert leads Hudson by two points, with Krause just two points behind Hudson. Krause, however, doesn't have to drop any of the remaining races, but Hudson and Remfert can improve on a couple of their previous races with good results so it's still anyone's championship! The other extremely tight battle is in ME1. Five drivers are within seven points of each other. Like ME0, dropped races will come into play in ME1. As it stands now, Edwards and Morris are tied at the top with 58 points, followed by Curtis with 54 points, then Ecker with 52 points, and Dawson with 51 points. In ME2, Groeneveld leads by a decent margin, but tied for 2nd are Alleva and King. Finally, in ME3, Bienenrth is up 16 over Plavcan. Stay tuned to see who wins these tight battles.

As mentioned in the previous Enduro Corner, the ICSCC race season officially ends October 14th at Cascade's Festival of Endurance. The 2, 4, and 8 hour races (all combined in one) are a great way to cap off the year. So, get a few drivers together and cap off 2023, racing with some of your best buddies trying to outduel some of your other racing buddies!



photos by Doug Berger



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CASCADE SPORTS CAR CLUB'S



2023 FESTIVAL OF ENDURANCE

INCLUDES:

48TH ANNUAL 8 HOURS OF THE CASCADES

4 HOUR ENDURO

NORTHWEST MINI ENDURO SERIES FINALE – 2 HOURS

Saturday, October 14th 2023

This race is sanctioned by ICSCC, under the 2023 regulations as a non-championship race, organized by the Cascade Sports Car Club and held at Portland International Raceway. This is a non-chicane race. Race Chair Chris Heinrich 503-690-0939 may be reached until 10:00 pm.

ENTRIES OPEN: June 5, 2023

ENTRIES CLOSE: Postmark: October 12, 2023

EARLY ENTRY DISCOUNT DEADLINE: September 1, 2023

ENTRY FORMS: Available at icscc.com or cascadesportscarclub.org

ONLINE REGISTRATION: www.cascade.motorsportreg.com for the primary Team Driver.

Co-Drivers may sign up on motorsportreg after the primary driver has registered

	<u>Before 9/1/2023</u>	<u>After 9/1/2023</u>
ENTRY FEES: 2 HOUR	\$299.00/team	\$349.00/team
4 HOUR	\$449.00/team	\$549.00/team
8 HOUR	\$799.00/team	\$899.00/team
2 HOUR / 4 HOUR	\$499.00/team	\$599.00/team
2 HOUR / 4 HOUR / 8 HOUR	\$849.00/team	\$999.00/team
Spectators & Crew Members	FREE	FREE

**** FIRST 10 TEAMS TO ENTER THE 2/4/8 RECEIVE A \$ 249 DISCOUNT ****

In order to be eligible to run this event all drivers must hold one of the following current licenses: ICSCC IRR/AREA/ENDURO, SCCA, FIA, ASN, CACC, NASA. All other licenses must be reviewed and approved by the ICSCC License Director Bill Ecker before entry closure. Bill's contact information: license_director@icscc.com or 253-709-7999. Novices are not eligible.

Entries will be limited to the first 50 teams. Additional entries will be placed on a waiting list. Supplemental regulations are available at icscc.com, cascadesportscarclub.org, or can be emailed. Registration and tech will be set up at PIR on Friday 6:00pm – 8:00pm.

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

IMPORTANT NOTICE: The race will be run from the North Paddock. Track entry will be communicated to teams when information is available





CASCADE SPORTS CAR CLUB'S

2023 FESTIVAL OF ENDURANCE



8 Hours of the Cascades

4 Hour Enduro

Northwest Mini Enduro Series Finale (2 Hours)

Saturday, October 14th, 2023

Enduro Classes

<u>4HR/8HR</u>	<u>2HR</u>	
E0	ME0	AP, SPO, SPM, GT1, GT2, GT3, ITE, SST, ST, P0
E1	ME1	BP, EIP, FIP, GTL, RS, AS , SE46, SPU, P1
E2	ME2	CP, DP, PRO3, ITS, PRO44, HIP , CT4, P2
E3	ME3	EP, FP, GP, SM, CSM, HT, ITA, ITB, ITC, PRO7, CR, P3
ES		STREET TIRE CLASS: Any car using a 180 t/w or higher tire
EU		ANY OF THE ABOVE CLASSES W/O LIMITED FUELING
ESR	MSR	Sports Racer class: open only to cars eligible to compete in ICSCC Sports Racing Classifications

Schedule

FRIDAY

6:00pm – 8:00pm Registration – Pro Tower (North Paddock)

6:00pm – 8:00pm Tech Inspection

SATURDAY

7:15am – 10:00am Registration & Tech Inspection

7:45am Mandatory Crew Chiefs Meeting – Pit Stall #1

8:00am Mandatory Drivers Meeting – MotoX Grandstands

9:00am - 10:00am Practice Session 1

10:15am - 11:15am Practice Session 2

11:40am National Anthems

11:55am Cars due on LeMans Grid

12:00pm – 8:00pm Cascade Festival of Endurance – 2 hour / 4 hour / 8 hour

5:30pm - 5:35pm Track Crossing

8:20pm Awards

10:00pm Gates Closed

THANK YOU GOLD SPONSORS: Skyline Scaffold, ACI Cartage Inc., & Retro Racing

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.

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!

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 driver's six highest point totals together. Ties in final points shall be resolved on the basis of each driver's record of first place finishes; then, if necessary, second place finishes. If two or more drivers have accumulated the same number of first and second place finishes, they shall be considered tied for the Championship. If for example two drivers tie for the Championship, the next driver shall be considered to have finished in third place.

****Championship points standings available on www.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

2023 NORTHWEST MINI ENDURO CHAMPIONSHIP SERIES STANDINGS

DRIVER/CLASS	RD 1	RD 2	RD 3	RD 4	RD 5	RD 6	RD 7	RD 8	RD 8	TOTAL
	PIR	PR	PIR	PR	QRP	PIR	RIDGE	PIR	PIR	TOP 6
								(2 HOUR)		FINISHES
MSR										
Knut Grimsrud	13		13	13	13	13				65
Lee Storgaard	13		13	13	13	13				65
Tom Forsyth	6	5		10						21
Soner Terek		10		9						19
Cem Aykan		13								13
Tamer Ozkaraoglu		6		6						12
Steven Knepper	10									10
Donn Snyder	6									6
ME0										
Jeffrey Remfert		6	10	10	7	12				45
James Hudson		5	9	9	12	6				41
Eric Krause	13	9	13							35
R.G. Wellington	10			13						23
Jesse Webb				10		12				22
Chris McIntire			10			9				19
Igor Levine	6	9								15
Michael McAleenan		12								12
Jay St. Claire						11				11
Todd Clarke		10								10
Jerold Lowe		10								10
Terry Overdiek						9				9
Rocky Crocker				6						6
ME1										
Bill Ecker	13	9	9	10	11					52
Matt Dawson	5	8	10	9	8	9				49
Jack Curtis	10	2	12	4	7	13				48
Colton Edwards	8	6		12	9	10				45
William Morris	8	6		12	9	10				45
Chris Johnson		2	9	8		7				26
Hank Moore		10			12					22
Dan Gavrilu		13		7						20
Ron Tanemura	6	4				8				18
Tom Pittsenbarger	9	5								14
Curt Wikstrom				10						10
Gopi Dandamudi	7									7
David Glubrecht		7								7
Jalen Vick				7						7
Timothy Connall						6				6
John Hill			6							6
Peter Jones						6				6
L. Robert George						5				5

J. David Orem			5		5
Ben Shinmori				5	5
Mat Hennessy	4				4
Major Lewis				4	4
Jake Geiger		3			3
Shaun Northrop		2			2
Anthony Rossano		2			2

ME2

Dirk Groeneveld	10	13		13	13	49
Matthew King	7	10		9	13	39
Fil Alleva	5	8	10	8	6	37
Jeff McAffer	8	6	6			20
Joshua Voigt	7				13	20
Jack Houlihan			9		10	19
John Houlihan			9		10	19
Scott Studerus	3	9	6			18
John McDermott	6				10	16
Cathy Zhang			8		6	14
Andrew Newell	13					13
Jake Pratt			13			13
Guy Berry			6	5		11
Chuck Hurley					10	10
Will Kellogg				10		10
Gama Aguilar-Gamez	9					9
Russ Lundberg					9	9
Duncan Pearce	9					9
Jim Cissell					8	8
Cody Smith					8	8
Robin Adrianse				7		7
Jake Borrelli			7			7
Bryce Scott		7				7
Anthony Rossano				6		6
Manvinder Singh					6	6
Zack Watson					5	5
Phil Abrami	4					4
Charles Matschek	4					4
Shaun Northrop				4		4

ME3

Bret Bienerth	7	13	12	13		45
Matthew Plavcan			7		13	20
Jason Starr	12					12
MJ Hajari	11					11
Kyle Keenan	11					11
Davis Hardee			10			10
Matt Lowell			10			10
Dave Dunning	9					9
Eric Jones	9					9
Andrew Gilchrist	8					8
Todd Etchieson	6					6
Bill Berner	5					5
Jon Parker	5					5

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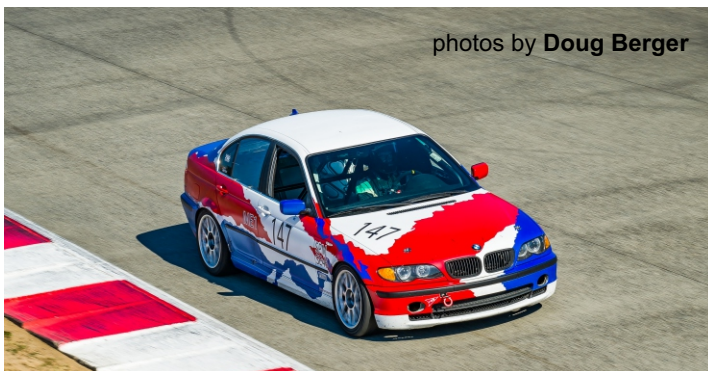
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Please respect our volunteers - no calls or faxes after 9pm

**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

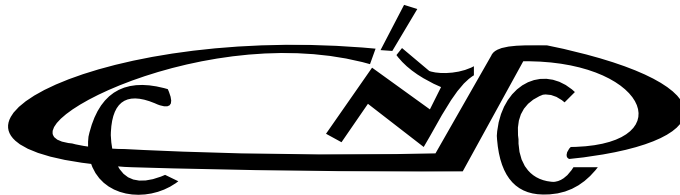
October 14	CSCC	PIR
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Driving Schools / Test & Tune

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 icssc.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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2023 MEMO PUBLICATION SCHEDULE

Memo is to be published on the first of each month

Please allow one week for memo submissions



Memo #8
Oct 2023



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