

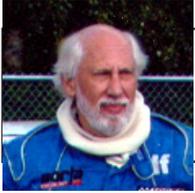


ICSCC MEMO #9 OCTOBER 2016

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

2016 Race Schedule
2016 ICSCC Banquet Information
Messages from the President, the Race
Steward & the R.O.D. Director

IN THIS ISSUE:



FROM THE PRESIDENT

I just read Dave Bennett's article from this time last year and I could have reprinted it as it covered things pretty well. The championship races are over; you can check the points on Events & Results page of our website if you are interested where you or one of your colleagues ended up. Normally we'd be done racing by now, and we will be by the time you read this, but as I am writing this there is still the CSCC enduro to go. Due to the forecasted storm of the decade and the numerous cancellations, CSCC's fall enduro was rescheduled to 10/29/16. Hopefully, those who cancelled will reschedule as there were several others that could not make this date. I supported the decision to reschedule. The weather was bad, but if the forecast had been accurate it would have been miserable and potentially dangerous for workers and drivers (much more miserable and dangerous than normal).

By the time you read this, you should have voted on the proposed rule changes. ICSCC is unique in the racing world, in that the drivers establish the rules. Hopefully you participated in the voting, so you have a hand in your future, same goes for the election that will happen about the time you read this. We will learn the results of the rule change voting at the Fall Meeting on 11/12/16.

Speaking of 11/12/16 that is also our Awards/Appreciation Banquet. I hope you all consider joining me to celebrate our class champions, thank our workers, and thank the many folks who keep ICSCC going. Just like last year, we will have a photo booth, so every can have a picture to remember how much fun you had.



If you haven't signed up for the Banquet, you still can. Register on Motorsportreg and pay at the door.

Hope to see you at the Banquet

Mike Tripp
ICSCC President





STEWARD'S CORNER

My term serving you as Steward grows very short and as I sit in my basement searching the untidy, cluttered, and infrequently visited corners of my mind for something interesting to write I find myself thinking about all the years that I have been driving, the time I have been involved with Conference and how much it has all changed.

I grew up in the Spokane Valley and kids like me started driving the hay truck at 12 or 13 years old. Idaho had daytime drivers licenses available for 14 year olds until 1989 and I can assure you I was waiting for the DMV to open on my 16th birthday so I could get my full Washington driver's license and the freedom it provided. I've been car crazy for as long as I can remember. Most of my friends were at least as car crazy as I was and we all talked about them, drew them, dreamed about them, worked on them, and saved our money to buy one. It was still possible to buy a truly bad car in those days. The worse they were the cheaper they were on the used car market which allowed them to fall low enough for us to buy. It also meant learning to fix them because back then a cheap, bad car was bound to break a lot! Many of those fixes were improvised or accomplished with parts harvested from wrecking yards because new parts were just too expensive. It was that education of necessity that made just being able to have a running car a lot like racing – constant tinkering, improvised fabrication, driving around problems, and never enough money or time to make it the way you really want it sound familiar?

I bought a very inexpensive car when I finally had the opportunity to start racing because it was all I could afford and even then it seemed a foolishly reckless expense. At some point I bought a battered open trailer which was another thing I couldn't afford but realized I needed. My younger brother became my first sponsor by loaning me his camper van because it was the only vehicle either of us owned that actually had the ability to tow a car and trailer to my novice races! None of that mattered though because when I finally got the opportunity to race it made me happy in a way that only a few things in my life ever have. I was lucky enough to have been mentored through my early years by Conference luminaries who I still look

forward to seeing. And the friends I have made ... certain activities seem to produce the kind of people who you find yourself wanting to be around and know – racing is definitely one of those. In order to race at all a person generally needs to be someone who knows how to make things happen. Someone who takes control of their life and finds ways to overcome obstacles. Someone who is little driven, a little fearless, and a little competitive. Turns out those are my kind of people!

So about now you are saying “why is this windbag waxing rhapsodic about himself?” I guess I am finally old enough to start being worried by change. The “average” car in Conference is much more expensive than it was 16 years ago. There are motorhomes and enclosed trailers all over the paddock where open trailers or race cars that could still be driven to the track were still plentiful then. I try to wait until something is truly a trend before panicking but as I discussed in my last column numbers are continuing to drop in entries and more worryingly, novices. I'm concerned that all of the wonderful memories that I have of racing may not be available for future generations if some of the trends we currently see continue. Lots of young people just aren't interested in cars that way my generation was and even among those that are most don't want to work on them or would be incapable of doing so. Finding and inviting the next generation of drivers is not a problem a handful of us can fix. It's going to take a dedicated effort by the membership to identify and recruit our future but on the positive side - think of the friends you might make in the process!



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

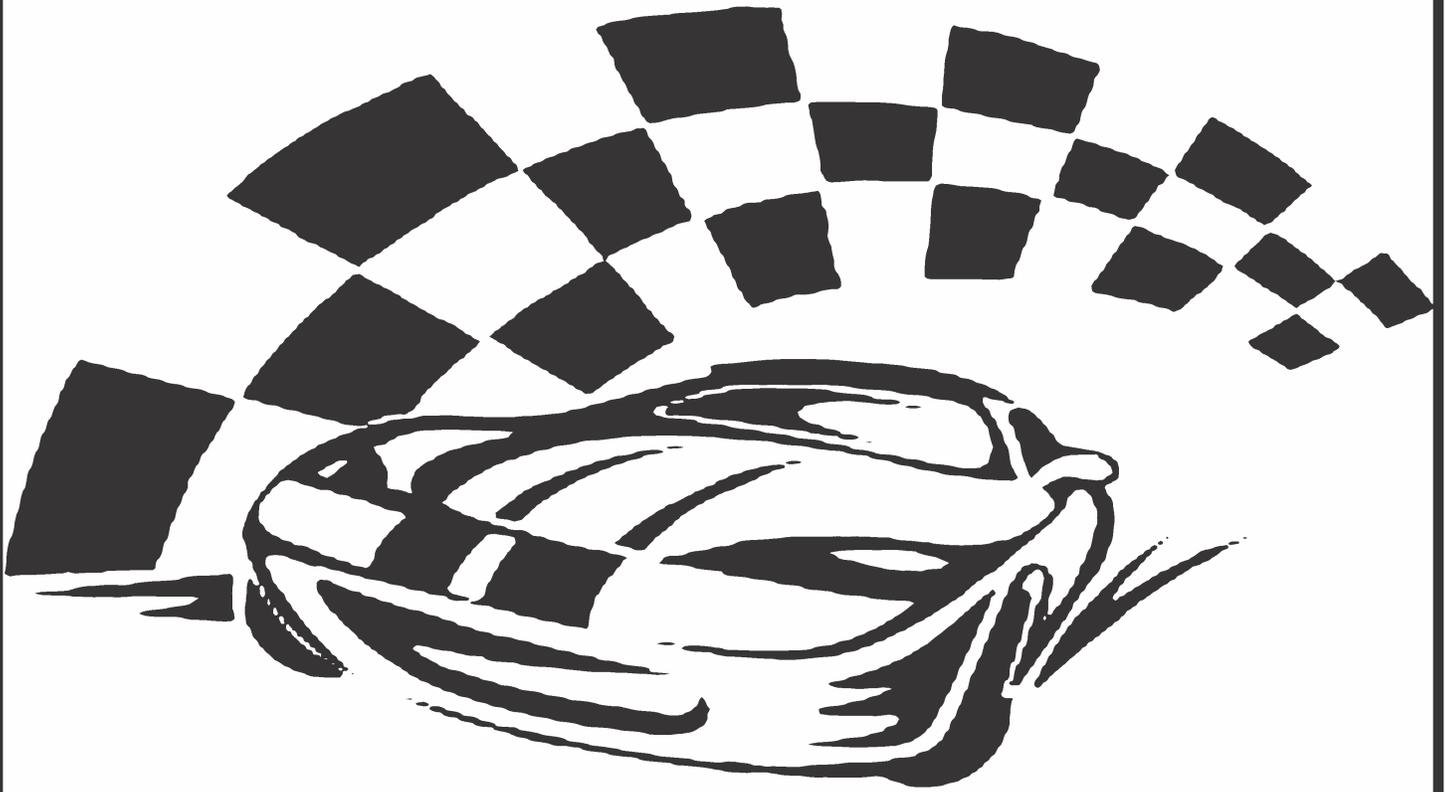


Central Racing Association



photos by Gerry Frechette

LIFE IN THE FAST LANE



**Please join us for the annual ICSCC Banquet
at the SeaTac Marriott**

Saturday, November 12, 2016

Social Hour & Photo Booth 5:00 PM

Awards Dinner 6:30 PM



November 12, 2016

Seatac Marriott Hotel

Enjoy friends, stories, trophies and of course good food.

Social hour begins at 6pm (with a no-host cash bar), with dinner service beginning at 6:30 sharp.

Tickets are \$49.00/person
Order on line at motorsportreg.com

Menu Options must be selected prior to the event and are as follows:

Option 1: Grilled New York Strip Steak with Cracked Pepper & Mustard Sauce

Option 2: Mustard Glazed Salmon Filet

Option 3: Mushroom and Three Cheese Ravioli

Please note any dietary restrictions so we can accommodate you.

Lodging:

ICSCC has secured a guaranteed rate for hotel rooms again this year. Please ask for the ICSCC rate when you make your reservations.

LIFE IN THE FAST LANE





LETTERS TO THE EDITOR

Disclaimer: The views and opinions expressed in this article are those of the authors and do not necessarily reflect the official policy or position of ICSCC.

Seventeen and seventy one, two coupled but digitally reversed integers, and by themselves symbolic of nothing. So what is the relevance? And I do believe they are relevant.

On October 16th, a version of a long standing fall tradition was again presented at Portland International Raceway, the (now) 12 Hours of the Cascades Enduro. This was a replay of a classic event that for many of us has come to symbolize the best event of the season and is the closest thing to a “truly glorious racing” most of us will ever participate in.

It s an event steeped in tradition; from the LeMans start, to the competition of the pit crews, to the grueling discipline required to stick to a strategy and a pace which will hopefully lead to victory. Running into the night, often in the rain, as friends and fellow competitors dissolve into the impersonal obscurity and glare of headlights and darkness that tries the mettle of even the most courageous and talented.

Some of the best hours of my life have been spent in the company of fine men and teammates pursuing the winged victory of that race. For me this is racing. God help me, I love it like no other.And this year I skipped it. Yes I just skipped it, this race that I have had the honor to compete most of the 35 years it has been run.

Not just sat it out, or as in some years, when finances were tight, or a team could not be put together, I would observe from the sidelines, planted on the roof of my transporter and watched, consoled with cigars and a bottle of good Scotch, but I skipped it. My ambivalence and frankly my callousness over this troubles me. It is like the end of a long romance, because I am not sure the love is over and I am not sure I care. I could have been there and I skipped it.And this year so did a lot of others.

Nothing has the effect of easing the pain of a dying romance like the introduction of a new one. And I think I have found one. Not as glamorous, nor steeped at all in the best classical traditions of racing, a bit homely but still a very attractive alternative. She is barely a year old and she is called Chumpcar.

In many ways over the years the glamour, youthful energy, and certainly the prestige of the Cascade Enduro has faded. In the early years the notoriety (and prize money) drew a lot more interest. Although not part of a major tour, it was Portland's answer to the classic 7 Hours of Westwood. Teams from Manitoba to southern California would make the trek to run these two races. It was one class, winner takes all. George Fulmer and Janet Guthrie were just two of the “names” to show up and add their prestige. The Oregonian would run full page pictorials, the race was broadcast live from the track by Gordon Scott, television crews would be on hand to capture footage for “film at eleven”, and since it was a pro race it fell under the noise variance so it sounded like the big event it was.

Last year along came a new lean, free spirited alternative that was its self a variant of an also new but more “tongue in cheek” group called Lemons. The trend of the Chumpcar group has been somewhat less about theme and somewhat more about racing but the biggest focus is on having fun. When Duane Starr first ran with this group a year ago, he came back to report that “it is a lot like racing”. Now, having run my first of these events, I have to admit he is right.

John Condren, the impresario of Chumpcar, has assembled a small team, honed his skills and refined his formula for these events. Chumpcar put on 20 events in the last year at tracks like Rockingham, Pueblo Colorado, V.I.R, Nashville, Spokane, Sebring, Next year he is expanding into Mexico and Canada. He is big on safety equipment and easy on licensing requirements (is \$50.00 easy enough?). The laid back and home spun character of the events has resonated with new drivers and a lot of old ones all over the country. The common dominator is: It is Fun.

The ratio of fun to expense may be a formula that is not thoroughly understood by many people, myself included, but here are some observations: Because it is hard to get too worried about the financial implications of destroying a “\$500 crap can racer”, and the operating expense is usually spread out over a team of four to six drivers, the financial implications are more palatable, especially when compared with the per minute cost of track time of sprint racing Conference or S.C.C.A. Having said that, it has the camaraderie aspect inherent in a team effort coupled with the general low stress character of the event that makes a very enjoyable combination.

It is worthy of note that one of the teams I talked with last weekend was from way up in Alberta and the other was heading home to Wisconsin. The point is, when all is said and done, other than the initial cost of the car, it isn't really a lot cheaper than “serious racing”. There is the specter of maybe winning some prize money, but in the end it is not going to really be a huge offset to the costs. Roll bar tubing is the same price regardless of what kind of car it goes in, transport costs and feeding the crew are no cheaper, driver suits, belts and other gear are the same price. There may be some savings on fuel since I don't think anyone has gone crazy enough to need \$12 buck-a-gallon race fuel, and that would probably cost you more penalty laps than it was worth anyway, but generally it isn't any cheaper than a normal private armature racing program. At about a grand for car, drivers and crew, the entry fees are about even with the Cascade Enduro. However, there was an extra six hour race on Sunday for free.

Before the romance of this new variant of motorsport saps off all the new entrants and the “I just skipped it” becomes an epidemic, it is worth a hard look for Conference and S.C.C.A. to discover the magic that has established this format as the fastest growing motorsport on the continent. I submit by way of a wake-up call, that in a time when older well established racing organizations are struggling to survive, some serious introspection is called for. Chumpcar is an idea whose time has come.

Oh yes, I nearly forgot, seventeen was the total number of entries for the Cascade Enduro, seventy one for the Chumpcar race. Is that coffee I smell?

Bill Murray



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

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FROM THE ROD DIRECTOR

REPORT FROM ROD FOR 2016 SEASON

The number of Race Officials Division members was up significantly this year, 35 compared to 27 last year. In order to qualify for a complimentary ticket to the banquet this year, members had to work at least 7 races, including at least one away from their home track, and I am pleased to say that we had 11 of our members able to do that in spite of several weekends where there were conflicting events. Once again, Ray Yost was the only member who managed to attend all of the races. He does this consistently from year to year and he should be congratulated for such a significant effort and contribution to Conference racing. I would like to thank ICSCC for their generosity in showing their support by supplying each member of ROD with high quality leather fireproof gloves this year and I apologize for going over budget on them! The photo ID cards identifying ROD members were also well received. Thank you too to all of the clubs who treat the volunteers so well and to each of the ROD members for their continued support and contribution which all goes towards making ICSCC such a successful organization.

At many of the tracks, in spite of everyone's efforts, each year it continues to be a challenge to have enough volunteers to staff the various positions that are essential to putting on a successful and safe race weekend. If some of our members were not able to travel to different tracks, the situation would be critical. All of us need to encourage people to come out to try helping with the sport that we all love, but it is not an easy task with so many other things for people, especially younger people, to become involved in. Feedback I get from the members suggests that too many conflicting race dates are also a problem. But we will continue to try to encourage new people to try us out and find a new way to have fun on a weekend, even on a wet weekend!

As many of you may know already, I have been the Director of ROD for six years. I have very much enjoyed the work and meeting so many people in the process. I will miss everyone, but I have decided that the time has come to let someone else take over the position. It has been an honour and a pleasure to be able to work with such a great group of dedicated people and I wish everyone the best for the future.

Respectfully
Ann Peters
ROD Director 2016



photos by Gerry Frechette



photos by Gerry Frechette

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

Memo Classified Ad Policies:

Non-commercial ads are free to Conference licensed drivers, officials, and workers.

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: 1/15 means first issue of 2015; that ad will expire after issue #3 of 2015 (3/15). There are 10 issues per year.



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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.

Racing photography by Doug Berger



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

We offer the largest selection of photos from ICSCC events, visit us online at:

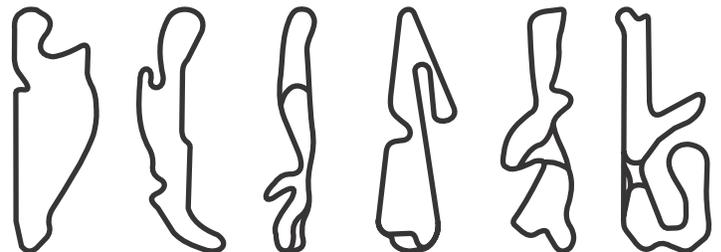


E-Mail: doug@dbpics.com

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 15	rule changes banquet info
memo #9	Oct 1	awards banquet
memo #10	Dec 1	approved rule changes

Please allow one week for memo submissions





Memo #9
October 2016

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There are options to beat the heat

Are You Gonna Race or Roast in Your Car This Summer?

Option #1 – Cool down Now with the TechKewl hybrid sports cool vest worn by Formula One teams such as Ferrari, McLaren, and Red Bull. Worn under your driving suit, the vest keeps you cool for over 1-1/2 hours by utilizing a unique phase change material.



Here's how it works: The vest has pockets for the phase change packets. They look like water but this material freezes solid at 58 degrees Fahrenheit! That mean you can refreeze them in about 20 minutes right at the track by throwing them in your ice chest.

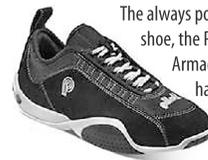
With nothing to install in the car, you can wear one in a formula car or sports racer. And since there are no hoses or ice chests to refill, they are perfect for endurance racing with each driver having his own cooling vest.

Option #2 – The CoolShirt System, used by over 25,000 racecar drivers, this system provides the ultimate in driver cooling comfort. An ice chest filled with ice and water and a small internal pump, sends cooling water through a cool shirt under your suit. This system will keep you cool for up to 3 hours!

Call or come by Armadillo Racing Today and beat the rush to get cool before the heat of the season catches you roasting on pre-grid. Whatever option you choose is certain to keep you cool enough to think clearly throughout your race so you can focus on winning. Both systems are in stock and available today from Armadillo Racing.



More for you...



The always popular Piloti sport driving/crew shoe, the Piloti Spyder, is now available from Armadillo Racing. This comfortable shoe has a roll controlled heel for heel and toe driving, yet is so comfortable that it can be worn every day.

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