



ICSCC MEMO #6 JULY/AUGUST 2016

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

2016 Race Schedule
CSCC Race Announcements
Messages from the President, the Steward, the
R.O.D. Director, NWFC and the PR Director

IN THIS ISSUE:



FROM THE PRESIDENT

Boy did I miss predict the weather for race #3 in Portland. It definitely was NOT “just right”. Saturday was warm but there was a breeze (should I say awesome tail wind) so it didn't feel too bad but triple digits on Sunday was too hot. George Doran promised everyone that the Spokane races would be cooler, seems he had a knack for understatement. The whole three days had perfect weather for group 2, but on Saturday the wind came up and the rain came down, (well it tried to come down, but it was mostly sideways) for the races following grp2 and the temperature was in the 50's. BRRRR. Some buddies and I went out on the corners to observe the novices and once again the volunteers amazed me. It was like being outside in the winter with the wind whipping right through you. The folks in my corner were pretty prepared but I was really glad to leave when the novice race was over and they still had the mini-enduro and an open wheel event to go. Thank You intrepid volunteers.

As I am writing this, it's a few days before SCCBC's Mission race, but as I have said previously, I have a wedding to attend so will be missing it. After that we have IRDC's “Tribute to the Volunteers” at Pacific Raceways on July 23/24 then a little break til CSCC's “Dash for Kids XXXII” at PIR on Aug 20/21. If you can squeeze a race in during the “little break”, there are the Rose Cup Races at PIR on July 29-31. This is non-conference event and promises to be lots of fun with classes for most closed wheel cars and SRF. Racing in front of paying fans, humm, is that a plus or a minus

The Fall Meeting and Awards Banquet are on November 12th, pretty far away but you need to start thinking about who you would like to see awarded “Driver of the Year” and let your Competition Committee Representative know your preference. You should also start pulling together rule change proposals and working amongst your colleagues to refine the wording and garner support from the other clubs. Did I mention the banquet was on November 12th? The photo booth was well received and since I have all the pictures, I'm sure we will have something to mix in with the race cars on the “big screen”.





STEWARD'S CORNER

As of this writing eight of thirteen ICSCC Championship races are complete and number nine will happen close to when you read this. As a racer and a race fan there have been some very entertaining races to watch this year with a lot of participants choosing to participate in "spec" or at least "near spec" series like Pro 3, Spec Miata, Club Ford, Spec E46, and Formula Continental which has produced some extremely close racing between cars that have very similar performance potential. Since the cars and drivers are so closely matched passing becomes something that takes on increased significance because each one is hard to earn. In these situations passes may become something a driver plans after studying their opponent's strong and weak points on track and may take several laps to accomplish. In any kind of close racing with cars in your class or not sometimes the pressure to make a difficult pass builds up until one of three outcomes occurs: 1) it becomes obvious that no chink in your opponent's armor presents itself for long enough to exploit (dang it!), 2) a clean, artistically executed overtake occurs and a surge of relief and satisfaction surges through your veins as you look up track for your next victim (woohoo!) or, 3) an error in judgement results in an infraction, or worse yet, CONTACT and what was the best race of your life turns into something that you can't wait to forget (#@&\$!). At least that is a "two-out-of-three" chance that something legal and clean will occur that you can be proud of at the end of a hard fought battle. As for the third choice - there isn't a published black and white standard or even complete agreement between racers on EXACTLY what constitutes a legal pass in all situations, yet most racers instinctively know. The gross majority of Steward's investigations result from decisions made in the zone starting half way through the braking area to halfway through the corner. If the overtaking driver achieves a decent amount of overlap in the first half of the braking zone the pass attempt is much less likely to result in violations of "racing room" requirements and contact. Both parties just end up staying on the brakes longer and pass through the corner at less than optimal speed on less than optimal lines that provide sufficient room for both cars to live to fight at the next corner. When the overtaking car fails to achieve sufficient overlap until the second half of the braking zone it almost always

means less total overlap and the potential to put the car being overtaken into the famous "coffin corner" of the performance envelope. They are already committed to a cornering speed that will require a near optimal line to successfully execute and when the overtaking car takes that line away it is too late to burn off enough speed to take a less optimal line. This results in someone being forced to leave the racing surface to avoid contact or two objects trying to occupy the same space violating both Conference rules and the rules of physics. This is the often mentioned "late dive" or "bad judgement" attempt. Bad judgement attempts depend on the overtaken driver to be both willing and able to provide space for an overtaking driver that they might not feel has the right to put them in that position. Both drivers should be sure their judgement is sound and supportable because if the two drivers disagree they are then subject to the judgement of the Stewards who may render a penalty decision that will be unsatisfactory to one or both drivers. The moral of this story? Keep the judgement in your own hands because when you turn it over to the Steward someone is likely to be unhappy and sometimes it is a driver who is sure he or she is right. We will leave the discussion of whether it is worth having a wrecked car in spite of being technically "right" for another day

Our races are still true competition events and I am of the opinion that you can only create a truly zero contact situation if you let one car on track at a time. Some incidents occur where both drivers did their best to respect the rules and each other and these are typically "racing incidents" by agreement of all involved parties.

Those are somewhat unavoidable and happen often enough. Don't add the avoidable ones on top of that as a result of bad judgement and everyone will have a much better time at the races! Hope to see you soon at the track!



Reported to grid as the pole sitter for Group 2 without the #44 as its engine blew during qualifying

photos by Alberto Fonseca



Miye and I holding our rearranged exhaust after a big off ended our weekend early.

photos by Alberto Fonseca

ICSCC OFFICIALS 2016

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

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41st ANNUAL 8 HOURS OF THE CASCADES, MIDAS AUTO & TIRE 300, & NWMES 2 HOUR

WHEN: SATURDAY, OCTOBER 15TH, 2016

WHERE: PORTLAND INTERNATIONAL RACEWAY

WHY: BECAUSE ENDURANCE RACING IS FUN!!!

ENTER ONE, TWO, OR ALL THREE RACES. COME AND EXPERIENCE THE CAMARADERIE OF TEAM RACING!!

SCHEDULE:	PRACTICE:	8:30am – 9:30am
	NWMES 2 HOUR:	10:00am – 12:00pm
	MIDAS AUTO & TIRE 300	1:00pm start
	8 HOURS OF THE CASCADES:	1:00pm – 9:00pm

2 HOUR (Sponsored by Kestrel Transport): One driver or multiple drivers. Mandatory two minute pit stop, 4 classes including a Sports Racer Class.

MIDAS 300: One driver or multiple drivers, 7 classes to choose from. This race is 300 miles (156 laps) in length. Participants race until they complete 156 laps. The first team to complete 156 laps is the winner, next to complete 156 laps places 2nd, and so on. This race should be able to be completed in the daylight.

8 HOUR: Two driver minimum, 7 classes to choose from. Prize money is back for 2016 (with a minimum of 20 entries) See supplemental regulations for breakdown, over \$7500 in prize money possible! This race finishes in darkness!!

IRON TEAM AWARD: Teams earn points in each of the three races. The team that accumulates the most points wins the “Iron Team” Award and a FREE 2017 Cascade October Enduro Entry!!! Must enter all three races in order to be eligible. See website for details on point structure.

2016 HIGHLIGHTS: Prize money is back for the 8 hour!!! (minimum 20 entries)
Tow allowance equal to 20% of entry fee for teams that tow from outside of Oregon and Washington
10 hours of racing, one day, from day into night!!

Registration is available on motorsportreg. After the primary driver has signed up, co- drivers may sign up on motorsportreg. Note: With several different entry options, not all entries can be completed on motorsportreg. For entries that cannot be completed on motorsportreg, contact the race registrar or race chairman who will be able to complete your registration for you. Also, to help us in assigning pit spaces, please let us know if you will be sharing or are able to share your pit stall – as in you will only need the pit space for one of the three races and who you will be sharing with so that we can maximize the space we have.

Additional information and rules available at icscc.com and cascadesportscarclub.org



NORTHWEST FORMULA CONTINENTAL

Northwest Formula Continental, now in its third year, is a loose confederation of Formula Continental racers who decided it is more fun to race when there are 10-15 cars in class rather than 2-3. Born of a simple idea “what if we put on a race and everybody came” it has grown to the current, four weekend, best 8 of 10 race, 2016 NWFC Championship Series. Simply put the racers of NWFC designate 4 or 5 multiple race weekends show up and race. Car counts have shown a steady increase with over 20 new Formula Continental drivers joining the fun over the last three years. The Spokane ICSCC race and the Mission CACC race in August are the center pieces of the 2016 NWFC Championship, which along with the July ICSCC race at Pacific and the August WCMA race at Castrol make up the series.



So what's the attraction that has made Formula Continental the fastest growing class in the Northwest?

First it's the cars. Single seat, open cockpit, open wheel, winged race cars that will pull 2.5 G's in a corner, stop in a ridiculously short distance, do 0-60 mph in under 4 seconds and top out at 140 mph plus. Designed from their inception to be race cars, with uprights so light you can juggle them and quick change close ratio dog ring gear boxes that optimize engine performance with gearing specific to every track. Components that are engineered to be raced and suspensions that are made to be adjusted. All powered by humble unstressed 2.0 liter ford engines delivering power to race slicks via drive trains massaged to minimize rotational mass.



Second is the price of admission. Pinto powered pre-1990 cars can be had for as little as 9k, roughly the price of a Club Spec Miata, and offer huge performance for the investment. Modern pinto powered cars live in the 12-20k range and in the right hands are capable of winning over the more expensive (25k plus) Zetec powered cars.

Third is the NWFC Championship Series. The series is designed so that the maximum of eight races can be completed in just three weekends. Points are based on finish position, number of cars you beat, and scored separately for pre-90 cars, modern pintos and zetecs, so whoever scores the most points racing against like cars wins the overall Championship. To keep the racing close on the track pre-90 cars race at 1175 lbs, pintos at 1200 lbs, and zetecs at 1240lbs. The Championship is decided on the track not at the bank.

The series is sponsored by Primus Racing who awards contingencies based on points per event, performance on the track, and random drawings each race weekend.



But really it is about the cars. Make no mistake a mid-90's Van Diemen SOHC 2.0 liter (Pinto) car at 12k is arguably the fastest combination of speed, technology, initial cost, running costs and visceral excitement that can be campaigned by the average club racer. Really, cranking thru turn one at Spokane at 140 + with the accelerator flat, and holding off hitting the brakes until just before the 2 sign, then pulling 2 plus G's through turn 2 with your head in the wind and your butt 2 inches off the ground.....what's not to love.

www.northwestfc.net





FROM THE ROD DIRECTOR

We are well into the 2016 racing season now and I am sorry to say that so far, due to some unforeseen circumstances, I have not been able to attend any Conference events. But I hope to try to make it to most of the events in the remaining season. In my absence, I am grateful to all of the ROD representatives, who have been hard at work promoting for volunteers and ensuring that anyone interested in joining the Race Officials Division has all of the information that they need. Thank you!

Thank you too to Conference for supplying the gloves and photo ID to ROD members. The distribution is still ongoing, with good feedback from the members who really appreciate this recognition. I also had good reports from the event held in Spokane recently, where they were even more short of experienced volunteers than usual, and the weather was much

colder than usual, but they managed to pull off an exciting event in spite of all the challenges. Well done to everyone.

Shortage of volunteers is still a problem at most events, and any help we can get is always appreciated. No experience necessary, just a willingness to help out and learn more is all that is needed. So please, please encourage all of your friends and relatives to come out to the track, even if only for one day, to lend a hand to keep the sport we all love as safe as possible. Young or old, they are very welcome at any of our events. Drivers are welcome too, if you have time to spare! We will welcome you with open arms! Any questions, please contact me at rod_director@icscc.com Thank you!

Ann Peters

ROD Director

2016 ICSCC EVENT SCHEDULE

Championship Race Events

Date		Track	Club
April 30/May 1	(rotn 4)	Portland International Raceway	CSCC
May 14/15	(rotn 5)	Pacific Raceways	IRDC
June 4/5	(rotn 6)	Portland International Raceway	CSCC
June 17/18/19	(rotn 1/2/3)	Spokane County Raceway (triple race)	NWMS
July 9/10	(rotn 4/5)	Mission Raceway Park (double race)	SCCBC
July 23/24	(rotn 6)	Pacific Raceways	IRDC
August 20/21	(rotn 1)	Portland International Raceway	CSCC
Sept 3/4	(rotn 2/3)	Oregon Raceway Park (double race)	TC
Sept. 17/18	(rotn 4)	The Ridge	IRDC

Endurance Events

April 17	The Ridge	IRDC
October 15	Portland International Raceway	CSCC

Driving Schools

March 12	Portland International Raceway	CSCC
March 19/20	Oregon Raceway Park	TC
March 20	Mission Raceway Park	SCCBC
April 16	The Ridge	IRDC
April 29	Portland International Raceway	CSCC
May 13	Pacific Raceways	IRDC
June 3	Portland International Raceway	CSCC
June 25/26	Mission Raceway Park	SCCBC
August 19	Portland International Raceway	CSCC
Oct 1	Portland International Raceway	CSCC

Nov 12 *CSCC Awards Banquet & Fall Meeting*



FROM THE PUBLIC RELATIONS DIRECTOR

Just like Lewis Hamilton and Nico Rosberg of the Mercedes FI squad, we are battling it out for the hearts and minds of the motorsports fans. And since my last report, the Clubs have made great progress in reaching out to potential spectators, workers and drivers. Here are a few updates to encourage Memo readers to keep striving for more participation in our beloved sport.

Following receipt of the nicely printed raffle tickets, I collected numerous names from attendees at the World of Speed venue in Portland for the weekly Cars and Coffee event. I was able to use the snazzy new sandwich board to gain some attention and the folks at World of Speed were kind enough to let us put out folded letter-paper sized versions of our Conference poster. The names and contact information from the raffles (which were free to anyone interested in a drawing for a free track day at PIR and ORP courtesy of Cascade and Team Continental) were passed on to the clubs to add to their databases.

Cascade also distributed the tickets and other club materials at the Roadster Show. The result of their efforts is that about 150 names were added to the database. Not a bad result.

All the club PR contacts received and distributed the posters around their communities. And one of our racers, Chuck Sowards, asked me for a bunch to distribute around his city in Eugene, Oregon. Thanks Chuck!

A huge effort is being made by the Dash for Kids committee at Cascade to generate interest and attendance at the PIR race event in August with a silent auction, sale of race car and exotic street car rides on the track, sponsorship of various costs of the event, T-shirt sales and raffle sales. Over \$10,000 gets donated to

charities each year and demonstrates that the club racing community is willing to give back to the folks who live in the community.

I also know since I was there that Bruce Boyd, Dave Bennett, John Wesley Tipton (yes, that is actually his name), Mark Higinbotham and other members of IRDC hauled a Merloy Sports Racer to the Cars and Coffee event at Redmond Towncentre in Redmond, Washington. A very large group of motorheads attends those events and IRDC was able to distribute a significant number of their club's tri-fold brochure.

I am sure other clubs have had their own successful efforts at getting out the word about Conference and if you know anything about those clubs, including NWMS, TC and SCCBC, please let me know so I can share your story in the next Memo.

If you are reading this and you aren't really sure why you should participate in Conference events as a volunteer or a racer or a spectator, come join us at one of our track day or race events. My wife and I just returned from volunteering at the SCCBC races in Mission, British Columbia. I can tell you first hand that the weekend was great fun. The setting around Abbotsford and Mission BC is stunning, with the Fraser River running through the valley. We stayed in a great B&B in Abbotsford, had fun dinners with fellow racers and volunteers and had a blast at the races themselves.

By the good graces of SCCBC's Race Chair Tasma Wooton, Starter Chief Mark Miller, Chief of Flags Nick Roche and my friend Ralph Hunter, I was allowed to train in the starter tower and be a spy on a hill for monitoring excursions beyond the track limits at turn 7b. And it was all good



photos by Gerry Frechette

SCCBC welcomes all the ICSCC fans and friends to Mission Raceway Park with a display Saturday and Sunday of the Goodyear Blimp hovering over the circuit.



CASCADE SPORTS CAR CLUB

Dash for Kids XXXII

August 20th and 21st, 2016

This is a Chicane race

Entry to PIR will be through turn 8. No early entry on Friday until 5pm, if not participating in the Drivers Training.

The Bridge is open from Saturday 7am – 11pm & Sunday 7am – end of day

This race is sanctioned by ICSCC, under the 2016 Competition Regulations as a championship race, organized by Cascade Sports Car Club and held at Portland International Raceway. Tracy Klein, Race Chairman, may be reached at 360 904 9999 until 9 p.m. or by email at racergirl0110@yahoo.com.

Online Registration will be available at
<http://cascade.motorsportreg.com>

ENTRIES OPEN:	Upon receipt of this announcement	
ENTRIES CLOSE:	Postmark by: Aug. 17th, 2016	
ENTRY FEES:	<u>ICSCC or others</u> – cash/check/Visa/MasterCard price	\$285
	<u>Cascade Members</u> – cash/check/Visa/MasterCard price	\$275
	Additional Race Entry	\$170
	LATE ENTRY FEE	\$ 60
	Pit/Spectator passes	Free
Special Race:	1 Hour enduro	\$160

Mail entries to:	Registrar CSCC	Telephone: 503-860-6870
	Gail Fetterman	(please no calls after 10:00pm)
	2902 NE 151 st Ave	
	Portland, Oregon 97230-4517	Email: gailfetterman@comcast.net

Express Tech: Once you have registered and if you have an “Annual Tech”, you may present your “Tech Form” and logbook at Express Tech and receive your weekend “Tech Sticker”. Safety gear no longer needs to be presented at “Express Tech”.

IMPORTANT NOTICE: Only ONE support vehicle OR trailer in your pit area will be allowed. Additional parking is in the grass area. Drivers are responsible for the actions of their crew members: you may be disqualified as a result of their actions anywhere at PIR! The area to the north of the Pro Tower is reserved parking for ICSCC and CSCC officials: please do not park there as you will be asked to move.

Class Rotation 1

-B-C Prod, SPO-M-

- | | | |
|--|---------------------|--|
| Grp #1 – A | U, PRO3 | Grp #5 – ITA-B-C-S, GTL, E-F-H Imp Prod |
| Grp #2 – D-E-F-G-H-I Prod, CR, PRO7, SM, | CSM, HT, ITX, PRO44 | Grp #6 – FL, FLX, FV, FFF/500, S2, B-C-D-E-F SR, Nov |
| Grp #3 – CF, FF, FA, FM, FC, FBX, SRX | | O/W |
| Grp #4 – GT1-2-3, AS, ITE, RS, ST, SE46 | | Grp #7 – Novice C/W |
| | | Grp #8 – Mini Enduro (1 hour) |



CASCADE SPORTS CAR CLUB

Dash for Kids XXXII

August 20th and 21st, 2016



FRIDAY

6:00pm - 8:00pm Registration- 2nd Floor of the Tower

6:00pm - 8:00pm Tech

SATURDAY

7:30am - 12:30pm Registration

7:30am - 1:30pm Tech Inspection

7:30am - Novice Track Tour @ base of Tower

8:15am - MANDATORY NOVICE MEETING WITH LICENSE DIRECTOR

****NOTE** - Practice times set grid for Sprint Races**

8:30am - 8:45am Practice Group 1

8:52am - 9:07am Practice Group 2

9:14am - 9:29am Practice Group 3

9:36am - 9:51am Practice Group 4

9:58am - 10:13am Practice Group 5

10:20am - 10:35am Practice Group 6

10:42am - 10:57am Practice Group 7

10:59am - 11:09am Qualifying Group 8

11:20am - 11:35am Kids Karavan

11:35am - 12:30pm Race Car Rides

11:10am - 12:40pm LUNCH !!!

11:25am MANDATORY Drivers Meeting MotoX Grand Stand (Group 8 Meeting right after)

12:45pm - 1:05pm Group 7 Qualifying

****NOTE** - Sprint Races are non-points Races**

1:15pm - 1:30pm **Group 1 Sprint Race**

1:40pm - 1:55pm **Group 2 Sprint Race**

2:05pm - 2:20pm **Group 3 Sprint Race**

2:30pm - 2:45pm **Group 4 Sprint Race**

2:00pm MANDATORY NOVICE MEETING WITH LICENSE DIRECTOR

2:55pm - 3:10pm **Group 5 Sprint Race**

3:15pm Senior Observers to assigned turns

3:20pm - 3:35pm **Group 6 Sprint Race**

3:45pm - 4:15pm **Group 7 Race**

4:25pm - 5:25pm **Group 8 Race**

SUNDAY

7:30am - 10:30am Registration

7:30am - 11:00am Tech Inspection

9:00am - 9:20am Group 1 Qualifying

9:28am - 9:48am Group 2 Qualifying

9:56am - 10:16am Group 3 Qualifying

10:24am - 10:44am Group 4 Qualifying

10:52am - 11:12am Group 5 Qualifying

11:20am - 11:40am Group 6 Qualifying

11:50am - 12:05pm Kids Karavan

12:05pm - 12:55pm Race Car Rides

11:45am - 1:00pm LUNCH !!!

12:00pm Mandatory Drivers Meeting MotoX Grand Stand

1:15pm - 1:45pm **Race Group 1**

1:55pm - 2:25pm **Race Group 2**

2:35pm - 3:05pm **Race Group 3**

3:15pm - 3:45pm **Race Group 4**

3:55pm - 4:25pm **Race Group 5**

4:35pm - 5:05pm **Race Group 6**

- Grp 1** A-B-C Prod, SPO-M-U, PRO3
 - Grp 2** D-E-F-G-H-I Prod, CR, PRO7, HT, SM, CSM, PRO44, ITX
 - Grp 3** CF, FF, FA, FM, FC, FBX, SRX
 - Grp 4** GT1-2-3, AS, ITE, RS, ST, SE46
 - Grp 5** ITA-B-C-S, GTL, E-F-H Imp Prod
 - Grp 6** FV, FFF/500, FL, FLX, S2, B-C-D-E-F SR Novice O/W
 - Grp 7** Novice C/W
 - Grp 8** Mini Enduro
- *The 5 Min warning will be given approx. 8 Min before the start of the race



CSCC Supplemental Regulations 2016

Infractions will result in penalties assessed to the driver.

1. Open to cars eligible under ICSCC current regulations.
2. This event is organized under 2016 ICSCC Competition Regulations, and all who enter PIR are subject to them. Cascade Sports Car Club reserves the right to refuse entry to this event or to PIR at any time.
3. Alcoholic beverages allowed in the *beer garden area only*, and only after the track closes. **You may NOT bring alcohol into PIR!** This is an Oregon Liquor Commission requirement. Any person caught entering PIR with alcohol will be *removed from the raceway*.
4. Registration Hours: 6:00 pm-8:00 Friday, 7:30 am - 1:30 pm Saturday and 7:30 am - 10:30 am Sunday.
5. Express Tech is available at Registration for those drivers who have an acceptable, current Annual Tech inspection noted in the ir vehicle logbook.
6. People under 18 years old are not allowed in hot pits, pre-grid or on victory laps. Children under 12 must have direct adult supervision at all times.
7. A current and properly completed minor release form, signed by an authorized adult, must be on record for all minor participants brought into PIR.
8. Competition numbers must be readable: Section 1106 enforced.
9. The scales will be open Saturday from noon and Sunday all day.
10. **No skateboards or scooters allowed in the paddock area. Users of bicycles and small-motorized vehicles may have riding privileges revoked at any time by the Race Chairperson. 15 MPH speed limit in the paddock.**
11. Refueling is not allowed in pre-grid. Fueling in the hot pits requires a crewmember assigned only to operate a fire bottle. Excess spillage will result in a penalty.
12. *No smoking* allowed in hot pits, pre-grid or *any* PIR building.
13. Only one support vehicle allowed in the paddock. Pit and pre-grid roads must remain clear.
14. Noise rule ICSCC 1112 enforced! 103.0 dB at 50 ft.: *no exceptions!*
15. Oregon State Law requires functioning mufflers to be used at PIR. Functioning mufflers must be capable of reducing sound energy by at least 5dB at trackside. Cars losing mufflers, even if they are still below the sound level, will be black-flagged immediately.
16. Damage to the track, grounds or buildings, regardless of cause, will be charged to the driver responsible. Also, damage to any equipment or devices used by the sanctioning body (ICSCC) or sponsoring club (CSCC) to conduct this race, regardless of cause, will be charged to the driver responsible.
17. Family and crewmembers of drivers are to contact the landline communication person at pre-grid with any questions regarding their driver or car while on track.
18. Anyone caught dumping oil at the raceway will be fined and banned from the raceway. This is a PIR regulation.
19. If entries exceed the number of cars allowed on the track for a particular event, drivers and cars entered as an “additional event” will be restricted from participating, on a first-come, first-served priority based on the date entries were received. This is in order to allow participation by all drivers for whom the event is their primary event, including Novices upgrading to a championship event.
20. NSF checks will be charged an additional \$50 fee.
21. The racing “hot pit” is defined as that area under the control of Hot Pits personnel. This area is located immediately west of the break in the concrete wall half way up the pit lane. Per ICSCC rule #1607, any person over that “pit wall” during practice, qualifying or races shall wear long pants, shirts that cover the shoulders, and shall not be barefoot or wear open-toed shoes. At the one-minute warning, pre-grid becomes a “hot” area. At that time, pre-grid must be cleared of all crew, support personnel and spectators. Notwithstanding the above, ICSCC rule #1607 does not apply to the pre-grid area.
22. All cars that are towed into the paddock area are subject to being dropped off in impound. Drivers must wear all required drivers safety equipment (per ICSCC rule # 1105) before they are allowed to enter the track, while they are on the track, beyond positive protection, under flat tow, or in the hot pits area.
23. The 5-minute warning will be given approximately 8 minutes before the start of the race.
24. Due to recent incidents, extension cords from the pit exit to tech/scales must use a more secure method other than Duct Tape.
25. Staggered start and split start requests shall be submitted to the race steward no later than the end of on-track activity on the day previous to the race.
26. Blendline- the Red Blendline stays on drivers left as you enter the racetrack from the pit area. You are required to stay on the right side until the Red Blend line ends. This is **REQUIRED EVERY TIME** you enter the Race Track, other than the race out lap. The Red Blendline stays on the drivers left at the end of the Turn 12 tirewall. If you are to exit the race track at anytime, you are required to stay completely to the right. If you cross the blendline with ONE TIRE you are required to stay out for one more lap unless you are exiting the track after you have received the checkered flag and crossed the start/finish line.
27. Speed Limit 35mph from the bridge to pit out.

Thank you – Tracy Klein, CSCC Race Chairman

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Ads run for 3 issues then are automatically cancelled unless renewed. Numbers at the end of the ad show when it began: 1/15 means first issue of 2015; that ad will expire after issue #3 of 2015 (3/15). There are 10 issues per year.

Racing photography by Doug Berger



Photographic prints, digital copies, t-shirts, mugs, phone/tablet covers, water bottles, mouse pads, yadda yadda, yabba dabba do.

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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.

2016 MEMO PUBLICATION SCHEDULE

memo #2	March 15	IRDC enduro CSCC race 1
memo #3	April 15	IRDC 2 CSCC 3
memo #4	may 15	NWMS 6/8
memo #5	June 1	SCCBC 9 IRDC 10
memo #6	July 15	CSCC 11
memo #7	Aug 1	TC 12-13 IRDC 14 CSCC enduro
memo #8	Sept 1	rule changes banquet info
memo #9	Oct 1	awards banquet
memo #10	Dec 1	approved rule changes

Please allow one week for memo submissions

FOR SALE: 2002 AMAC 7 SPORTS RACER AND TOTE LITE TRAILER

\$17,000 for car and trailer together

RACE CAR: 2002 AMAC 7 FSR/P2 Sports racer

Car has been successfully raced in ICSCC events by Doug Berger for P2 class in SCCA. Race ready including fluids, brakes and

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Contact Scott Faris at safarismotor@gmail.com. **PRINCIPALS ONLY. Car and trailer located in Portland Oregon. Photos of car and trailer available on request.**





Memo #6 July/August 2016

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