



ICSCC Memo #10—Nov/Dec 2011

The Official Publication of the
International Conference of Sports Car Clubs

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President's Message

A restriction of limiting each member club to a maximum of three championship events resulted in a 2011 calendar of fifteen races. Three member clubs elected to run multiple race weekend events with NWMS breaking new ground by offering three races on a single long weekend. This resulted in eleven race weekends.

There is a financial argument for clubs to explore multiple race weekends, and there appears to be some support from some of our membership for more races on fewer weekends. The economy continues to challenge our entrants and our clubs.

The Pacific Northwest and ICSCC are blessed with 5 road racing circuits and a new venue is scheduled to debut in 2012, while rumours and plans hint of more to come. We have survived the closing of race tracks in the past (Westwood, Western Speedway, Tacoma, Port Orford, Deer Park, to name a few), so the anticipation of expansion is exciting. However, the unregulated growth of ICSCC could challenge our future if we are unprepared. Can our current championship requirements and by-laws incorporate the inevitable expansion that these new venues and new clubs will bring? Now is probably the time to form a committee to explore the options.

A distressing direction was adopted by ICSCC this year with the adoption of a policy making the e-board fully responsible for the approval of all racing venues. This could become a concern dependant on if, how, and when these new tracks come on line. We have not adopted any engineering or operational criteria for circuits to meet, or to maintain, throughout their tenure with ICSCC. Ironically, the strength of Conference over our 55 years is that the policies and rules have been well documented and available for all to reference. Safety has always been at the forefront of those policies. We are now in a position of uncertainty with regard to track

approvals. Not only because our future boards have no engineering guidelines but also because they will always be in a conflict of interest position due to their contractual relationship with their home tracks.

The transparency of how our regulations are formulated has been lost. It is this transparency which has led to the level of trust that the e-board enjoys today. When you examine the documentation available from other track approval organizations (i.e. FIA Standards), you quickly realize that the scope of compiling and keeping current this information is beyond ICSCC's abilities. This year, even with the knowledge base, research, and enforcement of the FIA and NASCAR, we witnessed the death of two professional racers at professional race events. Our sport is and will always be dangerous. We owe it to ourselves, both morally and legally, to be making use of the qualified experts in our field.

Thank you to all our members for giving me the opportunity to direct ICSCC over the past three years and to the outstanding officers who have made the year happen. After forty plus years as a member of the conference I continue to be extremely proud of what we represent and confident of our continued success. Leslie and I have enjoyed traveling to all the races and meeting with everyone. We are looking forward to returning with our racing team.

Kevin

Kevin Skinner
ICSCC President



ICSCC Officials 2012

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

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License Director



What a Great Year!

When my predecessor Randy Blaylock described the job of License Director to me, I didn't get a clear picture of how much work it would be. But I never imagined that it would be as

satisfying as it turned out to be either. Working with a great bunch of new drivers and experienced Conference volunteers was always fun and rewarding.

By my count we had 221 Novice entries over 14 races. 17 of those were Observation drivers, those who had been out of racing for a few years and ran a Novice race under observation in order to get re-licensed. We had 5 races with grids in excess of 20 cars, with our largest being 28 at the Rose City Opener.

Adriana Klein is our 2011 Novice of the Year. She and her husband Dave race a somewhat troublesome Datsun roadster which had them scrambling to make on-track sessions more than a few times this year. Despite ongoing car issues, Adriana's attitude was always upbeat and positive. On track she is a smart and heads-up racer, the kind of driver you won't think twice about going door-to-door with. And in the paddock she fits right in to the Conference culture of helping your competitors and making friends. Congratulations, Adriana!



Bob Mearns with Adrianna Klein,
Novice Driver of the Year

I owe thanks to many people for helping to make 2011 a success for the Novice program.

- The 221 Novices who came out and raced – a fun group to work with.
- The senior drivers who helped create learning experiences for Novices when grids were small and they needed somebody to race with.
- Race Chairs - they make the track tours happen, recruit and arrange transportation for the senior observers, give us a few extra minutes of track time if they can arrange it, and probably a bunch of stuff I'm unaware of.
- Race Control and the Corner Workers – they implement the flag drills we run in Novice sessions, more work at the end of long days.
- Randy Blaylock – the previous License Director who gave me advice and answered endless questions while I was coming up to speed.
- The 2011 Stewarding team of Tom, Mike, and Jon – they are fine people to work with; knowledgeable, helpful and supportive.
- Karen McCoy – patient, cheerful, and easy to work with.

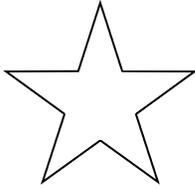
My wife Katie – a supportive spouse if ever there was one.

Looking forward to doing it all again in 2012.

Bob Mearns
License Director



2011 Driver of the Year Jon Bonforte
with Steward Tom Olsson.
Congratulations, Jon!



**CONGRATULATIONS & THANK YOU TO OUR
RACE OFFICIALS DIVISION
AWARD WINNERS**

RED—Attended 3-6 Races (one out of town):

Scott Ahrens	Nick Roche
Richard Breen	Roger Salomon
Kerry McMurtrey	Ryan Stimson
Mark Miller	Julie Winslow
Ali Montgomery	Dave Riehl
Ann Peters	Manny Zumm

BLUE—Attended 7-10 Races

Donna Adams	Thomas Liesner
David Bell	Russ Newhouse
Gail Fetterman	Lynn Rimmer
Ralph Hunter	Tasma Wooton

SILVER—Attended 11-13 Races

Linda Blackburn	Rob Jacobsen
Adam Jacobsen	Jim O'Keefe

GOLD—Attended All 14 Races

Lauren Stimson



**2010 Worker of the Year Roger Salomon with
2011 Worker of the Year Lauren Stimson**

2012 ICSCC CONTEST BOARD RULE CHANGE PROPOSALS

YES	NO	ABS	Item #	Page #	Club	Jurisdiction / Section	Proposal
59	380	0	1	20	VSCC	E/C 503.A	To be eligible for a championship, a driver must compete in class in a minimum of one-half minus one of the total ICSCC Championship races.....
439	0	0	2	21	Stewards	E/C 601.A Any change of car or driver after entries close shall be considered as a late entry. Any change during an event must have the Race Steward's approval and shall result in the loss of all previous qualifying times.
12	427	0	3	22	VSCC	E 602.A Announcements for all US races will include the ZIP+4 in the registrar's address.
439	0	0	4	26	Stewards	E 703.A Once a race schedule is published it may be delayed due to circumstances beyond the control of the sponsoring club, but at no time shall the schedule may not be advanced. (i.e. no practice, qualifying or race will start before its posted time.) The only exception to this is that the Steward may combine race groups into the earlier scheduled start time of the two with the consent of all drivers registered in both groups.
64	375	0	5	27	IRDC	E/C 707	All cars will be called to an area designated pregrid (false grid) for the purpose of placing each car in its proper starting position. If the cars are unduly delayed in being called to the grid, drivers shall be given adequate warning as to when the race will begin. All cars must be on pregrid by the 5 minute warning. Any car failing to arrive at pregrid before the 5 minute warning shall lose its grid position and be placed at the back of the grid, unless said car competed in the race immediately preceding. A car competing in back-to-back races will be allowed to grid in its qualified grid position any time up to the 1 minute warning, after which time it must be placed at the back of the grid. Any driver starting the race in a car in which he or she did not qualify will start at the back of the grid.
14	425	0	6	40	VMSC	E 1105.B.4	Expiry. Systems meeting SFI specifications include at least one label bearing the date of manufacture. The certification of these belts expires after two years. These belts shall not be used after the expiration date of the SFI certification. For example, a belt manufactured in May 2000 shall not be used after May 31, 2011. Systems meeting FIA specifications must have all belts labeled with their date of expiration, and these belts will expire on the last day of the year indicated on their labels. (Spring 2010) The certification indicated by this label shall expire on December 31st of the 2nd year after the date of manufacture as indicated by the label. If for example the manufacture date is in 2010 the second year after this date of manufacture is 2012.

273	166	0	7	44	Stewards	E/C 1108.F	Seats. Seats shall not be of makeshift construction and shall be securely mounted to the car. <u>The back of the seat shall be firmly attached to the roll cage with a seat brace. Seats homologated to FIA standard 8855-1999, 8862-2009 or higher need not have the seat back attached to the roll cage. If the passenger seat back folds, the back shall be securely bolted or strapped in place. The passenger seat back, if a folding seat, and cushion, if removable shall be securely bolted or strapped in place.</u>
439	0	0	8	45	Stewards	E/C 1108.O	Installation of camera equipment, camera mounts and/or camera accessories is permitted, PROVIDED that all the equipment be secured in place and checked for safety at technical inspections. <u>Cameras weighing more than 8oz must be secured to the car on two sides. Any camera and its mounting system that is attached to the outside structure of the vehicle shall be tethered to the vehicle in such a manner that if the mounting system fails the camera and its mounting system cannot come in contact with the ground with both tires on one side of the vehicle deflated.</u>
105	334	0	9	49	SCCBC	E 1301.A	Drivers running in new classes will receive year end rewards only if the new class entries average 2.5 for an entire season a maximum of 10 races of the total CSCC championship races. <u>New classes achieving a 2.5 entry average for the season a maximum of 10 races will automatically become sanctioned the following year.</u>
302	78	59	10	55	SCCBC	E/C 1306.B.5	Formula Vee - All Formula Vee cars shall conform to SCCA regulations applicable to Formula Vee. All Formula Vees <u>must</u> may use the specified any brand of tire and compound number <u>approved for the class to fit 4 1/2" rims. The approved tires are the American Racer Tire Company compound 131 or 132, or current equivalent</u> rating number. Any brand of rain tires may be used providing that the tires were originally designed and produced by the manufacturer as rain tires for use exclusively on a wet track. Dry-track racing tires, other than the permissible specified tires, may not be modified for use as a rain or intermediate tire.
337	43	59	11	55	VMSC	E/C 1306.B.5	Formula Vee - All Formula Vee cars shall conform to SCCA regulations applicable to Formula Vee. All Formula Vees must use the specified tire and compound number approved for the class. The approved tires are the American Racer Tire Company compound 131 or 132, or current equivalent rating number. Any brand of rain tires may be used providing that the tires were originally designed and produced by the manufacturer as rain tires for use exclusively on a wet track. Dry-track racing tires, other than the permissible specified tires, may not be modified for use as a rain or intermediate tire.

5	400	34	12	59	VMSC	E/C 1313	<p>Super Production cars shall compete in 3 classes, over 4.0 litres or 20B rotary powered (SPO), 2.0 - 4.0 litre or 13B rotary powered (SPM), and under 2.0 litre or 12A rotary powered (SPU). Super Production cars shall compete in 3 classes determined by engine capacity: SPO - over 4.0 litres, SPM - 2.3 to 4.0 litres, SPU - 2.299 litres or less. Rotary engines cars will be classed on the basis of a piston displacement equivalence formula. This equivalence is calculated as twice the volume determined by the difference between the maximum and minimum capacity of a working chamber multiplied by the number of rotors. EG. 573 cc (difference in volume of 1 chamber) x 2 = 1146 cc (1 rotor equivalence) x 2.9 (number of rotors) = 2292 cc for Mazda 12A.</p> <p>CRs will use a spec tire on all 4 wheels at all times. Grooving of the spec tire is not allowed. If the CR spec tire becomes unavailable during a racing season, the licensed CR drivers will meet with the Race Steward and assist the Race Steward in selecting a new spec tire. If the CR spec tire changes during a racing season, the old spec tire will remain legal until the end of the season. CR drivers are required to have enough spec tires on hand to complete an event/race weekend. Failure to use the spec tire for a race will result in disqualification. Wheels are restricted to 13" or 14" diameter.</p> <p>Manufacturer is free. The CR spec tire is the Toyo Proxes RA1 and must be one of the following sizes: 185/60R13, 205/55R14. Shaving of the RA1 is allowed.</p> <p>The CR spec tire is the Toyo Proxes R888 and must be one of the following sizes: 185/60R13 or 205/55R14. Shaving of the Proxes R888 tire is allowed. Circumferential straight line grooving of an unshaven Proxes R888 tire is allowed.</p> <p>The use of the previous spec tire Toyo Proxes RA1 185/60R13 and 205/55R14 is allowed. Grooving of the Proxes RA1 is not allowed. Shaving of the Proxes RA1 is allowed.</p> <p>CR will use a spec tire on all 4 wheels at all times. If the CR spec tire becomes unavailable during a race season, the licensed CR drivers will meet with the Race Steward and assist the Race Steward in selecting a replacement tire for the current season. Licensed CR drivers will determine if a new spec tire is needed for the next race season. CR drivers are required to have enough spec tires on hand to complete an event / race weekend. Failure to use the spec tire for qualifying shall result in a loss of time. Failure to use the spec tire for a race shall result in disqualification. Wheels are restricted to 13" or 14" diameter. The wheel manufacturer is free.</p>
356	0	83	13	60	CSCC	C 1314.B.2	

405	0	34	14	69	IRDC	C 1315.B.11(a)	<u>The catalytic converter may be removed and the exhaust pipe aft of the exhaust manifold may be replaced with a single pipe. 2.5" O.D. maximum. The exhaust must exit behind the driver, directed away from the car. A muffler may be required to meet sound regulations. The stock 1981-1985 Mazda exhaust manifold must be used.</u>
405	0	34	15	75	IRDC	C 1316.B.6(b)	Fuel pumps, pressure regulating valves, filters, lines, and hoses are unrestricted. Fittings may be modified only for the addition of an AN fitting. Pumps may not be mounted inside the passenger compartment. Any fuel line that passes through the passenger compartment must be metal or metal braided. All lines must be securely fastened and safely routed. <u>No fuel coolers, stock or otherwise, may be used.</u>
296	109	34	16	76	IRDC	C 1316.B.7(a)	Air measuring/metering devices (i.e., air flow meter) <u>shall be the swinging gate – potentiometer type as provided on E30 BMW 325i cars and may not be modified or replaced. The stock intake manifold shall be used.</u>

332	66	41	17	77	IRDC	C 1316.B.12(d)	The differential housing must be a stock OEM unit, correct for the body series. The ring/pinion gears are limited to the following OEM ratios: 3.73, 3.91, 4.10, 4.27, 4.44 and 4.45; and must fit in the stock housing. Limited slip devices are unrestricted, <u>however fully-leaked differentials are prohibited.</u> Any lubricant or additive may be substituted. Cooling covers, lines and radiators may be modified or added. (Fall 2009)
296	109	34	18	78	IRDC	C 1316.B.14(a)	The Pro3 spec tire is Toyo Proxes R888 or RA-1, and must be one of the following sizes: 225-50/14, <u>225/45/15</u> or 225-50/15. Shaving of the spec tire is allowed.
346	59	34	19	79	IRDC	C 1316.B.16(e) (new section)	<u>A cross-brace may be added from one shock or strut tower to the other. The brace and/or its mounting bracket can not be anchored to any other part of the car and shall serve no other purpose.</u>
398	0	41	20	87	IRDC	C 1324.A.6	The absolute minimum weight (with driver) is 2400 2200 lbs.
398	34	7	21	88	IRDC	C 1324.C.3	Every vehicle must retain its OEM strut towers, frame rails, floorpan, and firewall <u>in their original configuration and intended usage, although the floor pan and tunnel on the driver's side may be modified for driver safety and comfort.</u> Partial tube-frame chassis conversion is not permitted. If the car could not be driven normally with the tubes removed then it is considered to be tube frame.

398	0	41	22	91	IRDC	C 1324.J	Dyno Certification Form 1. Maximum Horsepower of three runs: _____ hp 2. Maximum Torque of three runs: _____ ft/lbs 3. Declared Maximum Horsepower: hp (must be greater than or equal to Line 1) 4. Declared Maximum Torque: ft/lbs (must be greater than or equal to Line 2) If declared maximum torque (Line 4) is less than declared maximum horsepower (Line 3): Line 3 _____ x 10 = Calculated Minimum Weight* If declared maximum torque (Line 4) is greater than declared maximum horsepower (Line 3): ((Line 3 _____) / 2) x 10 = Calculated Minimum Weight* * Must be greater than or equal to 2400 2200.
168	271	0	23	94	IRDC	C 1402.B.5	The maximum rim width for each car will be determined by original equipment specifications, or factory dry weight as follows: 3000 lbs. and over - 8.5" wide 2500 lbs. through 2999 lbs. - 7" wide 2100 lbs. through 2999 lbs. - 7" 1500 lbs. through 2499 lbs. - 6" wide 1500 lbs. through 2099 lbs. - 6" 1499 lbs. and below - 5.5" wide
405	0	34	24	95	CSCC	C 1402.C.1(a)	Class A.....12.9 and under B.....13.0 C.....14.5 D.....16.0 E.....18.0 F.....20.0 G.....22.0 H.....24.5 I.....27.0 and over J..... 29.5 and over These classifications are for minimum race weight with driver. A car may be classified to run in 3 adjoining classes, as long as minimum race weight is met. Example B C D are adjoining, F G H are adjoining and H I J G H I are also adjoining. Examples of car classes: A car with 140 stock horsepower to run in E class would have a minimum race weight of 2520 pounds: 140 times 18 equals 2520. A car with 75 stock horsepower to run in H class would have a minimum race weight of 1838. 75 times 24.5 equals 1837.5 rounded to 1838. Race weight rounding will be determined by standard mathematical rounding. 0.5 to 0.9 gets

59	380	0	25	98	IRDC	C 1402.D.7	rounded up and 0.1 to 0.4 gets rounded down. A Production cars have no minimum weight and are not required to report to scales. (Fall 2009) Except as specified in Section 1412 any exhaust system retaining the stock exhaust manifold may be used. Any exhaust header and exhaust system may be used.
71	368	0	26	P&P 62	VMSC	E P&P 23.1.3	The ICSCC logo shall use the sports car symbol with the car in yellow on a white background with the border, chequer flag, and lettering in black.

Note: Items # 10 and 11 both passed and affect the same rule. Based on the recommendation of the Contest Board, the Executive Board adopted item #11 and rejected #10.

Invitation to Bid for Memo Editor

In accordance with ICSCC policy the Memo Editor position is hereby open for bids.

The Memo Editor is responsible for creating and submitting in electronic format ten (10) Memos per year to both the ICSCC web editor and a print shop designated by ICSCC headquarters in compliance with Section 3.26 of the ICSCC Policy and Procedures Manual.

The Editor is appointed by the ICSCC President. Every effort shall be made to secure the services of a person experienced in the fields of word processing, computers, and printers, and various methods of mailing.

Immediately after the Spring Executive Board

Meeting, the Editor shall establish a publication calendar for the year, taking into account the schedules established for race announcement publication, points standing publication, as well as all deadlines, dates, and notices required to be published by the P&P Manual. A deadline calendar shall be established by the Memo Editor and published in the first edition of the Memo following the Spring Executive Board Meeting.

If you are interested in this Conference position, please send your bid in writing to:

ICSCC Headquarters
25141 53rd Avenue
Aldergrove, BC V4W 1T1 Canada
president@icscc.com



Gary Presting, AS Champion, giving a big thumbs-up

Photos courtesy of Rainbow Action Imagery



Randy Blaylock SPO Champion
& Jeff Penick 2nd Place SPO

2012 ICSCC Event Schedule

<u>Date</u>	<u>Event</u>	<u>Club</u>	<u>Location</u>
January 14	ICSCC Spring Meeting	All	SeaTac Marriott



ICSCC 2012 COMPETITION LICENSE APPLICATION

Application Fee: \$75 U.S. Funds

ICSCC LICENSE REGISTRAR
Debbie Morton
 7931 111th Ave NE
 Lake Stevens, WA 98258
 Tel/Fax: 360-659-7396
 Email: license_registrar@icscc.com

DO NOT WRITE IN THIS SPACE	
Date Received: _____	GRP/License #: _____
Fee: _____	GRP/License #: _____
Check/Cash: _____	GRP/License #: _____
Photos: _____	GRP/License #: _____
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"):

	3 NUMBER CHOICES/GROUP		
	1ST	2ND	3RD
GROUP 1	<input type="checkbox"/> A PROD <input type="checkbox"/> B PROD <input type="checkbox"/> C PROD <input type="checkbox"/> SPU <input type="checkbox"/> SPM <input type="checkbox"/> SPO <input type="checkbox"/> PRO-3		
GROUP 2	<input type="checkbox"/> D PROD <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 <input type="checkbox"/> ITX <input type="checkbox"/> 944Cup		
GROUP 3	<input type="checkbox"/> CF <input type="checkbox"/> FF <input type="checkbox"/> FA <input type="checkbox"/> FM <input type="checkbox"/> FC		
GROUP 4	<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 <input type="checkbox"/> ST		
GROUP 5	<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"/> HIP		
GROUP 6	<input type="checkbox"/> FV <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		
GROUP 7	<input type="checkbox"/> NOVICE CLOSED WHEEL		

YOUR CHOICES FOR NUMBERS ARE: _____	IRR: 00 - 199	ARR: Use Original Novice #	NOVICE C/W or O/W: 300 - 499
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IF SHARING A CAR WITH ANOTHER DRIVER, PLEASE SUPPLY THE FOLLOWING IF KNOWN:	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 or Digital jpg file)	<input type="checkbox"/> Physician Exam Form, if required by ICSCC Regs
<input type="checkbox"/> <u>Proof of valid club membership</u> (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"/> Novices – photocopy of Certificate of Completion of Driving School
<input type="checkbox"/> Check here to opt out of receiving the ICSCC Memo by postal mail (every issue is available online)	

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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 2012 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: _____

Memo Commercial Advertising Rates:

Full page \$80 / issue full year, or \$110 / issue
1/2 page \$50 / issue full year, or \$70 / issue
1/4 page \$30 / issue full year, or \$40 / issue
1/8 page \$20 / issue full year, or \$25 / issue

Commercial classified \$10/issue full year
or \$12/issue

Winter is the season in which people try to keep the house as warm as it was in the summer, when they complained about the heat.

—Author unknown

Classified Ads

FOR SALE: 1991 SPEC MIATA 1.6L

Front running National car: 2 National wins, 2 track records in 2011. Loyning engine, 99 torsen, AIM, David, chase cam, fire system, SD radiator, quiet exhaust, wired for radios, all the tricks, silver. \$16,000.

Jess 503-282-0159 or jessheitmanauto@gmail.com

10/11

FOR SALE: GT1 & SPO '99 CHEV MONTE CARLO

Five Star, straight-up, short track body w/Fuge Chassis & spare body panels.

-Roller w/quick change rear end, \$9,750, with Jerico Trany, \$11,200.
-Car, Jerico Trany & 590 H.P. 358 CID, Bowtie Alum Heads \$17,200
-Car, Hightower Jerico Trany, 650 HP, 358 CID, Chapman prepared Brodix Alum Heads, \$23,950.

(Spare wheels, tires, and gear sets included.)

Contact Alan (h) 503-397-7935, (w) 503-359-3939 or email arw.racing@comcast.net

10/11

L2 Class Winners of the Cascade Enduro. Good friends—good teammates.



Rainbow Action Imagery has photos of your car... see them 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:

Go to www.gerryfrechette.zenfolio.com and pick a photo album to view. No user name or password needed.

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

For photos prior to 2011, continue to view them at DotPhoto, but please do not order from there; instead, contact us directly and we will process your order.



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 memo@icscc.com. 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: 1/11 means first issue of 2011; that ad will expire after issue #3 of 2011 (3/11). There are 10 issues per year.

To change an ad, please rewrite it and submit the new wording in its entirety.



ICSCC 2012 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:
HgBA₁C measured in the past two months. _____

14. <u>Distant Vision</u>	
Right eye: 20/ _____	
Left eye: 20/ _____	
Both eyes: 20/ _____	
<u>With Glasses</u>	
Right eye: 20/ _____	
Left eye: 20/ _____	
Both eyes: 20/ _____	
15. <u>Field of Vision</u>	
Normal _____	
Abnormal _____	
16. <u>Color Vision</u>	
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):



Memo #10 November/December 2011

13702 SW Hall Blvd #4
Tigard OR 97223

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Pending Rules Changes Mandate Changes in Safety Equipment

Are you ready for big changes in 2012?



Mandatory Use of Head and Neck Restraints – SCCA, NASA and most major sanctioning bodies are mandating the use of head and neck restraints for 2012. Are you ready? The HANS (Head and Neck System) is the easiest and safest device of it's kind. Mandated in Formula 1 and used by over 175,000 racers world wide. Goes on in seconds and provides the lowest neck loading of any head and neck restraint system. **ON SALE NOW! - \$50 OFF** Until the end of the year you can get this remarkable safety device with your choice of standard helmet anchor posts or quick release tethers for as low as \$595. That is a full \$50 off the regular price. Always Free Installation of helmet anchors.

Mandatory SA2005 or Newer Helmets

Check the Snell Sticker in your helmet, most major sanctioning bodies are mandating the use of Snell 2005 or newer helmets in 2012. Now is the time to select the exact make and model of helmet to fit your car and your preferences. Don't wait until the last minute to invest in a helmet that isn't exactly what you want or doesn't fit just right. Get it now and be ready to race next season.

- ◆ Competitive Pricing and a selection of models and manufacturers
- ◆ **BELL • HJC • Simpson • Pyrotec**. Be ready to run upfront in 2012 by getting your new required safety gear from the most trusted source in the NW, Armadillo Racing. Call today **1-888-211-9129** toll free USA and Canada or email Armadillo Andy at Andy@armadilloracing.com.



What people are saying about Armadillo Racing....

"Andy's knowledge of his products is really helpful." **Dave Wahl** – Pro3 BMW ■ "Armadillo Racing is the racer's best friend" **Dale Beuning** – Pro3 ■ "Truly appreciate your dedication to the race community. When I'm in need of something at the track, I go to Armadillo." **Mieko Doi** – Spec Miata ■ "Armadillo Racing's seminars are always a terrific experience. The speakers are tops in their field." **Frank DiMiceli** – Mazda Miata ■ "Very knowledgeable. Good inventory. More than competitive pricing." **Jim Cissell** – BMW PRO3 ■ "Excellent customer service and support at every race weekend." **Frank DiMiceli** – Spec Miata



CALL TODAY to get your HANS and SA2010 helmet **AND** remember to mark your calendar today with February 11, 2012 to attend the 17th annual High Performance Seminar.

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