



ICSCC Memo No.1

March 2024

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

FROM THE PRESIDENT



Welcome to a new year and for me, a new role as President of Conference.

Even though many of you know me and share my love for motorsports, I'd like to provide some background into the evolution of my racing life.

In the early 80's I was auto-crossing what I thought at the time was a good handling, 1965 Chevrolet Corvair. I put it through its paces in a few street races (kids don't try this at home) and realized I had a lot to learn.

One night I ran it against a 1966 Porsche 912, only to watch the taillights disappear in the distance. That's how I met and made friends with Greg Fordahl.

Soon enough, and with Greg's encouragement, I had a 1967 Porsche 912 of my own. Embarking on what would become more than four decades in a sport I have come to love, I helped Bremerton Sports Car Club start the Kitsap Cup series and continued to auto cross my Corvair.

In 1983, I met and married a young lady with a 1981 Mazda RX-7 and the rest is history. We celebrated our 40th wedding anniversary in January.

Back to racing.

I had always wanted to ride a stand-up Jet Ski, so the search was on. When I finally found one I liked, my next goal was to teach myself to ride.

One afternoon at a lake near my home, as I floundered around on my new toy, I met a couple of guys riding their own Jet Ski's. They suggested I try racing.

At first, I wasn't sure that I was interested, but before I knew it, we had a course set up on the lake and with practice, I improved.

Little did I know this new equipment would become an important part of my life.

Not long after, I was competing in the Kent Kawasaki racing series with the IJSBA (International Jet Ski Boating Association). I worked my way up from novice to expert, and then the opportunity to ride professionally.

I was provided a boat and parts deal from a manufacturer to tour nationally, but my budget wouldn't cover the additional costs. Still, I didn't leave the sport, I kept racing in class in a veteran's class (30 and older) - which was a lot of fun for years.

Eventually, Jet Ski racing just got too physically exhausting, especially races on the ocean.

In 2007, I started looking for something new. I was at work when a picture of an RX-7 racing around a race track, caught my eye.

The driver, Steve Justiss and I started talking racing, and with Steve's help we found an RX-7 in Canada that was ready to race. We hooked up the trailer and brought it home.

Steve became my mentor and fellow racer in a class called PRO-7. In 2008, I took Greg Miller school of high-performance driving, the Conference novice race program. After completing the program, I ran PRO-7 in group 2 for many years. Then I switched over to group 5 EIP.

Of course, I had to buy another RX-7 and build what is now my current race car.

Since meeting Steve and racing with PRO-7, I've held several positions with ICSCC, including three years as an assistant steward and one as the primary steward. I performed tech inspections for IRDC for years and served one year as the chief of tech. In addition, I did two years as the points keeper, which now has been turned over to Soner Tarek's capable hands.

This year, I presided over the spring meeting as Conference president.

As a reminder, race licenses are being issued and the physical and annual tech forms on the website have been updated for 2024.

I'm going to close it out here, because I should start working on my car for the upcoming season.

I hope to see everyone at the track.

Duane Martinsen
ICSCC President

DRIVER SPOTLIGHT

A seat at the table

In 2022 PRO3 Race Driver and IRDC Member Daniele Hovington became the first woman on the ICSCC E-Board

By Schellene Clendenin, Memo Editor

Out on the grid, PRO3 drivers are known for arriving before the 5 minute warning is called.

A chatty group that is both social and competitive, PRO3 drivers often get out of their cars and mill around to catch up with their fellow race car drivers and mentally prepare for a race.

Daniele Hovington, the first woman to serve on the E-board (executive board) of the International Conference of Sports Car Clubs, as the representative of the International Race Drivers Club, is no exception.

According to its web site, ICSCC, colloquially known as "Conference" is an association of independent sports car clubs in the United States and Canada.

Founded in 1957, it is the largest sports car racing sanctioning body in the Pacific Northwest and consists of Member and Affiliate Clubs in Oregon, Washington, and British Columbia.

Hovington said she always liked driving and race cars, "I used to do track days."

In 2010, she met PRO3 racer Frank Greif while doing a track day with



Photo by Curtis Creager

Daniele Hovington, IRDC Representative for ICSCC, and her #91, 1987 BMW 325is.



Photo by Brian Bercovitz

the local BMW Club.

Greif asked her, if she'd ever thought about racing?

She said she told him, "I'm too old for that. To which he responded, "no you are not, I race!"

He showed her his PRO3 car and Hovington never looked back.

"I was blown away," Hovington said with a wide smile. "I told my husband (Brian), 'I have to do this.'" Then in May 2011, she borrowed an RX7 from her friend Phil Edwards, to race as a novice with IRDC. "His car was pretty rough," she added, "finicky." She'd caught the bug.

After three mandatory novice races, she got her license. Hovington was driving on track days, but got tired of waiting for permission to pass.

When she couldn't find a car, Hovington did not let that stop her.

Instead, she spent a year preparing a 1987 BMW 325is to race.

And she's fast!

In 2016, early on a February morning, Hovington sat at her computer, watching the clock.

BMW had announced it's plans to celebrate it's 100th birthday in grand style at the Mazda Raceway in Laguna Seca, California. And how better to celebrate than at the Monterey Car Week.

Opportunities to participate in the special BMW event were limited. As the seconds ticked down for registration to open, she waited, fingers poised over her keyboard.

It is a rare thing for club race

Continued on page 3



RACING SEASON IS HERE!

DRIVERS!
Join Cascade Sports Car Club
for a Tech Day at
Portland International Raceway!
Same day as the Team Continental Track Day!

TECH DAY

**On Saturday, March 23 in
PIR's North Paddock,
from 9:00 a.m. to 3:00 p.m.**

You can get:

- Annual car and gear tech inspection!
- A race steward will have Roll Bar Stamps!

Questions? Call 360.518.3986



**1940 N Victory Blvd
Portland, OR 97217**



Photo by Doug Berger

Daniele Hovington signs autographs at the 2023 IndyCar Race at Portland International Raceway, September 2023.

Continued from page 2

car drivers to compete there, she said.

Not only did she attend, she won. "I qualified on pole, and I won two out of three races.

"It was an incredible experience," she said adding that her dad, who attends at least one race per year to watch her compete, was at the Laguna Seca event.

In 2022, after years of racing with PRO3 under the umbrella of IRDC she was approached by Bob Mearns, who asked if she was interested in representing the club as an alternate on the Conference E-Board. Shortly after she accepted, Mearns quit, making Hovington the first woman to sit on the ICSCC E-board, and one of only four voting members.

"At first," she said, "I didn't know what to do." But she became more acclimated to the role. As for racing, Hovington says the only thing she regrets is not starting sooner.

"I like the people I race with, she said. "They are my racing family."

RACE OFFICIALS DIVISION

Free program promises to give volunteers a voice at Conference

By Michael Evans, ROD Director

It's been a long off season and I should tell you what I've been up to.

I've spent the last few months writing up changes to the Conference Competition Regulations and Policies and Procedures Manual. I have also rewritten the Race Officials Division guidebook.

Let me back up.

Last year I was granted the dubious distinction of being made the Race Officials Division Director.

It is a solo position, and I had the barest understanding of the program and my role in it. I had to first identify then share with others answers to questions like, "What's that? Does that still exist? What's its purpose?"

And my favorite, "How did they talk you into being the Director?"

I gathered together a cadre of volunteers to determine how to best support our volunteers.

We worked out how ROD should function. However, there are many areas that need to be addressed.

Let's start with the Race Officials Division guidebook, which had not been updated in nine years. A good

portion of the work was cleanup, clarification and syncing the guidebook and the current Competition Regulations as well as straightforward updates to flagging rules and duties.

Did I mention becoming a member is free? What you get for your free fee?

You will have the opportunity to have your input and recommendations presented to the club board, the prestige of being member of a group of volunteers who support racing in the Northwest, and a cool ROD patch. Also a hard copy - after it's printed - and an electronic copy of the newly updated ROD Guidebook.

To become a member of the International Conference of Sports Car Clubs - Race Officials Division, is simple.

First, ask me for a membership form or, download a copy from the ICSCC website. I will see that you are added to the list and receive your patch.

As your ROD Director I represent you to the ICSCC Board. Now it is up to you to help me run with it. It is your organization for all specialties. Getting the Race Officials Division back on its feet has been quite a task. If you are interested in becoming involved in our future let me know. Your input is always welcome.

Please, Sign up, Speak up, Show up.

VOLUNTEER CORNER



Photo by: Ben Zehner

Volunteers in the Advanced Fire Training class got some hands-on training at the event held February 24-25 at Portland International Raceway.

The heat is on

Preparations for the 2024 race season at PIR include a 2-day, fire training event

By Schellene Clendenin

“Whoosh.”

The chill air becomes scorching hot, and flames crackle high over my head.

I reach down and grab the red fire bottle at my feet,



Photo by Schellene Clendenin

Adam Jacobsen, event coordinator and instructor gets the fire going.



Photo by Schellene Clendenin

Kat Quinby, nurse and former firefighter/paramedic demonstrates the proper way to douse flames.

aim the nozzle at the flames, then squeeze the handle hard enough to send a blast of white powder into the center of the blaze.

It’s easier than I thought so I release the pressure a little and move closer to the open flames, sweeping the nozzle left and right, as recommended, moving in closer and closer until the fire is out.

Ben Zehner, a fellow volunteer at Portland International Raceway pats me on the shoulder as I walk by, while others smile in encouragement.

So goes day one of Volunteer Fire Training held February 24 and 25 at Portland International Raceway.

Nearly 50 volunteers attended the 2-day event, which included training for beginners, like me, who rarely need to pick up a fire bottle, and advanced training.

Continued on page 5



Photo by Rob Jacobsen

(Top) Advanced fire training includes instructions on how to safely snuff out the fire under a vehicle.



(Left) Ben Zehner demonstrates how easy is it to pull the pin on a fire bottle.

Photo by Schellene Clendenin

“Advanced goes over different car scenarios, team tactics, difficult fuels, a truck mounted system, and big fire,” said Adam Jacobsen, instructor and coordinator of the event, adding that the training is valuable for anyone working a specialty around “hot” cars.

Training focused on two types of fire suppressant. The Red ABC type contains ammonium phosphate which suffocates the oxygen from the fire.

“It works well in closed spaces like under the hood,” Jacobsen said. However, he added “it is harmful to humans if breathed too much and can be corrosive to cars. It’s also expensive to reload.”

The Silver Water/ColdFire type contains water and 10 percent ColdFire foam, Jacobsen said.

“It attacks the fire in two ways, breaking down the fuel and taking away the heat.

“(Cold Fire) can also attack the oxygen in close quarters,” he said.

The silver fire bottles are easy to recharge at the track but take more practice to learn how to use to put a fire out than the ABC suppressant.

Jacobsen said the feedback he’s received from participants has been positive and subsequent events will be held at PIR.

They will be announced at morning race meetings, on Facebook groups and by email.

Zehner said that in the past, as an observer at fire training seminars, he learned the steps involved in using the equipment.

“The first time you forget simple steps, then for the subsequent attempts, it’s more second nature, you are able to see how you can be more effective and (learn to)be more observant.

“I highly encourage anyone that can, to sign-up for these classes because it (offers) tons of useful information, priceless experience and I can’t lie, it was fun,” Zehner said.

20 **TEAM CONTINENTAL** 24
PORTLAND, OREGON

EVENT SCHEDULE
DRIVER TRAINING | HPDE | TIME TRIALS | TEST & TUNE

PORTLAND INTERNATIONAL RACEWAY

Sat, March 23RD | Sat, May 4TH

OREGON RACEWAY PARK

PORTLAND INTERNATIONAL RACEWAY

A LETTER FROM THE EDITOR



Hello and welcome to the 2024 race season. If you have parked on pre-grid and/or volunteered at Portland International Raceway any time in the past dozen or so years may recognize me as Schellene Clendenin, one of the ladies in white running around on grid.

Last year I was invited to take over production of Memo from Kevin Skinner, long time publisher of the International Conference of Sports Car Clubs newsletter.

In this, the first edition, you may notice a few changes; I am a writer by trade and Kevin is a publisher, so I identify more with the editorial portion of publication, ergo, more writing.

But I need help.

I typically volunteer at PIR, the home of Cascade Sports Car Club, and because of that, the newsletter might tend to cover CSCC events and volunteers more heavily than the other groups.

That's where you come in.

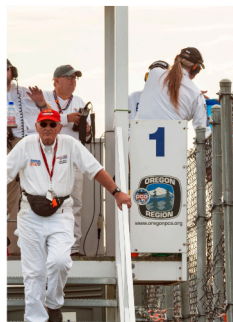
I'm actively seeking content and ideas from all of the clubs that fall beneath the ICSCC umbrella, including events, training opportunities and drivers and volunteers to highlight.

And, if you've a hankering to pick up a pen, let me know. I'm looking for everything from columns placing readers in the driver's seat to club history. Stories must be directly tied to ICSCC club racing, and be on my desk at least 10 days from publication on the first of the month.

Interested? Email me at memo.schellene@gmail.com.

I look forward to seeing you on the grid.

JOIN OUR FAMILY - BE A PART OF THE ACTION - HAVE FUN!



Race season is just around the corner and your help is needed! If you have ever wanted to get involved in motorsports, volunteering at amateur and pro car racing events at PIR is just the ticket!

CLICK THE LINK OR SCAN QR CODE TO SIGN UP!

Responsibilities range from Flagging and Emergency to Timing and Sound; there are many ways to become involved. We will teach you everything you need to know!



2024
ICSCC EVENT SCHEDULE
Championship Race Events

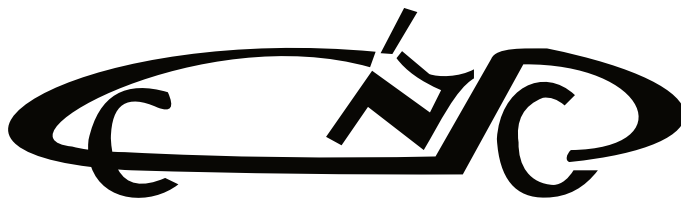
| Date: | Club: | Track: |
|-----------------|--------------|---------------|
| April 27-28 | CSCC | PIR |
| May 11-12 | IRDC | PR |
| May 25-26 | SCCBC | Mission |
| June 15-16 | CSCC | PIR |
| July 6-7 | IRDC | PR |
| July 20-21 | IRDC | The Ridge |
| Aug.10-11 | CSCC | PIR |
| Aug. 30-Sept. 1 | NWMS | QRP |

Endurance Events

| | | |
|---------|------|-----|
| Oct. 12 | CSCC | PIR |
|---------|------|-----|

Driving Schools / Test & Tune

| | | |
|----------|-------|-----------|
| March 23 | TC | PIR |
| April 26 | CSCC | PIR |
| May 4 | TC | PIR |
| May 10 | IRDC | PR |
| May 24 | SCCBC | Mission |
| June 14 | CSCC | PIR |
| July 5 | IRDC | PR |
| July 19 | IRDC | The Ridge |
| Aug. 9 | CSCC | PIR |
| Aug. 29 | NWMS | QRP |



Central Racing Association



Please go to icccc.com/forms/17_race_entry.pdf or Race Entry Forms & License Applications

2024 NORTHWEST MINI ENDURO CHAMPIONSHIP SERIES

| What is it: Seven race series: | | <u>DATE</u> | <u>TRACK</u> |
|---------------------------------------|---------|-------------|---------------------------------|
| | Round 1 | 4/27/24 | Portland Int'l Raceway |
| | Round 2 | 5/11/24 | Pacific Raceways |
| | Round 3 | 6/15/24 | Portland Int'l Raceway |
| | Round 4 | 7/20/24 | The Ridge |
| | Round 5 | 8/11/24 | Portland Int'l Raceway |
| | Round 6 | 8/31/24 | Qlisper Raceway Park |
| | Round 7 | 10/12/24 | 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 5 races count towards the points championship. Must enter a minimum of four races in order to qualify for the championship. With one 2 hour race, there is a total of 8 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

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 (P1 – 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 the class. 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 with lap times significantly outside of the typical sub-class range for a class may be reclassified by the Race Steward. **ICSCC sub-classes listed shall follow class 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.

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 2024 ICSCC Competition Regulations will apply.

Classes follow ICSCC class rules except for the Production class (P1-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 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 27, 2024: 15 minute qualifying session. The starting grid shall be set fastest to slowest

ROUND 2 – MAY 11, 2024: 15 minute qualifying session. The starting grid shall be set fastest to slowest

ROUND 3 – JUNE 15, 2024: 15 minute qualifying session. The starting grid shall be set fastest to slowest

ROUND 4 – JULY 20, 2024: 15 minute qualifying session. Starting grid shall be set fastest to slowest

ROUND 5 – AUGUST 10, 2024: 15 minute qualifying session. Starting grid shall be set fastest to slowest

ROUND 6 – AUGUST 31, 2024: 15 minute qualifying session. Starting grid shall be set fastest to slowest

ROUND 7 – OCTOBER 12, 2024: * 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!

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 27 & 28, 2024

JUNE 15 & 16, 2024

AUGUST 10 & 11, 2024

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

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No calls after 9p.m.**

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photo by Doug Berger

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To place an ad in the Memo, or if you have questions, contact the Memo editor at memo.schellene@gmail.com.
Ads run for three issues and may be renewed by request.
The Memo is published nine times per year.



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One-eighth page: \$20 per issue for a full year, or \$25per issue



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.

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No user name or password needed. From there, follow directions for ordering online r contact Gerry or Sue for further info at 604-734-4721 or gerryf@telus.net. For photos prior to 2011, continue to view them instead at DotPhoto, but please do not order them from there; instead, contact us directly and we will process your order.



photo 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 ICSC events, visit us online at:



E-Mail: doug@dbpics.com



photo by Gerry Frechette

2024 MEMO PUBLICATION SCHEDULE

Memo is to be published on the first of each month
Please provide one week lead time for submissions



photo by Doug Berger

WARNING – SA2010 helmets are no longer legal
“Now is the Time to Gear Up for the 2024 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, baladava, and socks – We've got exactly what you need to outfit yourself for the 2024 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

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