

ICSCC Memo No. 8

October 2024

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



FROM THE PRESIDENT



This is going to be a short president's message this Memo.

We have currently finished our sprint race schedule and have one remaining race, which is our Cascade Sports Car Club fall enduro on October 12 at Portland International Raceway.

The next couple of items to finish out the year will be our International Conference of Sports Car Clubs fall meeting and awards banquet. Both will take place November 16 at the Silverdale beach hotel located in Silverdale, WA. A link for the hotel if you are planning to stay a night will be available soon.

We will also send an email blast through

MotorSportReg.com, to allow folks to sign up to attend the banquet.

Our clubs are also working hard to determine next year's race schedule and we expect to have that available after the spring meeting, which will be held in January 2025.

We are also amid our rule change season and currently have around 10-12 proposed rule changes.

Drivers, please attend your club meetings and vote.

Stay warm as fall is coming.

Duane Martinsen
2024 Conference President

MESSAGE FROM THE STEWARD



Well, we have concluded the Conference season with some terrific racing throughout the year.

Almost.

Just one more event, the Portland International Raceway 8-hour enduro will be held in a couple weeks time.

There was a lot of great racing this year and a lot of deserving hard fought championships.

We made it through the year without any major accidents, at least until the final 14 minutes in Spokane.

The worst injuries of year, turned out to be wasp allergies.

I had a great year getting to know even more people throughout the paddock and the clubs that put on the events.

We are all so lucky to have the

club volunteers that organize and put on the race at each track and the workers who always come out to support the clubs and the drivers.

Without these people's efforts, we could not put on these events.

Honestly, there are too few people stepping up to the plate to help out.

More people lending a hand can make much lighter work for all involved.

Maybe think about giving 10-15 minutes to track setup in the AM or tear down at the end of a race weekend.

At the Conference level, there are also positions that revolve, and will need filled in the coming year.

Ask about the positions and where you might be a good fit in the future.

As we close this season out, I will hand the Stewards torch to Brian

Anderson.

I have been Steward a couple times previously and took on this year to mentor Brian so we can stop the nonsense of throwing someone at a position without a year of support.

Brian rocked it this year and will do so again with his new assistant steward (an announcement will be forthcoming after the fall meeting).

Many thanks to Brian and Jamie Anderson for all their hard work this year.

The season ending banquet is a great time to dress up, have a nice meal, socialize and congratulate are seasons award winners.

If you have never been to one before, I encourage you to attend.

See you all soon
Cheers,
Rick Delamare
2024 ICSCC Steward

A LETTER FROM THE EDITOR



Race season is intense, filled with action packed weekends full of friends, fast cars, race fuel and fun.

Eventually the chaos comes to an end and the long, cold winter season away from the racetrack, begins.

Drivers, their race cars held together with duct tape and zip ties and leaking fluids, park their cars in garages.

There, these prized possessions will receive the TLC they deserve.

Volunteers pack up our gear and clean our whites - event shirts made for race officials, swag handed out by teams and sponsors, jeans, jackets and dress shirts folded up and stored, ready for spring.

It's been a wild year, and I have enjoyed getting to know more of my ICSCC race family. But it's time to clean out my grid bag, to make sure there are no melted chocolate bars or crushed bags

of chips floating around, to spend the \$20 I found at the bottom inside one of my splitter gloves.

Still, the year has not yet concluded, we have the final Enduro race coming up at Portland International Raceway, and a year-end banquet to attend.

I won't see you at the Enduro this year, it'll be the first I've missed since 2012. I'll be walking through heather and sampling haggis by the time you read this.

Before I go, I have a request to make of my fellow volunteers.

Every year conference awards well-deserved and hard won trophies and kudos to it's drivers at it's year end banquet.

Here's where you come in.

Each year, volunteers get to choose from their own ranks a volunteer who stands out. Someone who has gone above and beyond in some way.

The reason why this volunteer is chosen is not important, maybe she coached you on the finer points of flagging, or he made you laugh

when you were having a tough day. All that matters is recognizing one of our own in a way that shows we see you, we appreciate you, thank you.

But that's not all.

Do you know a novice driver who stood out in some way, or a more seasoned driver made you laugh with their on and off track antics? We volunteers also have the honor of choosing a favorite driver to be recognized.

Michael Evans, the Race Officials Division Director - honestly, that's just one of his many titles - is collecting votes from volunteers for both their favorite peer and their favorite driver. And I'm inviting you to take part. The winners will be announced at the November 16 awards banquet in Silverdale, Washington.

You can reach him at: mdel2@comcast.net

I'll see you at the banquet.

Schellene Clendenin
Memo Editor

RACE OFFICIALS DIVISION

Dear Members,

I realize that it has been a long time since I have been able to speak (write) to all of you.

For that I must apologize.

Between the Races, Racing letters and a few health issues time has just disappeared.

Now is the time for what I call the "Banquet Season". It is also the time to gather the Board together and prepare for next year.

Last year I put together numerous issues on discrepancies that I found on what we say we do versus what we do. Most of the issues that I found, I ran by the few members of the ROD.

Then, I presented them to the Board.

In the end, there were still a few issues that were not accepted by the board that I think we can still address in the future.

This time, I would like to take a slightly different approach to some issues. The difference being

that I would like most of the input to come from you.

I will start with a section of the Policies and Procedures Manual under Section 21.0 RACE OFFICIALS DIVISION 21.3 PURPOSE - THE AIMS AND OBJECTIVES OF ROD.

Marshaling Procedures/Practices

Current wording:

21.3.1 To standardize throughout ICSCC race marshaling procedures and practices.
(Spring 2024)

This previously read:

21.3.1 To standardize throughout ICSCC race marshaling procedures and practices in accordance with currently recognized FIA standards and set forth in current FIA Publications.

While the recommendation was made that we should comply with the FIA standards in was denied. The wording was specifically changed to eliminate the reference to FIA standards. Unless I am mistaken SCCBC does follow the FIA standard. If that is the

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case, where does that leave the current statement?

Worker Training/Licensing

Current wording:

21.3.2 To develop and implement throughout ICSCC, training programs for workers/marshals and other disciplines. (i.e. Safety, Pre-Grid etc)

This previously read:

21.3.2 To institute throughout ICSCC training programs for workers/marshals.

This raises numerous questions to be answered.

Virtually all specialties are taught by “word of mouth” while there is some information in the ROD Handbook there is by no means of formal instruction of all the tasks performed by Pit and Grid personnel or Starter. Flagging & Communications probably has most of the necessary information documented but shouldn’t all disciplines have specific criteria available to someone to be trained?

Current wording:

21.3.3 To develop and implement a system to maintain a permanent record of the experience levels of marshaling personnel and other disciplines.

This previously read:

21.3.3 To maintain a permanent record of the experiences of marshaling personnel.

This too needs to be thought out completely. To some extent this is partially accomplished using MotorsportsReg.com. It seems however that there are still many that decline using the system. There are also cases where people have the time in but still struggle with the tasks required by the specialty.

Current wording:

21.3.4 To institute and manage a permanent system of race official standards and criteria for the purpose of licensing

This previously read:

21.3.3 To institute and manage a permanent system of race official licensing.

This sounds like a reasonable idea, but to what end. While our drivers have licenses and we have reciprocal agreements to other organizations such as SCCA, ASN and SOVREN how would reciprocity work on the Volunteer / Worker side.

It seems that today we are so short on volunteers that the only prerequisite is to have pulse.

It doesn’t even need to be a strong one.

This is where ALL of you come in. I want your feedback on several questions. Yes, that does require you to participate. And maybe in the future help me with your collective solutions.

Something to consider

- Do you feel that having a license is necessary?
- By what criteria should a license be issued?
- Is it to be an actual license where a level of proficiency is required or just a matter of being registered, having had it explained to you?
- Should there be a tiered standard (i.e. Novice, Intermediate, Expert)?
- Will you need a license to volunteer at an event? • Who is expected to develop and administer the test?

The next section was unchanged between the 2023 and 2024 seasons.

Should it be?

21.4 ELIGIBILITY

All suitable personnel are eligible to become licensed with ROD. They must attend a club organized training session to be done at the racetrack or at a designated evening or weekend seminar and be a ROD member.

- Can we define ‘Suitable’ and ‘Eligible’?
- I have been a supporter of Conference for many years and I don’t remember attending any ‘club organized training session’. Is this another thing that needs to be developed and implemented?
- Since the clubs are located hundreds of miles apart, is there to be one set of criteria disbursed across all clubs within Conference? Is each club to provide their own, unique session.

Additional points to ponder

There is the question of Logbooks.

- Do we need them?
- Who will review the content? And why?
- Should there be fees for membership to the ROD?

For many years I have heard the same old rhetoric complaining that SCCA charges you to be a volunteer. As a result, currently Conference does not charge you to be a member.

On the other hand, believe it or not, I have been advised that if something is being given as FREE it must be something without value.

What do you think needs to be done to make sure that you, as members of the Race Official Division are getting something of value that you are willing to participate in improving?

So where is all this leading? I would like to hear from you exactly what you think that we as the ROD should be doing. Last year I was sort of on my own and tried to fix a few holes as best as I could. I feel that there were some critical fixes made. This year I don’t have any new issues to present to the Board for the fall meeting. I would like to tell them the WE are collectively looking at our Policy and Procedure manual to make us stronger as a group. This can only be done if I receive your input. I have given you a few things to think about on the way YOU want to run YOUR organization.

Workers Choice/Worker of the Year

Okay, there are a couple of additional items that I will take a hit for. There are two awards that are given out that I am supposed to provide input. Input that I am supposed to get from you. Having failed in getting your input prior to this I am formally requesting you to send me the following information.

What licensed ICSCC Driver do you vote to receive the “Workers Choice Award”?

What Volunteer / Worker would you nominate for “ICSCC Worker of the Year”?

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WELCOME TO PRE-GRID



photos by Schellene Clendenin



The race season is winding to a close, please enjoy these images as seen from pre-grid and the starter tower.



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I believe that I have used up enough of your time so I will draw this to a close.

I ask you one last time to read through what I have written and give me your input.

You are the ICSCC Race Officials Division, and I need your feedback on the issues that I have presented.

I would also appreciate any additional input that you may have on any aspect of what we do.

Thank you for your time and valued input,
Michael Evans
ICSCC Race Officials Division
Director
206-819-6163

2024 CASCADE FESTIVAL OF ENDURANCE

SATURDAY, OCTOBER 12TH @ P.I.R

RACE LENGTHS: 2, 4, AND 8 HOURS



12pm Le Mans Start

Live Pit Stops



8pm Nighttime finish (8 Hour)

49th Annual Event



INFORMATION OR QUESTIONS

SIGN UP: cascade.motorsportreg.com

VISIT: cascadesportscarclub.org

EMAIL: enduro@cascadesportscarclub.org

ICSCC CONTEST BOARD RULE CHANGE PROPOSALS

Proposals for Championship Season 2024

YES	NO	Item #	Page #	Club	Selection/Jurisdiction	Proposal
		1	49	CRA	E/C 1110.B	<p>Lights. All cars shall have lights that conform to the regulations regarding its class. All lights with glass lenses will be adequately covered to prevent shattering. Streamlined headlight covers will be allowed. Except for Formula-class cars, All cars shall have at least one working brake light. Brake light override switches are not allowed. It is required that sports racers and all open wheel cars have operating 'rain lights', to be illuminated in response to a "LIGHTS" sign at start/finish, displayed at the direction of the Race Steward. (Fall 2009)</p>
3	1	1	30	CSCC	E/C 707	<p>All cars will be called to an area designated pre-grid (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 pre-grid by the 5 minute warning. Any car failing to arrive at pre-grid 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. In the case of a grid designated to execute a split start, the car will be placed at the back of the appropriate group. The 5-minute warning cannot be given earlier than 5 minutes before the scheduled race start unless stated in the Race Event Supplemental Regulations and published in the race schedule. No engines may be running on pre-grid between the 5-minute warning and the 1-minute warning, except for practice and qualifying. At the 1 minute warning the pregrid area must be cleared of all support personnel. Any race car being worked on after the 1 minute warning will lose its grid position and be released at the back of the grid. At the 1-minute warning, all cars must start with their on-board starter (auxiliary power sources OK) on pre-grid. Cars failing to start on their on-board starters or otherwise unready as the grid is cleared will be held in the pre-grid area until the field has cleared the pre-grid area. These car(s) may then be push started, if necessary, and be allowed to join the back of the field on the pace lap, provided said rejoining can be done safely. If the grid is past the point where rejoining can be done safely, once the race has commenced and the grid is cleared the pit exit point, a push start will be allowed, if necessary, and the vehicle will start from the rear of the grid. If the race does not commence after the first pace lap, the vehicle may be allowed to join the back of the field on the subsequent pace lap(s), provided said rejoining can be done safely. A car started at the back of the grid shall remain at the back of the grid during the pace lap(s) and shall not resume its original grid position. A car losing its grid position while on the opening pace lap (laps) may only re-enter at the back of the grid and may not regain its original grid position. In the event a car loses its grid position on the opening pace lap(s), the grid line (left or right) will advance forward assuming the open position. (Fall 2023)</p>
4	0	2	58-	CSCC	E/C 1311	Delete ALL (Radial Sedan class)

Proposals for Championship Season 2024

3	0	3	77	CSCC	C 1317 B.5(a)	(Line 19)...Factory, OEM equivalent or heavy duty (part number m20rarmHD or <u>M20 Forged Steel factory equivalent</u>) rocker arms must be used...
3	0	4	90-	CSCC	C 1325 A.2	It is required that all entrants declare wheel horsepower and torque numbers as well as have their vehicle dynamometer certified before a minimum weight can be assigned by the Race Steward. Dynamometer test results must be accompanied by a signed and completed Dyno Certification Form (Section J). The entrant may declare a wheel horsepower and torque number greater than those shown by the dynamometer certification results. <u>A one race weekend waiver per season may be granted by the Race Steward. If granted, the Race Steward shall determine a minimum weight for the car using information provided to them by the driver of the car granted the waiver.</u>
					C1325 A.3	A minimum race weight will be calculated based on the following formula and maximum horsepower and torque declared on the Dyno Certification Form. The calculated weight ratio used in the formula is determined by the following factors: Super Sport Touring (SST): 7.5 Sport Touring (ST): 10.0 <u>Sport Touring 1 (ST1): 12.5</u> <u>Sport Touring 2 (ST2): 15.0</u> <u>Sport Touring 3 (ST3): 17.5</u> <u>Sport Touring 4 (ST4): 20.0</u> <u>Sport Touring 5 (ST5): 22.5</u> Declared horsepower >= 370: -.3 Declared horsepower >= 350 and <370: -.2 Declared horsepower >= 330 and <350: -.1 Declared horsepower <=260 and > 220: +.1 Declared horsepower <= 220 and > 180: +.2 Declared horsepower <= 180: +.3 DOT approved tires with UTQG >= 100: -.5 DOT approved tires with UTQG <100: -.3 Non-DOT approved tires: +.4 Tire width greater than 300mm: +.2 Tire width less than 250mm: -.2 H-pattern synchromesh transmission: -.2 Front wheel drive: -.8 If declared torque is less than declared horsepower: Declared HP multiplied by the calculated weight ratio equals the minimum car weight with driver. Declared HP x Calculated Weight Ratio If declared torque is greater than declared horsepower: The average of declared horsepower and declared torque multiplied by the calculated weight ratio equals the minimum car weight with driver ((Declared HP + Declared Torque)/2) x Calculated Weight Ratio
4	0	5	104-	CSCC	C 1402	Delete ALL (<i>Allowable modifications for Production Cars</i>)
3	0	6	116	CSCC	E/C 1505	Leaving the course. Four <u>One or more</u> wheels off course, if done for advantage or in a dangerous manner, shall <u>may</u> constitute a chargeable offense.

Proposals for Championship Season 2024

2024

ICSCC EVENT SCHEDULE

Championship Race Events

Enduro

October 12 CSCC PIR

ICSCC Fall Meeting/Awards Banquet

November 16, Best Western, Silverdale Beach Hotel

Silverdale, WA



Central Racing Association

Please go to icsccl.com/forms/17_race_entry.pdf or Race Entry Forms & License Applications

CARS ON COURSE



Photos by Doug Berger



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photo by Gerry Frechette



photo by Gerry Frechette

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E-Mail: doug@dbpics.com

2024 MEMO PUBLICATION SCHEDULE

Memo is to be published on the first of each month
Please provide one week lead time for submissions