



ICGCC Memo 10, December 2008

The Official Publication of the  
International Conference of Sports Car Clubs

### In This Issue:

- Rule change vote results for 2009 season
- 2008 ICSCC Perpetual Award Winners
- 2009 Competition License Application & Medical forms

## President's Message

Well, here it is – my last President's message. Three years have gone by quickly.

As 2008 comes to a close and I reflect on my 10-year association with Conference, I feel both enthusiastic and proud of what ICSCC has accomplished in its 52-year history. The International Conference of Sports Car Clubs is still a strong and viable racing organization, and I believe it owes its success to the goals, the consistent structure of our rules and policies, and the dedication of the many volunteers who have given so much of their time to make it work. It's truly amazing what a common passion can create. We are all lucky to be a part of this Conference 'family'. As ICSCC moves forward, we must be watchful, changing as needed without abandoning the things that have made us consistently strong.

I feel very privileged to have served as your President for the past three years. I have enjoyed working with each and every member of the Board, all officials and volunteers, race workers and fellow drivers. Thank you all for your participation, contributions, and support. I look forward to the 2009 season of championship racing and continuing the many friendships I have formed.

But before I sign off completely, here are some final pieces of information to pass along.

Now that the Fall Meetings and 52<sup>nd</sup> Annual ICSCC Awards Banquet are history, the 2008 race season can be officially checkered. This year, the banquet had more than 200 attendees and our drivers received 63 hard earned trophies. Twenty-seven race workers also received awards for their dedication to Conference. **Congratulations to all the 2008 Championship Awards winners.** This year's perpetual trophies were presented to **Ralph Hunter** – ICSCC Worker of the Year, **Jeff Broadhead** – ICSCC Novice Driver of the Year, and **Greg Miller** – ICSCC Driver of the Year. I would like to thank everyone who came to celebrate the accomplishments and contributions of all our drivers, workers, officials, and clubs. A special thank you to Lynne Eskil, Peggy Walker, Cheryl Gilbert, Gerry Frechette, and George Burgess for their efforts in making the evening so enjoyable.

Earlier in the day, the Contest Board met and voted on 31 rule change proposals for 2009. Vote results are included in this Memo. The E-Board also approved the addition of two new provisional classes: Formula Continental (Group 3), and Vintage Formula Vee (Group 6). These new classes represent the most recent efforts of the open wheel drivers to increase entry counts in Groups 3 and 6. Following success in 2008, the Novice Open Wheel class will continue to run in Group 6 in 2009.

Although the 2009 schedule will not be finalized until the Spring Meeting in January, a tentative schedule (14 races, 11 weekends) was created, and it includes races at the new and challenging Grass Valley track. If you attended the banquet, you were treated to a video ride-along of the track. The track construction is coming along nicely – check out their website for new developments and more in-car videos.

*continued...*

## ICGCC Officials 2009 \*

Please respect our volunteers - no calls or faxes after 9 p.m.

\* The License Director and Registrar and Stewards listed here are those for the 2009 season. A complete list of 2009 officials will appear in the first issue of 2009.

President	Linda Heinrich Racing2132@aol.com	3020 SW 66th Ave	Portland, OR 97225	503 297-8118
Vice President	Dick Boggs bdboggs@aol.com	13749 97th Ave. N.E.	Kirkland WA 98034	425 823-4883
Vice President	Dennis Peters dennispeters@earthlink.net	7645 Ray Nash Dr. NW	Gig Harbor, WA 98335	253-851-2801 res. 253-405-2646 cell
Advisor	Bob Spreen rwspreen@comcast.net	42805 SE 164th St	North Bend, WA 98045	425-888-5343
Secretary	Lynn Coupland icscc_sec@hotmail.com	5670 SW Menefee Dr.	Portland, OR 97239	503-246-3511 res. 503-701-3547 cell
Treasurer / Advisor	Dan Heinrich Racing2132@aol.com	3020 SW 66th Ave.	Portland, OR 97225	503 297-8118
Race Steward	Hal Hilton hshilton2@msn.com	1629 Huckleberry Circle	Issaquah, WA 98029	425-557-5970 bus
Assistant Steward	Mike Blaszcak mike@screwylizardracing.com	5458 East Mercer Way	Mercer Island, WA 98040-5118	425-753-6793 cell 206-275-0973 fax
Assistant Steward	Jeff Penick jeffryp@comcast.net	1625 Corina Dr. SE	Salem, OR 97302	503-371-8488 res
License Director	Randy Blaylock icscclicensedirector@comcast.net			425-806-9725 shop 206-398-9283 cell 8am-8pm please
License Registrar	Karen McCoy karen.mccoy@netzero.net	13702 SW Hall Blvd, #4	Tigard, OR 97223	503-730-9007 cell 503-684-0976 fax
Sound Control	Darren Dilley cheapfastracing@hotmail.com	1489 NE Stile Dr	Hillsboro, OR 97124	503-679-7669
Memo Editor & Website	Danielle Baxter icscc@telus.net	P.O. Box 219	Fort Langley B.C. V1M 2R5	604 882-8078
Race Officials Div.	Lynn Rimmer lynnrimmer@shaw.ca	8620 154th Street	Surrey, BC V3S 3N6	604 501 1503
Points Keeper	Bob Mearns rs.mearns@gmail.com	22638 Old Woodinville Duvall Rd.	Woodinville, Wa 98077	206-713-3345
Medical Officer	Doug Jennings dp.jennings@live.com	467 Solnae Place NW	Bremerton, WA. 98311	360-692-6244
Legal Advisor	Charles Denkers	4208 SE Harrison	Milwaukie, OR 97222	503-222-6102 bus.
Insurance Advisor	Scott Adare sadare@aol.com	1112 E Woodcrest Ct.	Spokane, WA 99208	509-230-0929 res. 509-466-4776 fax
Historian	Gerry Frechette gerryf@telus.net	2355 West 7th Ave.	Vancouver, B.C. V6K 1Y4	604 734-4721 tel & fax
PR North / South	POSITIONS OPEN			
Banquet Facilitator	POSITIONS OPEN			
Banquet Support	Peggy Ann Walker peggyw@99westtrailers.com	6327 SW Hiawatha Ct.	Lake Oswego, OR 97034	503-537-9103 bus.

The ICSCC Memo is a publication of the International Conference of Sports Car Clubs. The ICSCC Memo and its contents in entirety are copyright by the International Conference of Sports Car Clubs. Any reproduction by any means, electronic or mechanical, without the express written permission of the International Conference of Sports Car Clubs, is prohibited. The ICSCC Memo accepts written comments subject to ICSCC policy limitations but will not be held responsible for the content of such letters. Letters only published if submitted with the author's name, address and phone number. The ICSCC Memo is printed in the USA by Lazerquick, Beaverton, OR Editor - Danielle Baxter, PO Box 219 Fort Langley, BC, V1M 2R5, tel. 604-882-8078. The publisher reserves the right to reject any paid or unpaid advertisement.

President's Message, continued...

The 2009 License Application and Medical forms are also included in this Memo. This year, you will be able to opt out of receiving the Memo by mail, if you prefer to access it online instead. If you want to opt out of postal mail, make sure to check the box on the license application before you send it to Karen.

At the conclusion of the Fall Meeting, elections were held for the 2009 Race Steward, License Director, and President. **Mike Blaszcak** will be your **2009 Race Steward**. I know many of you are anxiously awaiting his drivers' meetings! Thank you, Hal Hilton, for the great job you did in 2008. **Randy Blaylock** will be taking over as **License Director**. Greg Miller is retiring after two years in the position. In my estimation, Greg took the Novice program to a whole new level. He did a superb job of mentoring the Novice drivers, and I know Randy will do an equally outstanding job. If you don't already know him, Randy drove the meticulously prepared #95 red Viper in Groups 1 and 4 last year.

Your new **2009 ICSCC President** is **Kevin Skinner**. Kevin has been an integral part of SCCBC and Conference for a long time, and he was SCCBC's E-Board representative for many years. He knows ICSCC's history and shares the same commitment and enthusiasm for racing that has carried this organization through its previous 52 years. As President, one of my goals was to make sure that Conference remained a strong and respected racing organization. Kevin shares that same goal. I am confident you will give him the same support you have given me.

Finally, the Heinrich household wishes you and your family the merriest of holiday seasons and a healthy and successful New Year.

See you at the track in 2009.

Linda Heinrich  
ICSCC President (now retired)

**The full 2009 Memo submission schedule will be published in the first issue of the year.**

**Deadline for the first issue of 2009 is January 14.**

You can post your own *non-commercial* ad on the ICSCC Drivers' Meeting Forum **Buy & Sell board!**

**Go to [www.icsc.com/discus/...](http://www.icsc.com/discus/...)**

Please read the guidelines for use of the board.

Please post a notice when your item is sold

#### Photos on the 'Net!

Rainbow Action Imagery has photos of your car on the internet. At our website 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:

1. Go to **[www.dotphoto.com](http://www.dotphoto.com)**
2. Enter username **gerryf** and password **rainbow**
3. Pick a photo gallery to view

From there, follow directions for ordering online or contact Gerry or Sue for further info, at 604-734-4721 or [gerryf@telus.net](mailto:gerryf@telus.net).

*Moving?*

All ICSCC licensed drivers **must** advise the **License Registrar** of a change of mailing address! Notifying the Memo Editor directly will *not* keep your Memos coming: the mailing list is generated anew for every issue by the License Registrar. Please include:

Name	New Address
	New Phone #
	Old Address
	Effective Date
	Email Address

**Send to (by email is preferred, if possible):**

ICSCC License Registrar  
Karen McCoy  
**[karen.mccoy@netzero.net](mailto:karen.mccoy@netzero.net)**

Memo recipients who are **not drivers**, please advise the Memo Editor of a new address:

ICSCC Memo Editor  
Danielle Baxter  
**[icscc@telus.net](mailto:icscc@telus.net)**

This applies also to change of name. If you prefer to send by post, please refer to inside front cover for addresses.

## ICGCC License Renewal Made Easy

Have you ever noticed the checklist at the bottom of the ICSCC Competition License Application? Or looked closely at your Memo label on the last and first issue of each year?

Make your life trouble-free — at least as far as renewing your competition license — by following these simple tips:

1. Use the checklist — it works! Your license cannot be printed until the License Registrar has all those items. And if there's something missing your application goes to the bottom of the pile and the complete ones are processed first.
2. Look at the label on your Memo. If it says you need a doctor's physical, make an appointment with the doc now for early next year. Usually these appointments are difficult to get on the spur of the moment.
3. Send your application in early. Please don't wait until you're sending in your race entry to remember you need your new license. Besides, you could be charged an additional "hurry up!" fee.
4. Oh, and maybe the greatest incentive to plan ahead: If you wait until after March 31 to renew, you could lose your favorite car number! Yikes!
5. And something new this year! If you usually read the ICSCC Memo online (or are willing to start), please check the box to opt out of receiving a copy by postal mail. Everything published in the Memo is available online – and usually about a week earlier than it arrives at your door. If you have any questions about this, please contact the Memo Editor, Danielle Baxter, at 604-882-8078 (evenings 'til 9:30) or [icscc@telus.net](mailto:icscc@telus.net).

I have enjoyed working with all of you this past year and look forward to 2009!

Karen McCoy  
ICSCC License Registrar

---

**Club officials (Race Registrars and Race Chairs) for 2009 will be listed in Memo #1 or #2 2009.**

**If you have race-related questions in the meantime, contact the clubs directly via their websites, listed below.**

### ICGCC Racing Online

Find forms, race announcements, classified ads, officials' contact info, race results, points and much more on the ICSCC website at [www.icscc.com](http://www.icscc.com)

### And visit member clubs' sites:

**Cascade Sports Car Club:**  
[www.cascadesportscarclub.org](http://www.cascadesportscarclub.org)

**International Race Drivers' Club:**  
[www.irdc-racing.com](http://www.irdc-racing.com)

**NorthWest MotorSports**  
[www.northwestmotorsports.org](http://www.northwestmotorsports.org)

**Sports Car Club of BC:**  
[www.sccbc.net](http://www.sccbc.net)

**Team Continental:**  
[www.teamcontinental.com](http://www.teamcontinental.com)



# ICSCC 2009 COMPETITION LICENSE APPLICATION

## Application Fee: \$75 U.S. Funds

**ICSCC LICENSE REGISTRAR**  
**Karen McCoy**  
 13702 SW Hall Blvd. #4  
 Tigard, OR 97223  
 Cell: 503-730-9007  
 Fax: 503-684-0976  
 Email: [karen.mccoy@netzero.net](mailto:karen.mccoy@netzero.net)

**ICSCC LICENSE DIRECTOR**  
**Randy Blaylock**  
 Shop 425-806-9725  
 Mobile 206-398-9283  
 Calls 8 am - 8 pm please.  
 Email:  
[icscclicensedirector@comcast.net](mailto:icscclicensedirector@comcast.net)

**DO NOT WRITE IN THIS SPACE**

Date Received: \_\_\_\_\_ GRP/License #: \_\_\_\_\_  
 Fee: \_\_\_\_\_ GRP/License #: \_\_\_\_\_  
 Check/Cash: \_\_\_\_\_ GRP/License #: \_\_\_\_\_  
 Photos: \_\_\_\_\_  
 Date Issued: \_\_\_\_\_ Approved By: \_\_\_\_\_

**APPLICANT: PLEASE PRINT LEGIBLY AND SIGN: Return to the LICENSE REGISTRAR** (address listed above left)

NAME	STREET ADDRESS
------	----------------

CITY	STATE / PROVINCE	ZIP / POSTAL CODE	AREA CODE / TELEPHONE NUMBER
------	------------------	-------------------	------------------------------

DATE OF BIRTH	DRIVER'S LICENSE NUMBER	STATE / PROV	EMAIL ADDRESS (if applicable)
---------------	-------------------------	--------------	-------------------------------

CLUB AFFILIATION (REFLECTS CONTEST BOARD VOTE)	COMPETITION LICENSE #	ISSUED BY	TRANSPONDER #
--	-----------------------	-----------	---------------

CAR MAKE and MODEL	CAR COLOR(S)
--------------------	--------------

**YOUR GROUP AND CLASS CHOICES ARE (Mark with an "X"):**

<b>GROUP 1</b>	<input type="checkbox"/> A PROD <input type="checkbox"/> B PROD <input type="checkbox"/> C PROD <input type="checkbox"/> D PROD <input type="checkbox"/> SPU <input type="checkbox"/> SPM <input type="checkbox"/> SPO <input type="checkbox"/> PRO-3
<b>GROUP 2</b>	<input type="checkbox"/> E PROD <input type="checkbox"/> F PROD <input type="checkbox"/> G PROD <input type="checkbox"/> H PROD <input type="checkbox"/> I PROD <input type="checkbox"/> J PROD <input type="checkbox"/> SPEC MIATA <input type="checkbox"/> CR <input type="checkbox"/> PRO-7 <input type="checkbox"/> CLUB SPEC MIATA <input type="checkbox"/> HONDA 4
<b>GROUP 3</b>	<input type="checkbox"/> CF <input type="checkbox"/> FF <input type="checkbox"/> FA <input type="checkbox"/> FM <input type="checkbox"/> FC
<b>GROUP 4</b>	<input type="checkbox"/> GT-1 <input type="checkbox"/> GT-2 <input type="checkbox"/> GT-3 <input type="checkbox"/> AS <input type="checkbox"/> ITE <input type="checkbox"/> RS
<b>GROUP 5</b>	<input type="checkbox"/> ITA <input type="checkbox"/> ITB <input type="checkbox"/> ITC <input type="checkbox"/> ITS <input type="checkbox"/> GTL <input type="checkbox"/> EIP <input type="checkbox"/> FIP <input type="checkbox"/> GIP <input type="checkbox"/> HIP
<b>GROUP 6</b>	<input type="checkbox"/> FV <input type="checkbox"/> VFV <input type="checkbox"/> FFF/500 <input type="checkbox"/> FL <input type="checkbox"/> S-2 <input type="checkbox"/> ASR <input type="checkbox"/> BSR <input type="checkbox"/> CSR <input type="checkbox"/> DSR <input type="checkbox"/> ESR <input type="checkbox"/> FSR <input type="checkbox"/> NOVICE OPEN WHEEL
<b>GROUP 7</b>	<input type="checkbox"/> NOVICE CLOSED WHEEL

3 NUMBER CHOICES/GROUP		
1ST	2ND	3RD

YOUR CHOICES FOR NUMBERS ARE:	IRR: 00 - 199	ARR: Use Original Novice #	NOVICE C/W or O/W: 300 - 499
-------------------------------	---------------	----------------------------	------------------------------

<b>IF SHARING A CAR WITH ANOTHER DRIVER, PLEASE SUPPLY THE FOLLOWING IF KNOWN:</b>	NAME						
	PRIMARY #		GROUP		SECOND #		GROUP

APPLICANT'S LEGAL SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_, 20\_\_

**PLEASE COMPLETE CHECK LIST:**

<input type="checkbox"/> Money order or check: (U.S. funds) for \$75.00	<input type="checkbox"/> Medical History Application
<input type="checkbox"/> Two photos - 1" x 1" (Photo ID size ONLY)	<input type="checkbox"/> Physician Exam Form, if required by ICSCC Regs
<input type="checkbox"/> <b>Proof of valid club membership</b> (Receipt of payment; this is your Contest Board Vote)	<input type="checkbox"/> Doctor has marked "Is Fit" or "Should be Reviewed" in Recommendation section on Physical Examination Form
<input type="checkbox"/> Form signed and dated	<input type="checkbox"/> <b>Novices</b> – photocopy of Certificate of Completion of Driving School
<input type="checkbox"/> Check here to <b>opt out</b> of receiving the ICSCC Memo by postal mail (every issue is available online)	

© 2009 Copyright ICSCC ~ 12/10/2008

Please allow 15 days for processing **AFTER** receipt of application. Thank you.

Licenses needed in less than 15 days may incur a \$75.00 expediting fee.



# ICSCC 2009 MEDICAL HISTORY APPLICATION

(To be filled out by the Applicant  
whether or not you require a physical exam by doctor)

Name: _____	Birthdate: _____	Sex: _____
Address: _____		
City: _____	State/Prov: _____	Code: _____
Home Phone: ( ) _____	Work Phone: ( ) _____	
Occupation: _____		

Personal Physician: _____		
Physician's Address: _____	Phone: ( ) _____	
City: _____	State/Prov: _____	Code: _____

Examining Physician (if applicable): _____		
Physician's Address: _____	Phone ( ) _____	
City: _____	State/Prov _____	Code _____

## DO YOU HAVE A HISTORY OF THE FOLLOWING? (Please Check)

	NO	YES
1. Frequent or unusual headaches? _____	<input type="checkbox"/>	<input type="checkbox"/>
2. Fainting spells? _____	<input type="checkbox"/>	<input type="checkbox"/>
3. Unconsciousness? _____	<input type="checkbox"/>	<input type="checkbox"/>
4. Eye disorder? _____ Wear glasses? _____	<input type="checkbox"/>	<input type="checkbox"/>
5. Nervous System disorders? _____	<input type="checkbox"/>	<input type="checkbox"/>
6. Asthma _____	<input type="checkbox"/>	<input type="checkbox"/>
7. Allergies _____	<input type="checkbox"/>	<input type="checkbox"/>
8. Diabetes _____	<input type="checkbox"/>	<input type="checkbox"/>
9. Heart or circulation disorders? _____	<input type="checkbox"/>	<input type="checkbox"/>
10. High or Low Blood pressure _____	<input type="checkbox"/>	<input type="checkbox"/>
11. Anemia or easy bleeding _____	<input type="checkbox"/>	<input type="checkbox"/>
12. Intestinal disorder? (Stomach, colon, etc.) _____	<input type="checkbox"/>	<input type="checkbox"/>
13. Kidney stone or tumor _____	<input type="checkbox"/>	<input type="checkbox"/>
14. Psychiatric problems _____	<input type="checkbox"/>	<input type="checkbox"/>
15. Treatment for alcoholism or drug habit _____	<input type="checkbox"/>	<input type="checkbox"/>
16. Attempted suicide _____	<input type="checkbox"/>	<input type="checkbox"/>
17. Admission to hospital for surgery, or other reason _____	<input type="checkbox"/>	<input type="checkbox"/>
18. Rejection for life or disability insurance _____	<input type="checkbox"/>	<input type="checkbox"/>
19. Medical rejection from or for military service _____	<input type="checkbox"/>	<input type="checkbox"/>
20. Disability compensation for any reason _____	<input type="checkbox"/>	<input type="checkbox"/>

Please use reverse side for details and list all medications (prescription or over-the-counter) being used.

I certify that my answers are true and accurate; I also give permission for any hospital, institution or physician to give specific details.

APPLICANT'S SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_



# ICSCC 2009 PHYSICAL EXAMINATION FORM FOR COMPETITION LICENSE

(To be filled out by the examining physician)

Dear Doctor: This candidate wishes to take part in motor racing events in which he/she will drive a high performance car under the most exacting and stressful conditions. Examine him/her carefully and critically, and recommend him/her if medically fit to drive without danger to himself/herself or to others. If you are not sure of this decision, please indicate below for review of this applicant's suitability by an appropriate officer of the licensing body.

Name: _____	Birthdate: _____	Sex: _____
Address: _____		
City: _____	Height: _____	Weight: _____

NORMAL	ABNORMAL
_____ 1. Head and neck	_____
_____ 2. Ears and hearing	_____
_____ 3. Eyes	_____
_____ 4. Heart	_____
_____ 5. Peripheral pulses	_____
_____ 6. Gastro-Intestinal System	_____
_____ 7. Endocrine system	_____
_____ 8. CNS	_____
_____ 9. Peripheral nerves	_____
_____ 10. Genital/Urinary system	_____
_____ 11. Musculo-skeletal system	_____
_____ 12. Skin. Scars?	_____
_____ 13. Psychiatric disorder	_____

  

**An EKG is NOT required as of November 13, 2004.**

**FOR DIABETICS ONLY:**  
HgBA<sub>1</sub>C measured in the past two months. \_\_\_\_\_

  

14. <b><u>Distant Vision</u></b>	
Right eye: 20/ _____	
Left eye: 20/ _____	
Both eyes: 20/ _____	
<b><u>With Glasses</u></b>	
Right eye: 20/ _____	
Left eye: 20/ _____	
Both eyes: 20/ _____	
15. <b><u>Field of Vision</u></b>	
Normal _____	
Abnormal _____	
16. <b><u>Color Vision</u></b>	
Normal _____	
Abnormal _____	
17. B. P. _____	
18. Heart Rate and rhythm: _____	
19. Urinalysis	
Protein _____	
Glucose _____	

PHYSICIAN'S COMMENTS (may continue on the back of this form)

---



---

- I believe that the applicant **is fit** to drive a racing car in competitive events at high speeds.
- This applicant **should be reviewed** by an ICSCC official.

**Physician's Signature:** \_\_\_\_\_

**Date:** \_\_\_\_\_

Place physician's office stamp below  
(physician's name, phone and address):



## 25 Hours of Thunderhill 2008 - a Conference Driver's Story

The following photos and story are from the recent 25 hour enduro at Thunderhill. The story is abridged from a post by Michael Conatore on the ICSCC Drivers' Meeting forum, and the photos are by Steven Cabana / Head-On Photos. Mike begins by recounting the team's technical difficulties pre-race, which resulted in a lower qualifying position than the car and drivers merited. We join the team as the race is about to start...

Saturday morning was cool and crisp but with no fog... a few minutes before 11 a.m. a pipe band played, and the national anthem was sung. Soon, engines were revving... at clock zero time, the pace car led the field out. After 2 or 3 pace laps, the field rolled down the front straight for one of the cleanest starts I have seen in a highly competitive race.

Reg Milne was our first driver, and impressed us with his steady climb through the pack. By the end of his 2 hour time, our starting position had become irrelevant. Hal Hilton took over at about 1 p.m. and continued the good work.

Soon the water temperature began fluctuating. After several laps it was decided to bring the car in to check the coolant. Hal went back out, but the problem continued. Next a new radiator cap was put on. The problem continued, though, and finally the decision was made to replace the thermostat.



I drove when the car went back out. The temperature fluctuation became more extreme, and I spent a lot of time and concentration checking the gauges. Whenever it appeared to stabilize, I concentrated on putting together a good run, but when I'd look at the gauge again, it would be farther out of whack - from 190 to 235 degrees. I eased off a bit but... as I came out of turn 15 onto the front straight, under hard acceleration near 6000 rpm in 3rd gear, I felt the power drop suddenly, and a cloud of oil smoke puffed out behind.

I talked with Stan and Justin on the radio, assessing the situation, and we decided to limp the car around and into the paddock. The chiefs determined we had blown a head gasket, likely due to water pump failure. It would be a couple hours' work, so I got out and ate while Jon, Stan and Justin worked.

At about 5:30 p.m., fog came in, quickly and with force. The temperature dropped 10+ degrees in less than 5 minutes and visibility went to a few hundred feet. The track was shut down by about 6:30 p.m.. Race management told the teams that they would make hourly reports over the track PA system, and would give 30 minutes warning before resumption of the race, to allow time for drivers and crews to prepare.

We concluded repairs on the car around 7:30 p.m. and then there was nothing to do but wait. Most of us slept. I would be driving when we resumed, but nobody had any idea when that might be. I slept from just after 8 to 4:15 a.m. when I was awakened by the PA saying that we would be starting again at 5.

It was still foggy and cold. It is quite an experience to get out of bed, slip on the driving suit, climb into a race car and pull out onto a cold, dark and misty track to go drive as fast as possible! Since we were behind the wall when the track was shut down, we started from the rear. The car felt very consistent, balanced and smoothly powerful. I began to warm up and get comfortable and my lap times dropped below 2:10. Often clumps of fog would drift through, partially or fully obscuring visual references. Amplified by the shifting illumination from the lights of the cars ahead and behind, it all made for very challenging driving. But as my stint progressed I adapted to the conditions and I began to turn 2:06s and 2:07s.



At about 6:45 AM I handed off to Rick Delamare. Rick's drive was similar to mine, with increasing

*continued...*

# 2008 FAMILY REUNION

Throughout the year, our member clubs supplied the tranquil garden settings for all of us to have our weekend get-togethers, and for that we are appreciative.

Throughout the year, the drivers supplied the entertainment at these little soirees, and for that we are truly grateful.

Throughout the year, the volunteers came to set up and tear down the garden settings, they came to restore the tranquility when the entertainment occasionally derailed, they came because they wanted to be there and for that we are thankful.

This is the ICSCC family way.

Special thanks to Rick Delamare and Greg Miller for presenting the ROD Awards this year, and to Hal Hilton for presenting the Worker of the Year Award. This year 73% of the ROD Members received recognition awards. They came because they wanted to be there.

<b>RED:</b>	Andrew Clouston Karen Clouston Angus Glass Ali Montgomery Russ Newhouse Ann Peters	Nick Roche Roger Salomon Doug Smith Don Souter Manny Zumm	<b>BLUE:</b>	Scott Ahrens John Bradshaw Cathy Frasier Adam Jacobsen	Ken Killam Holly Remington Tasma Wooton
<b>SILVER:</b>	Linda Blackburn Jerry Coughran Rob Jacobsen	Thomas Liesner Mark Miller Jim O'Keefe	<b>GOLD:</b>	David Bell Ralph Hunter	Lynn Rimmer

**JUNIOR ACHIEVEMENT AWARD:** Sierra Newhouse

**WORKER OF THE YEAR:** Ralph Hunter

Congratulations to all! See you in 2009.

Lynn Rimmer  
ICSCC ROD Director

---

*Thunderhill, continued...*

daylight adding visual challenges of its own. Other than minor contact by another car, Rick had no problems beyond the variable visibility. His times also improved, and about 8:45 a.m. he handed off to Jeff Remfert. Jeff went out in the improving conditions and was soon turning the fastest laps of the race so far.

Reg and Hal decided, since we were out of the running for a podium finish, to do some suspension tuning and also get everyone an unscheduled extra shift in the car, an unexpected (though characteristically generous) decision.



The car now ran flawlessly and handled like a dream. As conditions were very consistent, and traffic had thinned due to attrition, we began to see who could run the fastest lap. Hal had previously set the bar at 2:02.0 and Jeff bested that by about a second at 2:01.0. Hal managed 2:00.04 with just 20 minutes to go in the race.

I am extremely proud to have been able to participate in such an event with the caliber of people on this team. It was a high point in my experiences in life! Thank you to the whole crew and driving team of Matrix Integrated and Hilton Motorsports... to Hal for having the confidence in me to invite me to join the team and drive his car at full tilt boogie in the dark and fog. Most of all thank you to my wonderful wife Renee, who consistently supports me in my passionate madness, and who really appreciates how much racing means to me.

## ICSCC Rule Change Vote Results for 2009 Season

Yes	No	Abst	Item #	Page #	Club	Section/ Jurisdiction	Proposal																																										
71	<b>372</b>	0	1	16	IRDC	308.C E/C	For an IRR licensed driver to retain his/her competition number in each race group, he/she must apply annually for his/her competition license on or before March 1 of each year and enter a minimum of one (1) ICSCC Championship Race in that race group during that year, <u>or 1 NWES Enduro event. In event that driver has only been able to run in an Enduro event then he/she will declare preferred run group for ICSCC Championship Series. Proof of entry in Enduro with lap sheet from timing and scoring must be provided with license application.</u>																																										
<b>434</b>	9	0	2	18	IRDC	402.A.9 E/C	The Race Steward shall visually inspect at least one <del>Production</del> car at random during each Championship event.																																										
158	<b>285</b>	0	3	23	IRDC	502 C	<p>Awarding of points at each race.</p> <p>A. In order to qualify as a finisher, a competitor <del>must complete not less than 50% of the number of laps completed by the class winner and receive the checkered flag. If an odd number of laps, round to the next lower number. If there is only one car in class, the competitor must complete not less than 50% of the number of laps completed by the overall race winner to receive first place trophy and points. In the event of a red flag race, see 702.</del> must either take the green flag with the race group at the end of the pace lap or start from the pit lane at the direction of the pre-grid personnel. If a car or driver is unable to complete the entire race distance and take the checkered flag, they may retire to the paddock and be scored according to the <del>amount</del> <u>number</u> of laps completed.</p> <p>B. Points will be awarded per the chart below:</p> <table style="margin-left: 40px;"> <thead> <tr> <th>Position</th> <th>Points</th> <th>Position</th> <th>Points</th> <th>Position</th> <th>Points</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>25</td> <td>7</td> <td>16</td> <td>13</td> <td>10</td> </tr> <tr> <td>2</td> <td>22</td> <td>8</td> <td>15</td> <td>14</td> <td>9</td> </tr> <tr> <td>3</td> <td>20</td> <td>9</td> <td>14</td> <td>15</td> <td>8</td> </tr> <tr> <td>4</td> <td>19</td> <td>10</td> <td>13</td> <td>16</td> <td>7</td> </tr> <tr> <td>5</td> <td>18</td> <td>11</td> <td>12</td> <td>17</td> <td>6</td> </tr> <tr> <td>6</td> <td>17</td> <td>12</td> <td>11</td> <td>18</td> <td>5</td> </tr> </tbody> </table>	Position	Points	Position	Points	Position	Points	1	25	7	16	13	10	2	22	8	15	14	9	3	20	9	14	15	8	4	19	10	13	16	7	5	18	11	12	17	6	6	17	12	11	18	5
Position	Points	Position	Points	Position	Points																																												
1	25	7	16	13	10																																												
2	22	8	15	14	9																																												
3	20	9	14	15	8																																												
4	19	10	13	16	7																																												
5	18	11	12	17	6																																												
6	17	12	11	18	5																																												

							<p style="text-align: center;">19&amp;Lower – 4</p> <p><b>DNF = 3 POINTS</b>  <b>DNS = 1 POINT</b>  <b>CLASS POLE POSITION = 2 POINTS</b></p> <p>All driver's positions count in the awarding of points, but non-ICSCC driver points are not awarded.</p>
153	<b>290</b>	0	4	28	VSCC	608.C E/C <b>New</b>	<u>Entrants who pass tech, but unable to enter the track proper due to mechanical or physical reasons will receive 50% refund upon request.</u>
316	127	0	4			608.C	<b>Amended; overturned by E-Board</b>
9	<b>434</b>	0	5	33	VSCC	703.E E/C	<p>The race groups will be set by the Executive Board . . . Novice Race Group can be combined at the License Director's discretion where scheduling and/or group size considerations dictate.</p> <p>Any club that puts on three or more races may have one race . . . Club race announcements must also declare that no Novice Open Wheel race will be held.</p> <p><u>A class with more than 35 entrants shall have its own race.</u></p>
136	<b>271</b>	36	6	46	Steward	1105.A.2 E	<p>Roll cages except Sports Racers and Formula cars stamped by ICSCC <del>after December 31, 2004</del> must meet <u>the current year</u> SCCA "IT" minimum standards for the year in which the roll cage was stamped in regard to bracing, design, tube diameter and tube thickness. <del>All cages previously stamped will be grandfathered unless modifications have been made requiring</del> <u>If modifications are made, the roll cage must meet the most recent SCCA "IT" minimum standards and</u> requires a new ICSCC roll cage stamp.</p>
211	<b>232</b>	0	7	48	VMSC	1105.D E	<p>Helmets and Goggles. All helmets shall conform . . . The helmets of all drivers entering the track on a race weekend must have a valid ICSCC helmet sticker or approved equivalent.</p> <p><u>Beginning January 1 2011 all helmets shall conform or be equal to Snell Foundation specifications and meet SA certification. All helmets shall be no older than 10 years from the manufacturers date shown on the helmet.</u></p>

							<p><u>For open cockpit cars, full face helmets shall be worn with a full face shield. For closed cockpit cars, all helmets shall be worn with a full face shield, approved goggles, or approved safety glasses.</u></p> <p><u>A 1" x 1" tamperproof decal with the initials "ICSCC" and the current year date, provided by ICSCC shall be attached to the left exterior of the helmet by an ICSCC appointed official certifying that the helmet has been inspected and passes by ICSCC. Helmet stickers from other approved sanctioning bodies, (SCCA, CACC, etc.) will be accepted in lieu of the ICSCC sticker. Helmets of all drivers entering the track on a race weekend must have a valid ICSCC sticker or approved equivalent.</u></p>
267	176	0	8	50	IRDC	1106.G E/C	Class letters are required on both sides of a car. Cars with multiple class designations <u>that may be applicable in one run group</u> must cross out or cover designations that do not apply to the current session.
232	175	36	9	54	TC	1109.A E/C	<p>Fuel. All cars competing in ICSCC events will run only on gasoline or a blend of gasoline and alcohol. Any blend of gasoline and alcohol shall not exceed <u>20 85</u> percent alcohol. . . .</p> <p><b>No E-Board vote; amended version accepted</b></p>
407	0	36	9	54	TC	1109.A E/C	<b>Amended; overturned by E-Board</b>
407	0	36	10	54	TC	1109.A E/C	. . . Diesel <u>and bio-diesel</u> fuel will be allowed for use in diesel engine powered cars.
153	163	127	11	63	IRDC	1306.B.4.(a) E/C	<p>...Nothing may be added to or applied on the Specification tire, which results in a softening of the rubber compound.</p> <p><u>Formula Club Ford cars must qualify and race using the same set of tires. The Race Steward or his designee will mark all 4 tires used in qualifying</u></p> <p><u>(same set of tires to be used in multiple qualifying sessions). These Steward marked tires must be used in the race. A damaged tire may be replaced with the concurrence of the Steward. Failure to use the Steward marked tires will result in a reduction of one lap for each replaced tire. Double race weekends will be treated as separate races.</u></p>
216	130	97	12	70	Steward	1310.I.5 E/C	Oil sump and oil pickup may be modified to increase oil capacity and to prevent surge. Oil pump may be substituted or modified, <del>but</del> <u>and</u> a dry sump is <del>not</del>

							permitted. "Accusump" may be fitted. An oil cooler may be added provided it is contained within the engine compartment and not visible from outside the car.
320	14	109	13	77	IRDC	1315.A.3 C	...Per SCCA IT specifications. <u>No deformation of the interior body panels is permitted in installing the roll cage, except that the horizontal part of the sheet metal between the main hoop and the top of the "A" pillar (next to the driver's and/or passenger's head) may be pushed in to accommodate the roll cage. The intent of this allowed deformation is strictly to allow more head room for the driver and/or passenger.</u> Fuel cells...
345	5	93	14	78	IRDC	1315.B.2.(g) C <b>New</b>	<u>Passenger and driver's side door glass and window operating mechanisms may be removed.</u>
345	5	93	15	82	IRDC	1315.B.17(a) C	...28 pounds. The PRO-7 spec tire is the 185-60 Toyo Proxes RA1 <u>or R888</u> and may be raced shaved or unshaved. If the...
329	21	93	16	83	IRDC	1315.B.18(b) C <b>New</b>	<u>Aftermarket brackets used to adapt a drum brake rear axle housing to accept solid rear disk caliper from a GSL model are allowed. The brackets only use and intent is to hang a GSL rear caliper on a drum brake rear axle housing.</u>
345	5	93	17	83	IRDC	1315.B.18(c) C <b>New</b>	<u>Adapter kits allowing the use of large bearing (1984-1985) front rotors on small spindles (1981-1983) are permitted providing they serve no other purpose.</u>
293	114	36	18	90	BMW- CCA	1316.B.12(e) C <b>New</b>	<u>Engine, transmission, and rear differential mounting material is unrestricted. Drive train mounts of alternate material and design may be used, but there can be no change to the engine's fore, aft, rotational or vertical location from stock. Drive train mounts must attach in their stock location using the stock mounting brackets. The brackets may not be modified to permit use of an alternate mount.</u>
402	0	41	19	91	BMW- CCA	1316.B.14(a) C	E30 325i spec tire is Toyo Proxes RA4 <u>R888</u> , . . .
386	16	41	20	91	BMW- CCA	1316.B.14(a)	...and must be one of the following sizes: <del>205-50/14</del> , 225-50/14, <del>205-50/15</del> , or 225-50/15. Shaving of the spec tire is allowed.
402	0	41	21	91	BMW- CCA	1316.B.15(a) C	All cars must use the correct stock rotors and calipers available for the model. Hot/cold treating of the rotors is allowed. Brake pads, linings and fluid are unrestricted. Brake lines may be replaced with metal braided lines. Backing plates may be removed or modified. <u>Rubber OEM guide bushings may be replaced with a solid guide bushings.</u> An adjustable proportioning valve may be used to limit pressure. The master cylinder and brake booster must remain

							stock and unmodified. The booster vacuum line may be disconnected. Parking brake mechanisms and components may be removed. Air ducts may be used for brake cooling. Anti-lock Brake Systems must be disabled or removed.
<b>236</b>	114	93	22	93	IRDC	1322 E	Honda Challenge 4. This class shall compete under current year NASA rules <u>except Toyo RA-1 tires will be allowed for the 2009 season.</u>
<b>350</b>	0	93	23	94	CSCC	1323.A C	Make of Car 1990 - 1993 Miata 1600 cc @ 2300lbs (with driver) 1994 - 1997 Miata 1800 cc @ 2350 lbs. (with driver) Ballast must be mounted on the pan in the area normally under the passenger seat <u>and/or on the pan in the passenger front footwell area.</u> 1994 - 1995 1800 cc cars must use a 47 mm throttle restrictor. Mazdaspeed, <b>Part # 0000-06-9947.</b> 1996 - 1997 1800 cc cars must use a 45 mm throttle restrictor. Mazdaspeed, <b>Part # 0000-06-9945.</b> 1. Stock replacement parts may be obtained from sources other
<b>266</b>	84	93	24	96	IRDC	1323.I.1(c) C <b>New</b>	<u>The 1990-1993 Miatas may convert to the 1994-2005 differential housing and the 4.3 differential gear ratio from the 1999-2005 model years. The original 1990-1993 model rear suspension uprights must be retained. Any limited slip, locker, or welded differential may be used as long as it fits into an unmodified stock housing.</u>
<b>280</b>	70	93	25	97	IRDC	1323J.2. C	<del>Camber (maximum) (a) front: no more than 2 degrees negative. (b) rear: no more than 2.5 degrees negative. (c) toe and caster is free.</del>  <u>Suspension alignment (camber, caster, toe) are unrestricted within the limits of the unmodified factory adjustments. Minimum ride height is unrestricted</u>
<b>280</b>	16	147	26	97	IRDC	1323.J.7 C <b>New</b>	<u>1990-1997 cars may use the bump stops from the Mazdaspeed kit (part # 000-04-5993-AW) in conjunction with the 1999-up stock upper mount assembly consisting of the upper mount ( Part # NC01-28-340C), the lower mount bushing (part # NC01-28-776) and the upper mount washer (Part #NC10-28-774).</u>  <u>A metal or delrin plastic spacer may be added between the Mazda bump stop and the 1999 shock hat.</u>

345	5	93	27	98	IRDC	1323.L.2 C	The required tire is the Toyo Proxes RA-1 <u>or R888</u> 205/50/15.
350	30	93	28	102	IRDC	1402.B.4 C	Installation of any wheel provided by the car manufacturer for that specific model, or any substitute provided that the wheel used is dimensionally identical in diameter <u>+/- 1 inch</u> . Wheels may be reinforced.
5	<b>402</b>	36	29	105	VSCC	1402.C.1(g) C	<del>Cars with turbo and or super chargers will not be allowed to compete in Conference Production classes. Cars that are turbo charged and are currently racing will be allowed to compete through the 2005 racing season. "Currently racing" is defined as having a log book with a Conference Production race entry prior to October 31, 2002.</del>
67	<b>283</b>	93	30	105	TC	1402.C.4 C	Removal of the windshield, wiper blades and wiper arms, on open cars, provided a suitable racing windscreen is fitted. Removal of side window glass in one or two doors. If removed, the elevating mechanism may also be removed. Rear windows may be removed on certain cars (Porsche 914, Fiat X1/9, Toyota MR2, etc.) and substituted with plastic window of identical shape if removal of window is necessary to construct SCCA legal roll bar or cage. Substitute rear window must fit tightly around roll bar/cage braces and offer no aerodynamic advantage over glass window it replaces. Open cars are those termed as roadsters, convertibles, etc. by NADA, Kelly Blue Book, State Department of Transportation or insurance codes. <del>Only windshields that may be removed by unbolting may be removed from open cars.</del>
170	<b>237</b>	36	31	110	CSCC	1402.F.7 C <b>New</b>	<u>Allow the replacement of stock brake callipers with aftermarket callipers with the same number and size of pistons. Brake pads must have the same or smaller contact area.</u>

**Total votes = 443**

# Full 2009 ICSCC Schedule of Events

will be published after the Spring Meeting, which will be held January 10, 2009 at the SeaTac Marriott

## Orange-Aid

Fresh squeezed by the ICSCC License Director

### Revelations, Reflections, and a Resolution

I learned a lot in my role as License Director over the last two years. The first lesson was realizing how tough it is to be a director and still try to race. Saturdays were pretty much shot. With help from the Stewards, I could occasionally squeeze in a practice or qualifying session — if my car was 100% ready. I was also fortunate to have an understanding renter and the PRO3 community to help with the car when I couldn't.

Was the loss of track time a fair trade-off for my experience as license director? Absolutely.

The very best part of my job was, of course, the people. Some I worked with: the safety volunteers and race officials who were my eyes and ears; the pace car drivers and grid officials who offered tips and advice; and the license registrars whose memory and recall abilities were amazing. I especially want to thank Olivia Muro and Karen McCoy for making me look good. These two kept the records straight and issued licenses with super efficiency.

I also enjoyed interacting with new and returning drivers, an enthusiastic bunch that quickly got me back into "race mode" each Saturday morning as we gathered for the track walk. Nearly all the novices blended well into the ICSCC family, and many immediately committed themselves to the betterment of the race community. (It was also this group that frequently reminded me that adult education sometimes lacks the "adult" element — perhaps because racing brings out the kid in all of us.)

When I asked fellow ICSCC drivers, crew or volunteers to work with a given novice or evaluate their race, I got overwhelming positive responses. Each and everyone of you is deserving of any credit I may get for teaching and mentoring our new drivers. No one person can properly mentor and teach the drivers that will be driving within inches of you all too soon. You kept the community spirit and responsibility alive and helped safely train our new driver members. This was, and is a truly synergistic effort.

Finally, I have great appreciation for the club volunteers who organize and manage the races at each venue. At every track, I found people with a common goal—to do the best they were capable of. Without these cadres of volunteers, none of us would be racing.

I also got a chance to see the workings of ICSCC from the inside. (RATS and ICSCC Board meetings are open so I encourage you to attend if you haven't.) The strength of ICSCC is the opportunity for every driver to participate in annual rule changes. I am very impressed how tight a ship Linda Heinrich ran; with the help of people like Dick Boggs (Roberts Rules guru), Dennis Peters and hubby Dan, she manages to get through even tough agendas in a timely manner.

Next year Randy Blaylock will be stepping into the License Director slot. Randy has been driving for a number of years including some time on the roundy-roundy tracks. His day job involves driving a 20 Ton fire truck at speed on the challenging and narrow streets of Seattle's Capitol Hill. He ran his Viper well for a couple years and now is a key player in the new Ground Pounder grid that may rival Pro3 as the fastest growing and most fan-pleasing group in ICSCC. That group shows the same close family ways that made PRO3 popular. Novices will especially appreciate Randy's thoughts (and demonstrations) on how a fast and slow car group can co-exist on the same track.

And what am I going to do next year? I'm gonna shut up and drive. :-) See you at the track!

Greg Miller, PRO3 #120  
ICSCC License Director 2008

**There will be no Steward's Soapbox in this issue.**



# Westwood50

## MOUNTAIN HIGH RACING



The Westwood50 organizing committee in conjunction with The Sports Car Club of British Columbia and the Vintage Racing Club of British Columbia announces an event to recall and celebrate the legendary and much missed Westwood Racing Circuit. Westwood held its first race on opening day July 26, 1959 – fifty years ago.

The celebration event will consist of a special three day running of the Vintage Club's annual Historic Motor Races, as well SCCBC special Races and a variety of social events and displays of cars with Westwood history and other memorabilia. A reunion gala dinner is planned for the Saturday evening.

The event will run on the weekend of July 17, 18 and 19, 2009 at the River's Edge Road Course at Mission Raceway Park in the Vancouver suburb of Mission, British Columbia.

Westwood50 will be a significant and memorable event for all motor sport enthusiasts.

Westwood Racing Circuit, located in the Vancouver, British Columbia suburb of Coquitlam, was Canada's first purpose-built automobile road racing track. The history of the track is inextricably intertwined with the history of the Sports Car Club of British Columbia, the group that built the track and operated it over its life of 32 seasons. Because it was built and operated by a club, the circuit had a very different personality than most racetracks. It was a real "people place" — families grew up there.

Additional information will be posted on the website, or email: [info@westwood50.org](mailto:info@westwood50.org)

[www.westwood50.org](http://www.westwood50.org)

### CONGRATULATIONS TO THE 2008 ICSCC AWARD WINNERS!

*Driver of the Year - recipient of the Randall Cup:*

GREG MILLER

*G.B. Sterne Novice Driver of the Year:*

JEFF BROADHEAD

*ICSCC Worker of the Year:*

RALPH HUNTER

*And all the winners of class championships!*

## classified Ads

**For Sale:** 1991 Nissan Sentra SER ITA race car ex SCCA runoffs car, fast and reliable, only 24000 miles, SR-20 powered 145hp, has current log books for SCCA, Nasa, Conference. This car comes with 3 set of spare wheels, 2 set of new rotors, new struts, and many other parts to many to list. Every thing you need to go racing. This is a great car. \$3500.00 OBO call 541-419-5255 or email ms@fmgbend.com 10/08

**For Sale:** '65 Mustang fastback, 3 speed, fully restored & fresh. Pearl white w/black interior. Great cond.: int, ext, undercar., eng. bay, trunk. Rally-Pac. No rust. Fresh 289 w/4 barrel on Edelbrock manifold, headers, '68 GT wheels. Beautiful as is "near stock" or perf. platform for perform. upgrades. \$23,995. **Also** TPD frp trailer, 24' box, triple axle w/chrome wheels, 20' RV awning, 110 volt & 12 volt lighting w/outlets & 2 ext lights, elect jack, 2 vents w/Maxxair covers, 8' front counter, 6' o'head cabinet, tie downs for FMazda, e-track on walls, spare, exc. shape. Good Goodyear Marathon tires. Always garaged. \$8,995 (new ~\$24,000) Mel Kemper, Toledo WA, 360-864-8115 or mel@toledotel.com 8/08

**For Sale:** Hans Head & Neck Restraint, Model 20, medium, purch. Mar. 2005, like new condition. \$750, New ones are around \$900. Contact: Tom, 503-513-9944, pullent@gmail.com 10/08

**For Sale:** PRO-3 Race Car - 1987 BMW 325is. Great car, with lots of ICSCC racing history (Oscar, former Kahn car). Fully sorted & race tuned by TC MotorSports. Lots of extras. \$12,950 or best offer. 253-209-1006 or timjodonnell1@msn.com 8/08

## Aluminum Race Radiators

### 2-row Aluminum Racing Radiators

Mazda Miata Race Radiators in stock

Fast Service Radiator Repair Since 1947

- *Custom Modifications*
- *Build to fit Radiators & Inner Coolers*
- *Radiator & Electric Fan Modules*



503-777-4706

800-835-3456

6147 SE Foster Rd  
Portland Or.  
7206

## Commercial classified Ads

**For Rent:** Mazda Miatas for Spec Miata, Club SM, ITA, FIP, etc. Also RX7s for Pro7, ITA, HP, SPU, etc. Available for schools, track days, individual Novice races or packages, the season or for an enduro. E-mail me from my web site mazdamanor.com, or call Jeff Clark #07 Group 2 & 5 at 253-537-8075

**Race Cars for Rent:** eight cars to choose from! ITC, CP2/EP, A-Sedan, SPM, even a circle track Dwarf car! Arrive and Drive, Trackside Support, Personal Tutoring. Competition Motorsports, Portland, Oregon, 503-281-1579.

### Memo Classified Ad Policies:

Non-commercial ads are free to Conference licensed drivers, officials and workers. **Maximum ad length 100 words: longer ads not accepted.** To place an ad in the Memo, contact the Memo editor at icssc@telus.net. Proof your ad when it first appears – it is presumed correct unless the editor is notified in writing! Ads run for 3 issues, then are automatically cancelled unless renewed. Numbers at the end of the ad show when it began: 1/08 means first issue of 2008, and that ad will expire after issue #3 of 2008 (3/08). There are 10 issues per year. **To change an ad you must rewrite it and submit the new wording in its entirety.**

# "National Treasure Right Here In the Northwest – Don't Miss It"

Let me tell you the story about how it happened. For years I'd dreamed of putting together a seminar with the best minds in racing sharing their secrets and experiences with local racers. I didn't know how to do it and I needed something or someone to jolt me into taking action. So when Goodridge Competition Plumbing agreed to sponsor the event, then I had to plan it and make it happen.

I'm talking about the Armadillo Racing High Performance Racing Seminar. Over the years it's even been called a bootcamp because you'll feel like an army recruit being fed so much information you'll think your brain is going to explode. In 1995 the speakers included Jay Ivey, Mike Demski, Goodridge on plumbing your car, and Don Kitch on performance driving. Since then the list of speakers reads like a who's who of racing: Carroll Smith, Jeff Braun, Ross Bentley, Ryan Falconer, Peter Brock, William C. Mitchell, Lee Stohr, Pete Lovely, Leo Mehl, Arnie Kuhns, John Morton, Bob Earl, Hirschel McGriff, Terry Borcheller, Dr. Bob Hubbard and many more. These racing experts and legends are the reason this seminar is considered to be a National Treasure because nowhere else in the USA is an event of this caliber offered each year to the local racing community.

## Mark your calendar now and plan to attend the 14th annual Armadillo Racing High Performance Racing Seminar, 7 February 2009

Speakers for the seminar are being confirmed at this time and will be posted at [www.armadilloracing.com](http://www.armadilloracing.com) or call toll free (USA & Canada) 1-888-211-9129.

*"Great speakers and timely subjects. An excellent opportunity to hear national and international experts at a local setting. Well organized and a definite value for the money."* - **Roger Stark**, GT-1 Corvette

*"My brain is full... thanks Andy."* - **Brad Pugh**, Club Ford

*"Excellent. Not a dull moment. All speakers were very interesting even though the topic might not apply to my racing."* - **Al Murray**, 1969 Macon



**SERVING SOVREN RACERS  
TRACKSIDE SINCE 1989**



## Memo #10, December 2008

Return undeliverable mail to:

1770 Front St PMB 337  
Lynden, WA 98264

Printed in the USA