

ICSCC Memo No.3

May 2024

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



FROM THE PRESIDENT



As I write, our first race of the year is almost upon us.

Cascade Sports Car Club is starting off the season with its non-chicane race. They have put out a lot of effort to hold this race so please let's support them.

Just looking through the entries, some classes seem to stand out.

As always PRO3 has a good showing of cars, and Spec Miata currently has 39 entries.

This is one of the stops for the Pacific Northwest Spec Miata Tour which greatly helps the bottom line for our clubs. The Caterham group seems to just keep growing with many cars in CC4 and BSR.

To me the most encouraging is the novice group with currently 12 entries in NCW.

Since we are just starting the season and our cars are prepped and ready for tech inspections let's cover our annual tech inspection process.

Bring a paper copy of the 2024 Annual Tech form with you to the track. It can be located under forms on the Conference website.

Then locate your tech inspectors from the hosting club. They may be stationary at a preset location or roaming.

They will examine your car using the annual tech form as a checklist.

After a satisfactory inspection they will sign off your logbook that an annual tech was performed.

You will receive your form back which you will take to your chief steward or assistant steward. Make sure you bring your logbook with you.

The steward will look over the tech sheet and if satisfactory will place an annual tech sticker on the back of your logbook and collect the tech sheet from you.

This completes the process.

So now at each race when you arrive at registration just bring your car logbook and you will receive your tech sticker for that event.

Even though it is a way off, I started a few months ago planning for this year's annual banquet.

From everything I can gather the Olympia Hotel has either closed or is currently changing ownership. I'm on the prowl to find another location that can meet our needs for a fall meeting room and a banquet room.

I could use a volunteer or banquet coordinator to help me with this endeavor so if interested please let me know.

Along the lines of the annual banquet, I will be bringing the trophies that were awarded this past November, but not collected, and try to hand them out at the track.

You can also come see me at my paddock space for pick up.

Let's keep those entries coming and I will see you in Portland.

Duane Martinsen

2024 Conference President

MESSAGE FROM THE STEWARD



Races number 1 and 2 at Portland opened the ICSCC season and are now in the books.

It was a typical spring weekend in the Pacific Northwest with wind, sun and overcast skies, as well as occasional showers – often while cars were on pregrid – just to spice things up.

And though it was the first race weekend of the year, I felt the number of entries was good.

We issued quite a few annual tech stickers over the weekend.

Thank you to all the Cascade Tech personnel and the shops that performed annual inspections and filled out the forms.

I cannot emphasize enough how helpful that is, especially on the first couple of race weekends.

The racing was competitive all weekend in spite of the changing weather conditions.

There were zero, let me say that again, ZERO flag infractions called in for the entire weekend.

After last year, which was filled with flag infractions at every event, this is most welcome. Kudos to the drivers watching the flags. They are

out there for your benefit.

Let's keep it up.

Also of note: drivers should be aware that a new rule requires the minimum weight be placed in an easy to find location on both sides of the car. This change makes the overall process more efficient. Little leniency will be shown to drivers if they forget this step.

Also important, you will need to cross out any classes that might exist in the same run group.

For example, a PRO3 car can second enter in Group 5 and run

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DRIVER SPOTLIGHT

In the driver's seat

From crew chief for a race car driver at age 12 to competing in his own Mazda Miata a little over a decade later, Jake Bobst is livin' the dream

by Schellene Clendenin

About 14 years ago, Scott Bobst took his 8-year old son Jake to the Portland Historic Races at Portland International Raceway. There she was, a yellow on black 1969 Chevrolet Corvette called "Yellow Jacket."

"I introduced myself to Erik and told him I loved his car," Jake remembered.

The driver, Erik Dolson, asked Jake if he'd like to sit in the Corvette.

"I showed him how to get in, I put the steering wheel on, told him not to start it," Dolson recalled. "His dad took photos, I took a few, and they left. Figured I'd never see them again."

A year passed and the Portland Historics, and Dolson, were back at PIR.

Scott and Jake Bobst had also returned and made a beeline for the paddock with a modified Matchbox Corvette in a clear plastic case. They'd cut the top off to make a roadster, installed the correct mini-lite wheels and painted it to look exactly like Dolson's Yellow Jacket, Dolson said.

Jake presented the car to Dolson.

"I was humbled," Dolson said of the gift that began a mentorship that has endured to this day. "You never know when you will have an impact on someone."

"Erik got me into racing," Jake said. "He got me into the driver's seat. I knew this was what I wanted to do."

Beginning officially at age 12, Jake went on to be



Photo by Doug Berger



Photo by Doug Berger

Top left, Jake Bobst at a recent race at PIR. Bottom left, Jake's 1990 Mazda Miata, #95.

Dolson's crew chief at tracks as near as Pacific Raceway and PIR and from age 14, as far as Road America.

All in furtherance of his dream.

In 2021, in the midst of the COVID-19 pandemic, Jake received licenses through the International Conference of Sport Car Clubs and Sports Car Club of America and 2024 will be his second year competing in the Spec Miata class, driving a 1990 Mazda Miata painted yellow and black on white, number 95 - the number of Dolson's Yellow Jacket.

Though Jake wanted to drive a BMW, Dolson, who started racing in a BMW 2002 in the VPU and SPU classes, recommended Jake start in a Spec Miata.

"Do it the right way," Jake was told. Together the two bought a full race Miata.

Jake said for him, Spec Miata was the way to go. "(Dolson) was right, I am falling in love with the Spec Miata class."

"When he started to race, I was astounded at how quickly he picked up technique. I could tell him something once and he could put it right into practice on the track," Dolson said. "He has said that's because I've been telling him and showing him for years through

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VOLUNTEER CORNER



Photo by Kim McFarland

Cierra daCorte, who has been a race volunteer since childhood, waves the blue flag at Pacific Raceways.

Raised at the racetrack

Cierra daCorte has spent much of her life as a race volunteer

by Schellene Clendenin

Cierra daCorte has been a fixture at the Portland International Raceway volunteer family for most of her life.

Her father Russ Newhouse, also a long-time volunteer, brought her to the track before she could walk, introducing her to the folks who would soon become a significant part of her life, even to this day.

daCorte began working in Race Control at age 8, remaining in the tower until her teens when she worked pregrid.

"We grow up with an amazing community and have friendships that last a lifetime and (that) extend beyond the track," she said when asked about her race family. "You have lots of moms and dads aunts and uncles."

One of those family members is Kim McFarland, "I have known Cierra since she was a young girl hanging around the track with her dad, Russ," McFarland said. "The one thing you should know about her is she is always eager to lend a hand."

In 2009, when the Worker's Revenge team started, McFarland added, "she was right there with the whole team, working on the car, cooking and helping with just about anything else the team needed."

And she hasn't slowed down.

"I started in communications so it's nice to do that," daCorte said.

"For Pacific NW races, she has done just about every race marshal position," McFarland said. "And when any pro series comes to Portland, she is always asked to be a communicator in key positions along the track."

But it was at age 17 when she was assigned to flag on a corner that daCorte found her happy place.

"I love blue flagging, it's an art

form," she said.

In 2019 she took some time away from her track family to go to Hawaii with her husband, who is in the military, returning to Portland in December 2021. "It was the longest I've ever been away from racing and I missed it everyday."

daCorte said Rose Cup Races are amazing. The event, which will be held this year on Saturday and Sunday, July 13-14 at PIR, is memorable.

"It's so big and historical," she said. "It's crazy to go to other tracks and (hear) people say, 'I've always heard of that race, I'd love to come work it one day'."

"Fast forward to today, she continues to work as many Pacific NW races as she can and is now part of the US-based Formula 1 events and works with the Race Admin Team overseeing race marshal logistics.," Kim said adding, "she is a hard worker and is going to do amazing things in the coming years."

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EIP or CT4.

To avoid confusion, put a piece of tape over the class not being run.

..Thank you to everyone who works these events from Safety to PreGrid, Timing & Scoring, Driver Services, Registration, Tech, Scales, Flags, and more.

We cannot have fun with cars without all of you.

Cheers,

Rick Delamare

ICSCC Steward

Penalty Box

Car #119 Group 1:
Avoidable Contact. Loss of
1 race lap and \$100 fine.

Car #159 Group 8:
Avoidable Contact. Loss of
1 race lap and \$50 fine.



Photos courtesy Jake Bobst

Continued from page 2

example. I think it's because he had a natural talent."

Dolson, who Jake calls his bonus father, offered valuable advice, such as:

"Do your prep work before you get to the track. That way you can start the car and be ready to go."

"Learn to adapt to any car."

"If you can go fast in a Spec Miata, you can go fast in any car."

"These weren't original from me," Dolson said, "but Jake needed to hear it from me."

Jake took the advice to heart, and in addition to his Spec Miata, took a turn around the track in Dave Kuniki's TA2 during the 2022 SOVREN race at PIR where Jake finished third.

In 2022 Jake smashed up his Miata in Seattle.

"He handled it well. It wasn't his fault," Dolson said, adding that "we loaded his car in the trailer and he drove my Spec Miata (in) the next big race, which was in Portland. He drove my car far better than I had."

"I was both proud and envious."

This past April, Jake set the fastest lap time of the field in the enduro race, an hour-long event, against drivers with decades of experience.



Photos clockwise from top left: Crew Chief Jake Bobst and driver Erik Dolson stand in front of 'Yellow Jacket' #95, a 1969 Chevrolet Corvette. Jake and his son Rhett Bobst. Jake holds the Matchbox car he and his father Scott modified and presented to Dolson as a gift. And Jake with Dave Kuniki at the 2022 SOVREN race at PIR.

He didn't win, but did make a statement.

"Welcome to the front," said Will Schrader, a frequent race winner who has helped Jake with his driving style.

"I think he's going to do ok," said Dolson, who also noted the contribution of Jake's father Scott who constantly works on Jake's car, his mother Laura who brings lunch for the entire crew, and the rest of Jake's family. "Most racers know this is a team sport, and Jake has an incredible support system," Dolson said. "It's been a privilege

to be a part of that crew."

Dolson still owns the die cast car Jake and his father made for him. "It's my most valuable trophy and sits 'front center top' of my trophy shelf."

The respect is mutual.

"He always has my back," Jake said of Dolson.

As a next step, Jake plans to drive a Trans Am in the TA2 race series.

Jake suggested that young, would be drivers who want to get started in racing, should start with go-carts and get to know the people in the paddock.

LETTER FROM THE EDITOR



Ahh to breathe in the beautiful fresh air and the scents of fuel, oil and hot brakes.

Those of us in pregrid checked helmets and cars for tech stickers, and made sure Hans devices and chin straps were in place. We scanned for missing hood pins, made sure body clips were clipped and verified seat belts were fastened tight.

If drivers didn't have a window net to fasten, we made sure the arm restraints were in place, doing the much beloved chicken dance with some of our favorite open wheel drivers - sometimes multiple times.

So began the 2024 International Conference of Sports Car Clubs race season at Portland International Raceway.

More than 40 Spec Miata's lined up in the grid for the 32nd Annual Cascade Sports Car Club Rose City Opener, Friday through Sunday April 26-28.

After a long, cold winter break, I was back in my happy place.

Though, to be fair, I did not sit idle in my down time.

On March 23 I volunteered to work in tech at the Team Continental Track Day - All Levels, where I learned an incredible amount of information.

Let me back up.

For more than a decade, I've spent most of my time volunteering in pregrid.

And, with few exceptions in that time, that's typically where I can be found.

This was one of those exceptions.

I joined volunteers from both Cascade Sports Car Club and Sports Car Club of America, to learn the fine art of Annual Tech Inspection to ensure each racecar that came before us was safe to drive.

Driver's suits and helmets - helmets must be 2015 or newer this year - are also thoroughly inspected. Once the car and gear passes muster, the tech inspector signs the log book and the driver is ready to race.

Since all this is new to me, I basically followed the techs around like a toddler repeatedly asking "why."

It was an eye opener for me.

You might be wondering, why tech?

Last fall I met with a group of volunteers representing the Race Officials Division at the Conference general meeting and banquet in Olympia. Our goal was to gain a better understanding of what ROD is, how it works and to generally bat ideas off one another.

One idea was to encourage volunteers to cross train, when possible, in the different specialties - Flagging & Corners, Safety, Grid, Tech, Comm, Timing & Scoring, etc.

I believe in setting an example, and what better way than to get hands on with the cars, and maybe learn something I will find useful in the grid?

So when the opportunity arose to sit with CSCC and SCCA in Tech as cars were given their annual look over, I enthusiastically joined the group.

No fewer than five technicians took me, and the drivers, through a check list - we searched for the locations of the fire suppression system and the ignition cut off switch, inspected fuel compartments in the trunk, various hoses and cables under the hood and the space in between.

The entire process was illuminating, and I recommend every volunteer spend time with the Techs if given a chance.

For now I'm washing my whites, cleaning out my grid bag - yet again - and getting everything ready for the mid-May SCCA race, after that it will be NASCAR, the Dash, etc.

So if you have a chance and you are in Portland on a race weekend, come say hi in pregrid.

We all look forward to your visit.

Schellene Clendenin
Memo Editor



2024
 ICSCC EVENT SCHEDULE
 Championship Race Events

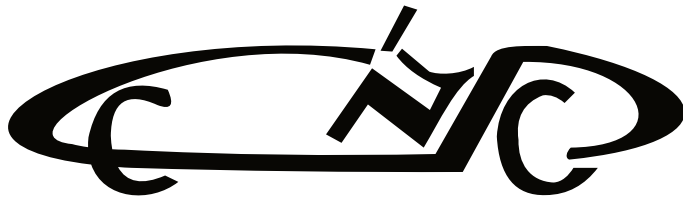
Date:	Club:	Track:
May 11-12	IRDC	PR
May 25-26	SCCBC	Mission
June 15-16	CSCC	PIR
July 6-7	IRDC	PR
July 20-21	IRDC	The Ridge
Aug. 10-11	CSCC	PIR
Aug. 30-Sept. 1	NWHS	QRP

Endurance Events

Oct. 12	CSCC	PIR
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Driving Schools / Test & Tune

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



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

CARS ON COURSE



Finally, after months of chilly, wet weather, the ICSCC race season is under way with the Rose City Opener, held April 27-28 at PIR in Portland.

Need more speed? Visit Pacific Raceways on May 11-12 in Kent, Washington for the IRDC Spring into Summer event. Be sure to stick around for the mini-enduro Saturday.

Then hop over the border May 25-26 for the SCCBC season opener at the Mission Raceway Park Road Course in Mission, BC.

Photos by Doug Berger

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**Please respect our volunteers;
No calls after 9p.m.**

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photo by Doug Berger



The **INTERNATIONAL RACE DRIVERS CLUB**
2024 Spring into Summer

**A Double Race Weekend Plus, Round 2 of the
Northwest Mini Enduro Championship Series**

Pacific Raceways, May 11th & 12th 2024

These events are hosted by the International Race Drivers Club at Pacific Raceways under sanction of the International Conference of Sports Car Clubs, governed by 2024 ICSCC Competition Regulations.

ENTRIES OPEN:

Upon receipt of this announcement

ENTRY FORMS:

www.icsc.com

ONLINE REGISTRATION:

www.motorsportsreg.com

ENTRY FEES:

IRDC members (**Single Day**, Saturday or Sunday)

\$240

Non-IRDC members (**Single Day**, Saturday or Sunday)

\$260

IRDC members (**Both Days**)

\$425

Non-IRDC members (**Both Days**)

\$460

Additional Race Groups

\$150

Round 2 NWMECS, a special race event one-hour Mini-Enduro

\$225

Friday Test & Tune

\$225

Spectators and Crew members

FREE + Our Thanks!

Motorsportsreg will charge your credit card Monday.

IRDC REGISTRAR:

Linda Blackburn tel 360-513-9769

registrar@irdc-racing.com

RACE ELIGIBILITY:

All drivers 18 years old and over with a valid unrestricted competition license issued by ICSCC, SCCA, CACC, FIA, ASN, or NASA. Other licenses may be approved by the ICSCC License Director. Drivers 16-17 require additional waivers to participate.

The Race Chairman Karl Seeger can be reached at 206-999-1320 or IRDCracechair@outlook.com

FRIDAY TEST AND TUNE:

Race car test and tune event, rotating groups. Novice license holders authorized by the ICSCC License Director are welcome. Paddock entry restricted to participants, officials, and volunteers until 4pm.

TECHNICAL INSPECTION:

Entries with a 2024 Annual Tech sticker on your logbook can complete your race tech form at registration and receive your weekend tech sticker then and there and be good to go. Drivers without 2024 Annuals must have your car and apparel inspected by an authorized tech official. Tech officials will be roaming Friday evening or bring your car and gear to the scale station area for inspection.



Saturday – May 11th, 2024 – Rotation 3

7:30am	6:00pm	10.5 hrs.	Registration open
7:30am	12:30pm	5 hrs.	Technical Inspection
8:00am	8:30am	30 mins.	Volunteers meeting – BBQ area by playground

7:45am	8:15am	30 mins.	Novice Track Tour/Orientation
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8:25am	9:15am	50 mins.	Mandatory Novice Meeting
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Novice Drivers will be assigned in the appropriate Championship Group Per License Director!

9:15am	9:32am	17 mins.	Group 4	Qualifying
9:39am	9:56am	17 mins.	Group 2/5	Qualifying
10:03am	10:20am	17 mins.	Group 3/6	Qualifying
10:27am	10:44am	17 mins.	Group 1	Qualifying
10:51am	11:08am	17 mins.	Group 8	NWMECS Round #2 Qualifying

11:08am	12:08pm	60 mins.	Lunch
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11:20am	11:40pm	20 mins.	Mandatory Drivers Meeting – Grandstands
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12:13pm	12:39pm	22 mins.	Group 4	Championship Race
12:46pm	1:12pm	22 mins.	Group 2/5	Championship Race
1:19pm	1:45pm	22 mins.	Group 3/6	Championship Race
1:52pm	2:18pm	22 mins.	Group 1	Championship Race
2:25pm	3:25pm	1 hr.	Group 8	NWMECS Round #2 Race

4:00pm	Novice Post-Race Meeting
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- Group 1 = A-B-C Prod, SPO-M-U, PRO-3
- Group 2 = D-E-F-G Prod, CR, PRO-7, HT, SM, CSM, PRO44, ITX
- Group 3 = CF, FF, FA, FM, FC
- Group 4 = GT1-2-3, AS, ITE, RS, ST, SE46, SST
- Group 5 = ITA-B-C-S, GTL, E-F-H Imp Prod, CT4
- Group 6 = FV, FL, CC4, B-C-D-E-F SR & Novice Open Wheel
- Group 7 = Novice Closed Wheel – **See License Director**
- Group 8 = Northwest Mini Enduro Championship Series – NWMECS





Sunday – May 12th, 2024 – Rotation 3

7:30am	12:00pm	4.5 hrs.	Registration open	
7:30am	10:00am	2.5 hrs.	Technical Inspection	
8:00am	8:30am	30 mins.	Volunteers meeting – BBQ area by playground	
9:15am	9:35am	20 mins.	Group 4	Qualifying
9:45am	10:05am	20 mins.	Group 2/5	Qualifying
10:15am	10:35am	20 mins.	Group 3/6	Qualifying
10:45am	11:05am	20 mins.	Group 1	Qualifying
11:05am	12:05pm	1 hr.	Lunch	
12:10pm	12:44pm	30 mins.	Group 4	Championship Race
12:54pm	1:28pm	30 mins.	Group 2/5	Championship Race
1:38pm	2:12pm	30 mins.	Group 3/6	Championship Race
2:22pm	2:56pm	30 mins.	Group 1	Championship Race

Group 1 = A-B-C Prod, SPO-M-U, PRO-3

Group 2 = D-E-F-G Prod, CR, PRO-7, HT, SM, CSM, PRO44, ITX

Group 3 = CF, FF, FA, FM, FC

Group 4 = GT1-2-3, AS, ITE, RS, ST, SE46, SST

Group 5 = ITA-B-C-S, GTL, E-F-H Imp Prod, CT4

Group 6 = FV, FL, CC4, B-C-D-E-F SR & Novice Open Wheel





Sports Car Club of British Columbia

Presents

ICSCC Race

May 25 - 26, 2024

FRIDAY: Car drop-off 7:00AM to 10:00AM and 4:30PM to 7:30PM. Main Gate Closed at 9:00PM. Evening Tech available.

SATURDAY: **PLEASE DO NOT BLOCK PAVED LANES WHILE LOADING TRAILERS!**

7:00	Main Gate Opens – Registration & Tech Opens			
7:30	-	8:30	Mandatory Novice Track Walk & Meeting	Meet @ PreGrid
9:00	-	9:15	Group 4	Qualifying 15 min
9:20	-	9:35	Group 5	Qualifying 15 min
9:40	-	9:55	Group 6 & Novice O/W	Qualifying 15 min
10:00	Registration Closed			
10:05	-	10:20	Group 7 – Novice C/W	Practice 15 min
10:25	-	10:40	Group 1	Qualifying 15 min
10:45	-	11:00	Group 2	Qualifying 15 min
11:10	-	11:25	Group 3	Qualifying 15 min
11:30	-	11:45	Group 7 – Novice C/W	Qualifying 15 min
11:45	-	12:45	Lunch	
12:00	Mandatory Driver's Meeting at Tech			
12:45	Mandatory Novice Driver's Meeting at Tech			
12:45	-	1:10	Group 4	Race 25 min
1:20	-	1:45	Group 5	Race 25 min
1:55	-	2:20	Group 6 & Novice O/W	Race 25 min
2:30	-	2:55	Group 1	Race 25 min
3:05	-	3:30	Group 2	Race 25 min
3:40	-	4:05	Group 3	Race 25 min
4:15	-	4:40	Group 7 – Novice C/W	Race 25 min
9:00PM	MAIN GATE CLOSED - OPENS AT 7:00AM			

SUNDAY:

7:00	Main Gate Opens – Registration and Tech Opens			
7:30	-	8:30	Mandatory Novice Track Walk & Meeting	Meet @ PreGrid
9:00	-	9:15	Group 4	Qualifying 15 min
9:20	-	9:35	Group 5	Qualifying 15 min
9:40	-	9:55	Group 6 & Novice O/W	Qualifying 15 min
10:00	Registration Closed			
10:05	-	10:20	Group 7 – Novice C/W	Practice 15 min
10:25	-	10:40	Group 1	Qualifying 15 min
10:45	-	11:00	Group 2	Qualifying 15 min
11:10	-	11:25	Group 3	Qualifying 15 min
11:30	-	11:45	Group 7 – Novice C/W	Qualifying 15 min
11:45	-	12:45	Lunch	
12:15	Mandatory Novice Driver's Meeting at Tech			
12:45	-	1:10	Group 4	Race 25 min
1:20	-	1:45	Group 5	Race 25 min
1:55	-	2:20	Group 6 & Novice O/W	Race 25 min
2:30	-	2:55	Group 1	Race 25 min
3:05	-	3:30	Group 2	Race 25 min
3:40	-	4:05	Group 3	Race 25 min
4:15	-	4:40	Group 7 – Novice C/W	Race 25 min
4:40	End Of The Day – Thank You for Racing at Mission Raceway Park Road Course			

ALL TIMES SUBJECT TO CHANGE AT ORGANIZER'S DISCRETION

This Event will have the 7 groups as follows

Group 1: A-B-C Prod, SPO-M-U, PRO-3	Group 5: ITA-B-C-S, GTL, E-F-H Imp Prod, CT4
Group 2: D-E-F-G PROD, CR, PRO-7, HT, SM, CSM, Pro44, ITX	Group 6: CC4, FV, FL, B-C-D-E-F SR, NOW
Group 3: CF, FF, FA, FM, FC	Group 7: NCW
Group 4: GT1-2-3, AS, ITE, RS, ST, SE46, SST	

Clerk of the Course: Tasma Wooton

This announcement forms part of the Supplementary Regulations
Sanctioned by ICSCC



Sports Car Club of British Columbia

Presents

ICSCC Race

May 25 - 26, 2024

This championship points race event is sanctioned by ICSCC and is conducted under the 2024 ICSCC regulations. It is organized by the Sports Car Club of British Columbia at the Mission Raceway Park Road Course in Mission, BC. Each regional group will have one race on Saturday and one race on Sunday with **Rotation 4**.

Race results will be posted on the notice board in Tech
Drop off cars and Check-in Thursday from 5:00 to 8:00 PM, Friday 7:00 to 10:00 AM and 4:30 to 7:30 PM, and Saturday/Sunday from 7:00 to 10:00 AM.

There will be a Friday Practice. Register at SCCBC.MotorSportReg.com

Registration closes **Wednesday May 22nd at Midnight**

Entry Fees 2024 in CAD – including 5% GST		
Entry Type	Members	Non-Members
Friday Practice	\$250	\$275
ICSCC - 2 Day Entry	\$390	\$430
ICSCC - 2 Day Add'l Entry	\$215	\$240
ICSCC - One Day Entry	\$265	\$290
ICSCC - One Day Add'l Entry	\$155	\$170
Pit Crew (5 free with entry)	\$5	\$5

All Race Entries MUST be completed in MotorSportReg.com. A credit card is required to register; however your credit card will *not* be charged until the race weekend.

ALL PARTICIPANTS MUST BE PRE-REGISTERED. NO REGISTRATION AT THE TRACK.

Crew must be listed on the Driver's entry (No separate crew registration is required for this event)

Check-in is at the paddock gate booth where you will receive a wrist band.

CHECK-IN IS OPEN FROM 5:30pm to 7:30pm on Friday and 7:00am to 10:00am on Saturday & Sunday

TRANSPONDERS: Weekend rental \$70.00 CAD for 2 days or \$40.00 CAD for 1 day. **The order must be included in your entry** and the **rental form completed and emailed to registrar@sccbc.net by midnight on the Wednesday prior to the race event.** The order form is here: http://www.sccbc.net/data/2022/Transponder_Rental_Form.pdf

Notes: - Vehicles in timed sessions must have an operational AMB TranX260 or MYLAPS Car Classic, Flex or Direct Power transponder.

- Open to vehicles eligible under current CACC, SCCA, or ICSCC regulations

Paved Paddock Spaces: Paddock reservations are made with your registration on MotorsportReg.com before the race entry deadline. Please indicate your 1st, 2nd and 3rd choices. They will be assigned in the order the entries are received. If your entry is late or you do not indicate your choices, your pit assignment will be determined at registration from any remaining. The back row will be allocated to pre-approved trailers first. **DO NOT OCCUPY paddock spaces that have not been assigned to you by the paddock marshal.** Violators may be fined or towed.

Registration Enquiries: Registrar, Marc Ramsay, Tel: (604) 816-6272 (**No calls after 7pm**), registrar@sccbc.net

Tech: Please **download the tech inspection form**, fill in your name & car information, then print it and present it to tech to get your sticker. Cars & gear without an annual sticker must be presented to the tech shed. The form is included in the event package on the website. Please complete it on your computer and print it.

Notes. 1) Consumption of alcoholic beverages and recreation cannabis is **NOT PERMITTED** during an event.

2) Weekend schedule posted online at www.sccbc.net.

This Event will have the 7 groups as follows	
Group 1: A-B-C Prod, SPO-M-U, PRO-3	Group 5: ITA-B-C-S, GTL, E-F-H Imp Prod, CT4
Group 2: D-E-F-G PROD, CR, PRO-7, HT, SM, CSM, Pro44, ITX	Group 6: CC4, FV, FL, B-C-D-E-F SR, NOW
Group 3: CF, FF, FA, FM, FC	Group 7: NCW
Group 4: GT1-2-3, AS, ITE, RS, ST, SE46, SST	

Clerk of the Course: Tasma Wooton

This announcement forms part of the Supplementary Regulations. Sanctioned by ICSCC.

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2024 MEMO PUBLICATION SCHEDULE

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