



ICSCC MEMO #8

SEPT 2021

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

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Messages from the President, Licence Registrar & Director



FROM THE PRESIDENT

Hello everyone

We have arrived at the end of the 2021 ICSCC Championship Season more or less intact with only the traditional Cascade Festival of Endurance on October 16th remaining on the competition event calendar.

I say “more or less intact” because we still didn't get to enjoy the Northwest Motorsports event in Spokane nor the Sports Car Club of British Columbia event at Mission but at least we got in six weekends comprising twelve races over three different tracks. 2020 in motorsports terms felt like trying to finish the last couple laps of a race with a noisy main bearing – 50/50 between sneaking under the checkers at reduced speed or a rod coming out the side of the block. In comparison 2021 was a bit better but kind of like developing a noisy synchro or a small dip in oil pressure when turning left – not immediately catastrophic but indicative of trouble if attention isn't paid and action taken soon.

All of our member clubs were formed for the express purpose of providing grassroots motorsports events for their members. All have collected membership and entry funds for decades to cover the budget required to rent tracks, hire services, and protect and insure the people that attend. After such a difficult year in 2020 with few opportunities to race often under compromised conditions I fully expected big turnouts for 2021 but I have to say, I was a little disappointed. NWMS and SCCBC didn't really have the option of holding the events they planned but CSCC and IRDC were lucky enough to have open venues available for racing and invested their club funds and terrific amounts of volunteer effort to provide the events our members expect. Volunteers are in short supply. The price for nearly everything has skyrocketed because of high demand, low supply, and the inability to obtain labor. A seventeen race schedule turned into twelve – a reduction of supply. We didn't have a rain race. Entry fees really stayed about the same as they have been for a

while. The available venues were the ones that are closest to the majority of the racers so tow distances for the year were significantly down. Our events this year required much less masking, distancing, socializing barriers so apart from being denied access to our friends the Canadians, Covid was much less of a factor. Fuel, tires, and parts were harder to get but I don't think that had much of an increased effect in preventing racers from participating.

To sum all of that up, there were six weekends held under good conditions and incredibly dedicated volunteer club members gathers all of the ingredients needed to make those weekends fun and successful yet attendance was not that strong. Don't just think about it – go to president@icscc.com and let me know what you are thinking. Send it under your name, an alias, or anonymously, I am deeply interested in your opinions. All the usual suspects, including me, have been working on finding solutions non-stop for years now to quiet the aforementioned synchro noise and to fix the dip in oil pressure so we can avoid a rod coming out of the side of Conference's block and clearly we aren't as clever as we think we are – we need your help.

Different subject - It's rule change season. Hopefully your club should have called for rule change submissions by August 1st and hold a rule change meeting within 30 days meaning September 1st. I hope more clubs are participating this year.

Last, but not least – with potential restrictions it is hard to find a ICSCC Banquet and Fall Meeting venue. If you know of a hotel with meeting rooms and banquet facilities available please contact me.





FROM THE LICENSE DIRECTOR

Writing this after the last of the 6 weekends with 12 sprint races this year. I wanted to provide a quick look back and look ahead based on what I was able to learn this year. Thank you all again for the assistance, feedback and participation in getting the novices (and me) through the year.

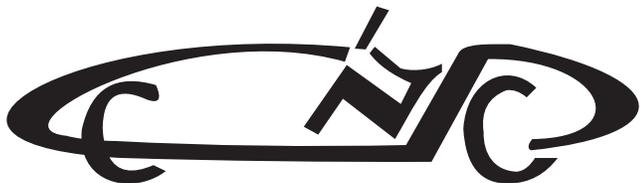
Since we only had one event with a dedicated Group 7, the biggest change to years past was that novice drivers qualified and raced in the Senior groups all year. Seeing as they were in the senior groups, they were also able to race on Sundays, thus allowing a novice to proceed from neophyte to senior driver over the course of 2 weekends if they worked through their requirements, showed good driver ability, and successfully passed the test. Quite a change from previous years where it took at least 3 weekends, at more than one track, to get upgraded.

Thanks to my predecessor's good advice, I held the line on the volunteer requirement, ensuring at least some supply of bodies for the perpetually understaffed volunteer corps. And I was quite pleased to see the variety and depth of some of the Senior driver interviews. That exercise taken in conjunction with the active engagement after qualifying and races really adds quality to the process of coming up through the novice program.

While I haven't done a full deep dive into the numbers yet, I can report out that there were 28 new novice drivers who started the license process this year. As of 8/29, it appears 9 completed all the requirements and received their Senior license. A couple others are very close.

It certainly wasn't a year without "issues" surrounding the license program, and I did hear loud and clear from several of you your ideas and observations about what should be different. Fortunately I now have some time to regroup, reflect, and start thinking ahead for next season.

Bill



photos by Doug Berger



photos by Gerry Frechette



FROM THE LICENSE REGISTRAR

Hi—

I have really enjoyed all of my interactions with those pursuing licenses with ICSCC. When I meet you at the track it is always nice to put a face to the name. When I see you in Registration or you greet me in the paddock, or come to knock on my motorhome door to get your license I really enjoy getting to know you. One of the most enjoyable parts of the job is when a new driver gets his Novice license or graduates to a Senior license – most are just so happy!

After such a hard 2020 it was nice to start rebuilding our driver list. We had 26 Novices this year and it was great to work closely with Bill Ecker to get them through their paperwork and started on the path. As of the end of the last race of the year, IRDC at the Ridge, we have 248 drivers that hold one of our licenses (Gold Senior, Silver Area, White Observation, White Novice, Blue Enduro Only). I expect we will pick up a few more for the enduro.

Going forward, if your license is expiring and you need to reapply for next year, please wait until the 2022 forms are available on the website. Do not use 2021 forms with the year crossed out and 2022 written in! If you have forms that you need to send with your application please give some thought to the format. Scanned and emailed forms are the clearest and help expedite processing your license application. Taking pictures of your forms with you cell phone is also acceptable but try to get the form as flat as possible, try to fill the frame with the form so you minimize the dark border of whatever is behind the form, and try to take it from directly above with no tilt. Sometimes they take a lot of photo manipulation before I can print them out and put them in your file which takes a lot of extra time. All fees are to be paid on MotorsportReg.com – do not send checks or cash to me in the mail!

Hank Moore, who seems to be always be volunteering to help with something Conference related, has suggested that he might be able to help get the whole license registration process set up as part of MotorsportsReg so maybe it will be easier than ever, we will have to wait and see.

Look forward to seeing you all at the banquet (if that happens!) and next year at the track.

Linda



photos by Doug Berger



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<https://www.dropbox.com/s/jme1se0ni68u1ku/Pacific%20Innovation%20Center%20Logo.jpg?dl=0>

FOR IMMEDIATE RELEASE

Pacific Innovation Center and Motorsports Park Breaks Ground

Pacific Raceways Groundbreaking Ceremony for \$200M Expansion Puts
Spotlight on New Pacific Innovation Center



Pacific Innovation Center and Motorsports Park Rendering
<https://www.dropbox.com/s/cwef5czu4udhgV8/Pacific%20Innovation%20and%20Motorsports%20Park%20.jpg?dl=0>

Aug. 19, 2021 (KENT, Wash) –On the heels of celebrating 60 years of heart stopping racing, the multi-purpose raceway officially broke ground on the extensive expansion plans which begins with the 25M buildout of the **Pacific Innovation Center (PIC)** and **Pacific Motorsports Park (PMP)**. The **Pacific Innovation Center** is one of four “Projects of Statewide Significance” designated by the Department of Commerce.



Photo Id: King County Council Member Rob Dembowski, Jason Fiorito, Barb Fiorito, Dan Fiorito, King County Council Member Pete von Reichbauer
<https://www.dropbox.com/sh/mv9xrud0yvg78jv/AAAzQCOB2zia9gFNymgQzKWCa?dl=0>

ABOUT THE GROUNDBREAKING EVENT

The groundbreaking event was held at Pacific Raceways in the early afternoon and was attended by over 100 notable guests, including elected officials, representatives, sponsors and fans who showed their enthusiasm for the transformative addition of the Pacific Innovation Center and Motorsports Park to the Raceway.

Pacific Raceways president, Jason Fiorito explained “We are going to continue to be a racetrack, and now this transition redefines the infrastructure to include a test bed for transportation industry innovation and that solidifies the sustainability of racing in our region.”

In the keynote, Fiorito also acknowledged the previous generations of the Fiorito family for their unwavering commitment to the sport, the track and the racing community and expressed gratitude to the elected officials, many in attendance, for their support of the project and the years of work to get to this point.

Next track partner Ron Erickson spoke of the importance of the designation and how the expansion will house innovative automotive companies, ambitious startups, and act as a hub for critical industry research for future automotive technologies.

Then King County Council Member, Pete von Reichbauer brought the program to a close, applauding this project as an example of how King County and the cities of Auburn and Kent are bringing more living wage jobs to their communities.

Attendees also got to experience professional sports car track rides and individual kart racing circuit laps after lunch.

[DOWNLOAD/VIEW GROUNDBREAKING EVENT PRESS PHOTOS](#)
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<https://www.dropbox.com/s/7yljulbbfr99t6r/Pacific%20Innovation%20Center%20and%20Motorsports%20Park%20Aerial%20Site.png?dl=0>

ABOUT THE EXPANSION

Construction on the five initial buildings will total 200,000 square feet and will be used as garage/shop, business, innovation center and retail space. Racers, retail, enthusiasts and technology development companies can utilize prototype manufacturing, storage and workspace for their core purposes while being located steps away from the track. **Miles Resources** began the groundwork in 2019. Already 75% of the space in the first two buildings (60,000sf) has already been pre-leased by Milt Reimers of CBRE.

Poe Construction has been tapped to build both the Pacific Innovation Center and the Motorsports Park. Pacific Raceways has been owned and operated by the Fiorito family since 1959, and the track expansion project has been in the ideation phase for nearly twenty years.



Pacific Innovation Center and Motorsports Park Rendering

<https://www.dropbox.com/s/alblcluda5fybhmI/Pacific%20Innovation%20Center%20and%20Motorsports%20Park%20Garages.jpg?dl=0>

This is a developing project and new information will be released as construction progresses

ABOUT PACIFIC RACEWAYS

Pacific Raceways is an iconic multipurpose motorsports facility in Kent, WA. O to an internationally recognized 10-turn, 2.25-mile road course. The raceway is racing, car enthusiast clubs and the onsite ProFormance Racing School. www.pacificraceways.com
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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.

2021 MEMO PUBLICATION SCHEDULE

ISSUE	SUBMISSION DATE	CONTENT
Memo #1	Feb 5	worker fund reports race schedule race officials & Officer Reports approved rule changes
Memo # 2	Feb 22	Officer Reports
Memo # 3	Mar 25	Officer Reports CACC Race 1 & 2 - May 1/2 IRDC Race 3 & 4 - May 15/16
Memo # 4	April 24	Officer Reports NWMS Race #5,6 & # 7 – June 5/7
Memo # 5	May 24	Officer Reports CSCC Race 8 & 9 - June 19/20
Memo # 6	June 24	Officer Reports IRDC Race 10 & 11 - July 17/18
Memo # 7	July 25	Officer Reports CSCC Race #12 & 13 - August 14/15 IRDC Race #14 & 15 - August 28/29 rule changes banquet & hotel info
Memo # 8	August 25	Officer Reports SCCBC Race # 16 & 17 - Sept 4/5 awards banquet & hotel info TBA7 Request bid for memo editor/officers
Memo # 9	Sept 24	Officer Reports CSCC Portland Enduro - Oct 16
Memo # 10	October 25	Officer Reports Request bid for memo editor/officers

Please allow one week for memo submissions



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Racing photography by Doug Berger



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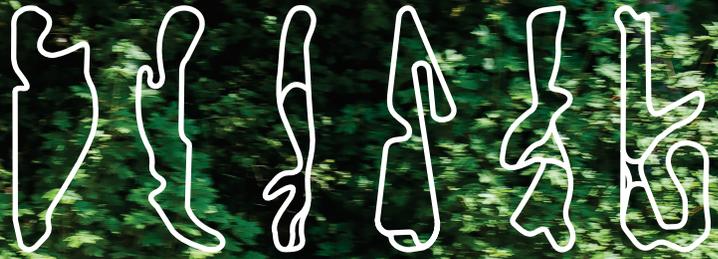


SPOKANE COUNTY
RACEWAY





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