

ICSCC Memo No. 9

November 2024

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



A LETTER FROM THE EDITOR



The 2024 race season is over, awards have been handed out, cars garaged, and drivers and crew are enjoying the lull until the race season begins again in a few months.

As I sit at my computer, reminiscing about the past few months, I must admit, my first year as the editor/publisher of the Memo has been a lot.

A lot of new people, new events, new perspectives and a whole lot of fun.

Even though I have worked in Pre-Grid at Portland International Raceway for more than a dozen years and met hundreds of volunteers, drivers and crew in that time, in 2024 I gained a new perspective on the massive amount of preparation and people hours it takes to run these events.

The amount of organization and planning it takes is frankly mind boggling. This is work that starts more than a year in advance and is done by people who do it for the love of the sport and the race family it attracts.

Many of the folks who run everything from registration to the end of day socials have full-time jobs, families and hobbies outside the racetrack.

(What's that you say? A life away from that track?)

And still, they volunteer their time to race tracks all over the Pacific Northwest, smiling from ear to ear, no matter the weather - though, admittedly a nice dry day is a far more pleasant experience than cold or rainy one.

Where was I? Oh yes, the start of a new race season and all the planning that goes into it.

For my part, I have a few ideas in my back pocket for this newsletter.

In the spring I'll introduce an updated design, new writers to share a fresh perspective and interesting content.

Not to worry, the familiar faces you've come to know and respect over the years, will return.

We couldn't do this without their steady hands on the wheel.

And as always, I have a wish list of subjects I'd love to cover but do not have the bandwidth to pursue - stories that detail the history of the various tracks that fall under the auspices of the ICSCC umbrella, columns written from a driver's perspective, volunteers who share a first person point of view- a day in the life for example, and race crew members who have a few funny stories to tell.

For me, I hope to branch out a little, visiting tracks I haven't been to before, Pacific Raceways is on my itinerary, as is a fairly large venue in Las Vegas (wish me luck),

I might even dust off my passport for a track visit outside the good ol' U S of A.

Stay tuned.

I'll look forward to seeing you again in the spring.

Schellene Clendenin

Pacific Raceways Fire Training

Volunteers are invited to a fire training event at Pacific Raceways beginning 8 am both Saturday and Sunday February 1 and 2. Please RSVP the link below or email Michael at mdel2@comcast.net.

https://docs.google.com/forms/d/e/1FAIpQLSeNw7gHL4qNIQ_9wG6GNPr2-GNbIFYqykU-FyHoN7M7ndsnA/viewform

DRIVER'S IN THE SPOTLIGHT



photos by Schellene Clendenin

Top left, Ron Tenemura, 2024 Champion SPM, and 4th place Spec E46, top right Wes Griffith, 2nd place Super Production.
Below left, Grayson Hilliard, Novice of the Year.
Below right, Adam Achebol, E Improved Production.

For the win!

Typically, when race car drivers come together to chat, mingle and await the call to attention, they are standing next to their cars on pre-grid, razzing their neighbors or sauntering over to chit chat with a volunteer.

While the venue may have changed and the attendees at the ICSCC yearly award banquet traded their driver's suits for more formal attire, the camaraderie and family atmosphere was the same.

The Conference banquet, held November 16, 2024 at the Best Western, Silverdale Beach Hotel in Silverdale, Wa. started, like it usually does, with introductions, thank you's and a table full of trophy's lined up and ready to hand out.

Race car drivers, volunteers and crew mingled over a hearty meal and tiny, tasty desserts, then the remained to celebrate one another's accomplishments.

I hope you enjoy the photos.

Continued on page 3



Continued from page 2



Jim Cissell serves as Master of Ceremonies



Top right, left to right: Rick Bostrom, 2nd place Formula Mazda; Brian Anderson, Champion Formula Mazda and Driver of the Year; Mike Morgan 3rd place Formula Mazda.

Middle right, left to right: Isaiah Dummer, 3rd place Pro 3; Matt Lowell, 2nd place Pro 3; Scott Eckert, Champion Pro 3; Bryce Scott, 5th Place Pro 3.

Bottom left, Steve Rogers, Formula Continental

Bottom right: Ian Pike, 2nd place Caterham Cup 4; Cem Aykan, Champion, Caterham Cup 4.



photos by Schellene Clendenin

Champions not pictured:

CT4	Guy Berry
Formula Libre	George Duran
GT1	Igor Levine
Sport Touring	Stephan Tomalik

Volunteer of the Year:

Brett McKown

Workers Choice: Howard Hamilton



ENDURO CORNER



The 2024 ICSCC racing season is complete as is the 2024 Northwest Mini Enduro Championship Series.

Congratulations to the NWMECS Champions – Corey Peters in ME1 with 53 points, Matthew King in ME2

with 58 points, and Brennan Gregg in ME3 with 45 points.

MSR and ME0 didn't have any drivers who qualified for the championship this year.

Other drivers who took home trophies were: ME1 – John Hill (2nd place, 44 points) and Jack Curtis (3rd place, 38 points). ME2 – Guy Berry (2nd place, 46 points) and John Houlihan (3rd place, 44 points).

In ME3 – Jon Parker (2nd place, 36 points) and Eric Weller (3rd place, 33 points).

Congratulations to all these drivers for an outstanding year!

The final racing event on the ICSCC calendar and the final endurance race of 2024 here in the Pacific Northwest was Cascade's Festival of Endurance. The 2-, 4-, and 8-hour races took place on a sunny Saturday at Portland International Raceway.

Congratulations to all the teams who took part in The 49th annual event! We'd also like to extend a huge thank you to all the volunteers who help make events like these happen all throughout the year!

The Big Winners: 8 Hour – 1st in ESR and 1st overall was Dragonfly Motorsports in their Sebeco NP01 Evo sports racer. Then, 1st in E1 and 2nd overall was func_motorsport in their BMW E46.

Rounding out the overall 8-hour podium and 2nd place in E1 was Dad Bod Racing in their BMW E36.

Other 8-hour class winners were: Retro Racing in E0 in their modified Mazda Miata, Team VGR in E2 in their Toyota FR-S, Maximum Effort Racing in E3 in their Acura Integra, Bunny Boys Racing in ES in their Mazda Miata, and Buckshot Motorsports in EU in their Ford Mustang. Of note, the E2 battle came down to the wire with Team VGR

just edging out Purple Haze by mere seconds after 8 hours and 320 laps!

For the 4 Hour – 1st in EU and 1st overall were Chuck Hurley and Matt Lowell in a Porsche GT3 Cup car.

In addition, 1st in ESR and 2nd overall was Dragonfly Motorsports. And rounding out the 4-hour overall podium and 1st in E1 was func_motorsport.

Other 4-hour class winners were: Rocky Crocker in E0 (BMW E36), Team VGR in E2, Dash and Ramble in E3 (Mazda Miata), and Bunny Boys Racing in ES. In the 2 Hour – 1st in ME0 and 1st overall were Chuck and Matt, 1st

In MSR and 2nd overall was Dragonfly Motorsports, 3rd overall and 2nd in EU were Eric Krause and Curt Wikstrom (Porsche 968).

The other 2-hour class winners were: func_motorsport in ME1, Team VGR in ME2, and Dash and Ramble in ME3.

It was great again to see a few new teams in attendance at this year's Cascade enduro.

With new teams came new drivers. ICSCC's Enduro License allows easier access for more drivers to participate in Conference's endurance races. Hopefully the trend continues, and we see more and more new faces!

Thank you again to Skyline Scaffold, ACI (Alternative Cartage Inc.), and Retro Racing for being the gold sponsors of the event.

This group have been strong supporters of the race for decades and their support is greatly appreciated.

Well, that's a wrap on 2024. Now we focus on 2025 and a new season of the Northwest Mini Enduro Championship Series and the 50th running of Cascade's enduro!

Have a great off season and look forward to seeing everyone next year!

Chris Heinrich
Enduro Race Chair

Notice of a change in Timing and Scoring:

Race Monitor will not be available for live timing in 2025. All ICSCC clubs will instead use SpeedHive from MyLaps for the 2025 race season.

VOLUNTEER HIGHLIGHT



photo by Doug Berger

Our SHERO

CSCC Volunteer Kim Kuzma McFarland recognized as a role model for women in motorsports

"It was raining sideways and I did not have enough layers to keep me non-soaked and warm."

Thus began Kim Kuzma McFarland's first time on a turn as a volunteer at Portland International Raceway.

Turn Marshal Bill Dratwa got her outfitted with a few more layers and, by the end of the day, Kim was hooked.

"I was in a nasty auto accident in 2000 and it brought me to reflect on things," she recalled. "I wondered how I got away from the motorsports environment I grew up in."

She called Mario Andretti, an old acquaintance of her uncle, Eddie Kuzma, and told him she wanted to be a pace car driver.

"After he got done laughing at me, saying, 'that is not how it works', he put me in touch with Kenny Lowe," she said. "[Lowe]...put me in touch with Wally Dallenbach, Jr. Wally was the one who put me in touch with ORSCCA's Duck and Mindy Allen."

"I started coming out for Cascade Sports Car Club events...as a flagger," she said. "I

officially became a CSCC member in 2012 and have served on the CSCC Board (twice), help with CSCC social media, oversee the CSCC end of year social, and currently serve as the CSCC Start Chief for race weekends."

And after more than two decades of dedication to the sport, last August Kim was awarded the 2024 SHERO award for her contributions to the race industry, and for being a role model for women looking to have careers in motorsports.

According to the Friends of Portland International Raceway website, Kim "was nominated for the award by E.C. Mueller, past PIR General Manager and current WIMNA board member, and Darrell LeBlanc, President of Friends of PIR. At the award ceremony, LeBlanc said 'The award recognizes and celebrates Kim's achievements of outstanding women in the industry and is meant to inspire the next generation of female leaders in motorsports.'"

Kim hasn't limited herself to local races. "I started my Formula 1 journey at the inaugural Circuit of the Americas event in 2012. My first year I was a radio marshal," she said adding, "from 2013-2016, I served as Chief Post Marshal, overseeing anywhere from 6-20 marshals on my assigned post. From 2017-2018, I was part of the COTA F1 Start Team (a team of four people). In 2019, I was asked to become part of the MotoGP and F1 race control team at COTA, a position I still hold today. I serve as Deputy Race Chair for all three U.S.-based F1 events, in Miami, Austin and Las Vegas."

The time spent volunteering with CSCC at PIR absolutely prepared her for roles at national events, Kim said. "Overseeing the CSCC Start Team, we have set rules and protocols to follow in order to oversee a safe race. I take everything from each race event as a learning experience to grow upon. Those experiences help me to tackle the unique situations presented to me in my F1 Race Control role."

Adding that she was humbled upon receiving the SHERO Award, Kim said, "It is a complete honor.

2025

ICSCC EVENT SCHEDULE

Championship Race Events

Race Schedule

Date:	Club:	Track:
April 26-27	CSCC	PIR
May 17-18	IRDC	PR
June 14-15	CSCC	PIR
June 28-29	IRDC	PR
August 1-3	NWMS	QRP
August 23-24	IRDC	The Ridge
September 20-21	CSCC	PIR

Driving Schools/Test & Tune

Date:	Club:	Track:
April. 25	CSCC	PIR
May 16	IRDC	PR
June 13	CSCC	PIR
June 27	IRDC	PR
July 31	NWMS	QRP
August 22	IRDC	The Ridge
September 19	CSCC	PIR

Race Administration Training Session (RATS)

March 15
Virtual Meeting

Enduro
October. 11 CSCC PIR

ICSCC Fall Meeting/Awards Banquet
November 8
Silverdale Beach Motel



**NORTHWEST
MOTORSPORTS**



Central Racing Association

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

**Conference Rules Changes...to be voted on by Conference Drivers
at the ICSCC Fall Meeting November 16 at the Silverdale
Beach Hotel located in Silverdale, WA.**

ICSCC CONTEST BOARD RULE CHANGE PROPOSALS

Proposals for Championship Season 2024 Auspuff Editor Note: These Rule Changes are for the 2025 Season

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)

PASSED

Conference Rules Changes...to be voted on by Conference Drivers
at the ICSCC Fall Meeting November 16 at the Silverdale
Beach Hotel located in Silverdale, WA.

Proposals for Championship Season 2024 Auspuff Editor Note: These Rule Changes are for the 2025 Season

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...
		FAILED				
3	0	4	90-	CSCC	C 1325 A.2	<p>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></p>
		PASSED				
					C1325 A.3	<p>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:</p> <p>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></p> <p>Declared horsepower \geq 370: -.3 Declared horsepower \geq 350 and $<$ 370: -.2 Declared horsepower \geq 330 and $<$ 350: -.1 Declared horsepower \leq 260 and $>$ 220: +.1 Declared horsepower \leq 220 and $>$ 180: +.2 Declared horsepower \leq 180: +.3 DOT approved tires with UTQG \geq 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</p> <p>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 $((\text{Declared HP} + \text{Declared Torque})/2) \times \text{Calculated Weight Ratio}$</p>
		PASSED				
4	0	5	104-	CSCC	C 1402	Delete ALL (Allowable modifications for Production Cars)
3	0	6	116	CSCC	E/C 1505	Leaving the course. <u>Four One or more</u> wheels off course, if done for advantage or in a dangerous manner, <u>shall</u> <u>may</u> constitute a chargeable offense.
		PASSED				

**Conference Rules Changes...to be voted on by Conference Drivers
at the ICSCC Fall Meeting November 16 at the Silverdale
Beach Hotel located in Silverdale, WA.**

Proposals for Championship Season 2024

Auspuff Editor Note: These Rule Changes are for the 2025 Season

14	0	PASSED	80	IRDC	1317.12.b / C	Any stock transmission, including automatics, correct for the body series may be used. In addition, the ZF S5D 320Z transmission maybe used. Internal transmission components and gears may not be modified. Shift linkage may be modified or replaced. Transmission cooling lines and radiators may be modified or added. Any lubricant or additive may be substituted.
14	0	PASSED	80	IRDC	1317.12.c / C	Only OEM drive shaft and drive shaft components appropriate to the transmission and or body style may be used. The drive shaft vibration damper attached between the transmission and drive shaft may be removed.
14	0	PASSED	80	IRDC	1317.12.e / C	Engine, transmission, and rear differential mounting material is unrestricted. Drive train mounts of alternate material and design may be used, but there can be no change to the engine's fore, aft, rotational or vertical location from stock. Drive train mounts must attach in their stock location using the stock mounting brackets. With the exception of the transmission brackets as outlined herein, the brackets may not be modified to permit use of an alternate mount. An alternate transmission mounting bracket may be used in the event the rear factory mounting tabs have been broken off, or to adapt the ZF S5D 320Z transmission, provided the alternate mounting bracket maintains the stock position and configuration of the transmission and serves no other purpose.
	PRO3 B.2. (f)	PASSED	76	NWMS	C.1317	(f) Openings to duct air to the brakes may be modified, but not exceed the original design dimensions. THE FACTORY BRAKE DUCT AND FOG LIGHT AREA CAN BE RECONFIGURED, FOR BRAKE COOLING PURPOSES. BUT CAN NOT EXCEED THE FACTORY OUTER AREA OF THE BRAKE DUCT OPENING/INLET (22 SQUARE INCHES) AND CAN NOT EXCEED THE FACTORY OUTER AREA OF THE OUTLET (7.5 SQUARE INCHES). ANY EXCESS OPENING TO THE FOG LIGHT AND BRAKE DUCT AREA MUST BE COVERED WITH NON VENTING MATERIAL. The stock engine under tray may be removed
		PASSED	59	TC	E/C 1310	American Sedan. This class shall run under current or immediately prior year SCCA rules. A. In addition to the tires allowed by SCCA rules, any tire with a maximum cross section of 275 and a minimum UTQG rating of 100 may be used. B. In addition to the wheels allowed by SCCA rules, any wheel with a maximum diameter of 18 inches, and a maximum wheel width of 10.5 inches may be used.

ICSCC OFFICIALS 2024

PRESIDENT

Duane Martinsen
Tel: 360-871-6162
Email: djsjetworks@wavecable.com

VICE PRESIDENT

Mike Tripp
Tel: 503-367-2452
Email: vice_president@icscc.com

RACE STEWARD

Rick Delamare
Email: steward@icscc.com

ASSISTANT RACE STEWARD

Brian Anderson
Email: brian.a.anderson27@gmaiil.com

LICENSE DIRECTORS

Rob Scholl
Christine Horn
Email: license_director@icscc.com

SECRETARY

TBA
Email: secretary@icscc.com

TREASURER / ADVISOR

Charles Hurley
Cell: 206-353-7854
Email: treasurer@icscc.com

LICENSE REGISTRAR

Linda Bostrom
Email: Icsccl.license.registrar@outlook.com

POINTS KEEPER

Soner Terek
425-922-7903
Email: points@icscc.com

RACE OFFICIALS DIVISION

Michael Evans
Tel: 206-819-6163
Email: rod_director@icscc.com

MEMO EDITOR

Schellene Clendenin
Email: memo.schellene@gmail.com

WEB ADMINISTRATOR

Alberto Fonseca
Tel: 323-459-3332
Email: admin@icscc.com

30th And La:
"Announci
Unknown o

Memo Classified Ad Policies:

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

To place an ad in the Memo, or if you have questions, contact the Memo editor at memo.schellene@gmail.com. Ads run for three issues and may be renewed by request. The Memo is published nine times per year.



Gerry Frechette

has photos of your car See them on the internet

Tour our website and 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.garyfrchette.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 instead at DotPhoto, but please do not order them from there; instead, contact us directly and we will process your order.

Memo Commercial Advertising Rates:

Full page: \$80 per issue for a full year, or \$110 per issue

Half page \$50 per issue for a full year, or \$70 per issue

Quarter page: \$30 per issue for a full year, or \$40 per issue

One-eighth page: \$20 per issue for a full year, or \$25 per issue



photo by Gerry Frechette



photo by Gerry Frechette

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:

dbbics

The International Conference of Sports Car Clubs (ICSCC) is accepting bids for the position of Memo Editor for the 2025 race season. Interested parties are invited to send bids to Duane Martinsen at djsjetworks@wavecable.com.