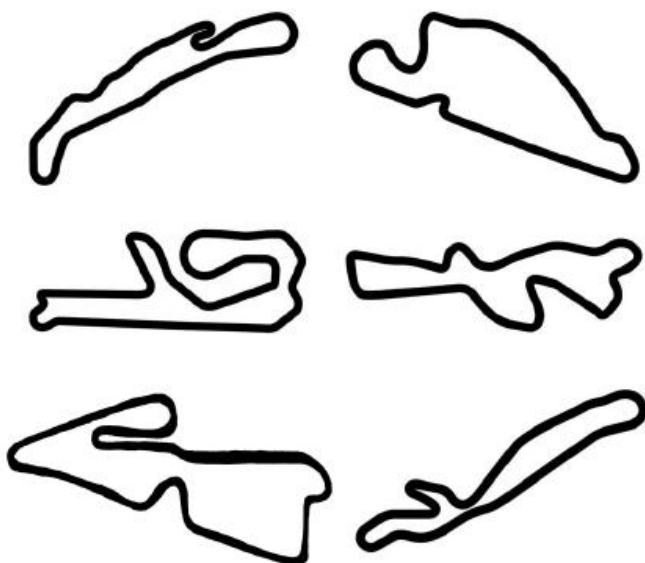




RACE OFFICIALS DIVISION



Revised January 2024

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Revised January 2024

Introduction

The International Conference of Sports Car Clubs Inc. is an association of independent sports car clubs throughout the Pacific Northwest, United States and British Columbia, Canada. The Conference is a regulatory and administrative organization providing the basic guidelines for organized sports car racing in the two countries.

The President of the Conference is elected every year at the Fall Meeting. Their job is to coordinate all Conference business, appoint the necessary officers, and generally expedite all Conference policies. Among the officers the President appoints is the Director of the Race Officials Division.

The Race Officials' Division is responsible for organizing, standardizing training, and licensing of responsible individuals to act as officials and marshals at all racing events held under Conference sanction. Its primary goal is to provide the safest possible conditions for the holding of competition events by ensuring that properly trained and experienced personnel conduct and marshal all racing meets sanctioned by the Conference. Secondary goals are to promote inter-club official and marshal exchange and uniformity in the performance of procedures.

The material mentioned in this handbook is not written to impose strict rules concerning race organization. but does provide some proven methods which may be useful to any one or all of the member clubs participating in the Conference racing program.

SECTION ONE: - GENERAL

Licensing and Logs

As technology changes so do the methods we use to interface with it. Motorsportsreg.com is the preferred method to sign up to volunteer for a race. However, it does not reflect that the volunteer was in attendance. Therefore, a method of verification is provided manually through signup sheets and waivers signed upon entry to an event. Copies are to be forwarded by the Specialty Chiefs to the Race Officials Division Director. The Director will in turn compile the list of attendees and the positions that they were assigned at the event. At this time the old-style Logbooks will no longer be used. Volunteers are to submit their Personal Logs or copies the Race Officials Division Director at the end of the season for annual tally of attendance.

Currently there are no established criteria to determine an individual's qualifications or suitability for a task beyond an endorsement by a Specialty Chief. Therefore, the requirement for a license has been suspended until such criteria has been established and documented.

There is no fee for being a member of the Race Officials Division or need for attaining a license. There is however a requirement to annually request renewal of Membership to the ROD. Following the last Championship-point race worked the ROD Director will tally the races worked in time for the Annual Awards Banquet so that the appropriate awards will be available. (see Section Six Awards).

Training

It is highly recommended that volunteer training be undertaken at a session held in conjunction with driver training events. However, a classroom session followed by on-course instruction at a racing meet can be substituted. Training should be under the direction of the Specialty Chief for that discipline. Training for a specific specialty while uniform across all the clubs may not provide adequate training across all Specialties. The specific requirements of each Specialty must be trained for each application.

SECTION TWO: - DEFINITIONS

Area (ROD) Representative

Each member club and M.E.T.A. shall appoint an Area (ROD) Representative. The Area (ROD) Representative is responsible for communications between the ICSCC Board through the ROD Director. They are also the primary points of contact for collecting and distributing information pertaining to Race Officials Division business. They are to be the representatives of the Volunteers within their designated club. The representative is responsible for seeing that the Specialty Chiefs have what they need to provide the training for their Specialty. They will also be first contact for new and existing ROD Members with applications for Membership and Licensing.

RE: P&P 21.1.2, Comp Regs 1702.B

Race Chairman and Assistant Race Chairman

The Race Chairman is responsible for the overall organization and execution of a member club racing event. All Race Officials participating at an event are responsible to him.

RE: Comp Regs 405

Registrar

The Registrar is responsible to the Race Chairman for the correctness of all entries received for a racing Event. The registrar will assist the ROD Director in maintaining a current list of all Volunteers that have supported Conference events throughout the year. The Registrar Chief is also responsible for acquiring the necessary personnel to assist in the Registrar duties.

RE: Comp Regs 412

Chief Scorer

The Chief Scorer is responsible to the Race Chairman for the accuracy of all race results.

RE: Comp Regs 413

Starter

The Chief Starter is responsible to the Race Chairman. All competing drivers are under the orders of the Chief Starter from the time the cars are placed in their starting positions, ready to start, until the time the competition is complete, and all competing cars have left the course.

RE: Comp Regs 407

SECTION TWO: DEFINITIONS

Course Marshal

The Course Marshal shall be responsible to the Race Chairman for the final preparation and maintenance of the course, the maintenance of corner equipment, and fire extinguishing equipment between events. In addition, the Course Marshal may assist the safety team in clearing the track of disabled and stopped vehicles. The Course Marshal may also assist in the event of fluid spills or other situations that may leave debris on the track surface.

RE: Comp Regs 408

Chief of Flags

The Chief of Flags is responsible to the Race Chairman. They are accountable for the performance and the smooth operation of the F&C Team. The F&C Chief makes the Turn Station assignments and sees that all stations are adequately staffed and equipped. They also ensure that all new workers are assigned to an experienced worker that can train them in accordance with accepted ICSCC procedures. They are also responsible for informing the Chief Steward of any staffing shortages, particularly when a station is left without staff.

RE: Comp Regs 409 A

Turn Personnel

The Turn Personnel (Flag Marshals & Communicators) shall be responsible for all persons and vehicles on or near the racecourse. Through the use of Flags, they assist competitors in being aware of their track conditions and relative positions of competitors (i.e. faster or slower vehicles or Emergency equipment). They are also responsible for notifying Race Control of errant vehicles or changes in track conditions through use of the radio / land line network.

RE: Comp Regs 409 B

Chief Communicator

More commonly known as Race Control. The Chief Communicator is the central clearing house for information on what is going on around the course. The Chief Communicator

SECTION TWO: DEFINITIONS

keeps the Race Chairman and Race Steward informed of events transpiring on the course. They keep the turns informed of pertinent information, and relaying Race Chairman or Race Stewards instructions. Race Control works in direct communication with Safety Control that dispatches Safety Personnel and Equipment to incidents around the course. In turn Race Control relays to the corners when and what equipment has been dispatched. Race Control is responsible for logging and recording all calls made for each session. Race Control may be assisted by a Recorder / Logger for tracking calls.

RE: Comp Regs 418

Chief Technical Inspector

The Chief Technical Inspector with their assistants shall be responsible for checking the Mechanical state of automobiles, both regarding compliance to regulations and in the interest of safety. They are responsible to the Race Chairman to ensure that all competing race vehicles meet the various requirements as set forth in the current ICSCC Competition Regulations.

RE: Comp Regs 413

Chief Pit Marshal

The Chief Pit Marshal is responsible to the Race Chairman for the enforcement of all rules of the pits as per the current race Competition Regulations, Section 16. The Chief Pit Marshal should be familiar with the cleanup of fluid spills such as oil and fuel and Fire Safety. They are responsible to see that all necessary equipment has been provided and that their staff is adequately trained in its use.

RE: Comp Regs 411, Section 16

Pre-Grid

Pre-Grid shall be responsible for ensuring that cars are in their proper positions prior to entering the course and making sure drivers are properly equipped (complete with driving suit, gloves, helmet fastened, belts fastened, eye protection, window net etc.) before course entry for practice,

qualifying and racing. Pre-Grid personnel including the Chief of Pre-Grid are under the direction of the Race Chairman.

RE: Comp Regs 415

Pace Car

Pace Car personnel. The Race Chairman shall provide a pace car, driver, and observer at all times when cars are on the track for a scheduled race. The Pace Car shall be provided with a communications radio. Personnel are trained to operate on a hot track, gather and lead the field, and guide the field through hot track cleanup operations as required.

SECTION THREE: ON-TRACK PERSONNEL

Note: Times have changed in how a Turn Station is managed. Historically, when there were more Volunteers in attendance, there were seven people (or more) with specific assignments assigned to each Turn Station. The Turn Marshal oversaw the personnel. The Assistant Turn Marshal facilitated the directions as given by the TM. There was a Communicator that relayed all information coming from and going to Race Control. There were assigned people for the Blue Flag and Yellow Flag. In addition, there were two First Responders assigned to react to any incident prior to the Emergency Crews being dispatched or arriving.

Due to the reduction in the number of volunteers, the duties of the First Responders have been fully transferred to the Emergency Crews. The Turn Personnel is now discouraged to respond to an incident. The remaining positions are Turn Marshal, Communicator, Blue Flag and Yellow Flag. Due to further reductions in Volunteers. The Duties of the four listed is now performed by only two and in extreme cases by only one. Unfortunately, the reduction in the number of Staff does not change the number of tasks that must be performed. It is ultimately up to the Turn Marshal to decide how duties will be shared.

Turn Marshal

The Turn Marshal is responsible to the Chief of Flags for the safe and efficient operation of the turn or area in their charge. The Turn Marshal assigns duties, delegates responsibilities, and directs Flag Marshals, Safety Crews, and communications personnel to ensure the safety of drivers, officials, and spectators within their operational area.

Assistant Turn Marshal

The Assistant Turn Marshal is responsible to the Turn Marshal for the safe and efficient execution of safety procedures involving competing cars.

SECTION THREE: ON-TRACK PERSONNEL

Communicator/Recorder

The Communicator/Recorder is responsible to both the Turn Marshal and the Chief Communicator (Race Control). They are responsible for communicating all incidents and infractions to the Chief Communicator. The Communicator/Recorder is also responsible for relaying information to the Turn Marshal as directed by the Chief Communicator.

Flag Marshal

The Flag Marshal is responsible to the Turn Marshal for the accurate, prompt, and clear displaying of flags and/or lights to oncoming drivers as conditions or situations warrant. The Flag Marshals will watch for, and report observed driver indiscretions such as passing under Yellow Flags, car to car contacts and any other unsafe practices. They are the primary observers of changes in the track or car conditions and report the information to the Turn Marshal and Communicator. The Turn Marshal in turn, will determine the necessity for contacting Race Control about the situation.

Safety/Emergency Crew

The Emergency Response crews consist of people trained in firefighting, emergency extrication, medical, and towing & wrecker disciplines. They are called to the scene of an incident at the request of the turn crews or at the direction of the Race Chairman. They work in conjunction with the turn crews and, in some situations, assume primary responsibility due to their specialized knowledge.

If a driver or a worker needs medical attention the medical staff are brought to the scene. Similarly, if a car is on fire, beyond the ability of the turn crew to control it, the E-Crew is directed to the turn immediately (see Section Four).

Equipment available to the E-crew includes the "Jaws of Life", other pieces of extrication equipment, fire extinguishers in various sizes with different compounds (water, dry chemical, CO₂, etc.), specialized medical equipment (from a doctor's "black bag" to a mobile trauma hospital), ambulances, wreckers and vehicles with ropes or straps capable of towing race cars.

SECTION FOUR: COURSE OPERATIONS

Purpose

The purpose of a Turn Station is to inform drivers of track conditions using flags and/or signals, and to assist drivers when needed. The Turn station also keeps Race Control informed of situations happening on track.

Placement of Personnel and Equipment

Turn stations are located and positioned so that cars approaching the turn can easily see the Flag signals without having to vary their normal line of vision. Marshals should be as far as practical from the edge of the racing surface and should have a positive barrier for protection if natural terrain does not offer a margin of safety from out-of-control cars.

Flag Marshals should work in pairs, and know the Buddy System, one facing up-track with the Blue Flag and one facing down-track with the Yellow Flag. The entire turn should be within the combined field of vision of both Flag Marshals. In some cases, the radius of the curve is great enough that it may require a third person to observe the entire surface of the track.

Proper Use of the Flags

Flags should be held in such a manner, so they are not visible to the drivers until needed. The Flags are to be displayed with the broadest surface parallel to the windshield or perpendicular to the driver's line of sight. When displaying a flag, be aware of the surrounding area so that the flag displayed is visible to the drivers and does not blend into the background, at the same time maintaining your own visibility of oncoming vehicles. A waving flag should be waved in a figure eight pattern extending over the head. At NO time should the pole of a flag be put into the ground. If available a Flag storage rack should be utilized to keep the Flags dry and out from under foot.

Signal Lights

On some circuits, lights are used to supplement Flags. They have the same significance as Flags. A flashing light has the same meaning as a waving flag, a steady light the same as a stationary flag.

SECTION FOUR: COURSE OPERATIONS

Incident Control

Whenever it is necessary for marshals to be on or cross the track surface, it shall be only at the Turn Marshal's direction. If staffing is adequate, each Marshal assigned as a Responder shall have a designated territory that they will respond to when an incident occurs. If an incident requires more than one Marshal, the designated back-up Marshal will assist. For Larger turns, several fire extinguishers may be positioned so that they may be picked up for response to any part of the turn.

Should a car spin or stop, the Marshal will assist the driver by giving Hand Signals to ensure a safe re-entry to the racing surface. If staffing is sufficient, the Turn Marshals may be able to assist by moving the car to a safe position until a tow vehicle arrives. Once the Emergency Crew is on the scene, they will take over responsibility for the Response. The Turn Marshal may assist with clean up to expedite a return to a green track. In the event of a serious incident, a Marshal's first concern should be for their own safety and that of their co-workers then for the driver, and lastly the car. The Emergency Crew, using accepted first aid techniques, will take care of the driver. They will then move the car off-course as soon as possible. Unless a car is on fire or is in a very dangerous position, it is best not to move the driver until the Emergency Crew arrives. If it is necessary to remove the driver from an overturned car, be certain to support him before releasing the seatbelt.

Note that when the Communicator contacts Race Control to send out the Emergency Crew, the information on specifically where the incident is situated on or relative to the Track is critical. This allows the Emergency Crew to approach the incident and position themselves to optimize their response.

Incident Reports

A full written report, including a diagram, must be submitted by those turn personnel witnessing the incident. Incident report forms are found in the turn books issued at the morning meetings. It is best to write down the details while they are fresh. Passing under the yellow reports must also be filled out by turn personnel when it occurs in your turn station area.

SECTION FOUR: COURSE OPERATIONS

Incident Response

Alert: In the event of a serious impact or roll over an Alert should be called on the radio. This clears the airwaves to allow necessary radio traffic only, and also gives Safety and Emergency Personnel notice that they may be dispatched to the incident.

An Alert is defined as follows:

- A hard impact with a stationary object like a guardrail, embankment, tire wall, or another car.
- Roll over of a vehicle.
- Fire.
- Any situation requiring urgent medical response.

Impact: When a vehicle has a significant impact with either a solid object or another vehicle and remains upright, watch to see if there is any aggressive action on the part of the driver to get out of the car. It is best to let the driver get out on their own, assisting in any way possible, and reassuring the driver that you are there to help. Even though a driver can get out of the car unassisted, do not assume that they have no injuries. The driver should always be kept under observation. These observations may be invaluable to medical personnel in their subsequent evaluation of the driver's condition. Do not remove the driver's helmet. Always suggest that the driver leave their helmet on. Should they take it off on their own, be sure that it always remains with them. Medical personnel must examine and release a driver that has been involved in an impact incident significant enough to create chassis, suspension, or frame damage to their racecar.

Roll Over: If a vehicle is on its side or upside down, assume the driver has experienced an injury of some type. The Turn Marshal, and/or Turn Communicator should request immediate Safety response to the scene. Stabilize the vehicle as necessary with whatever resources are available so that the driver's condition may be assessed. It is preferable that the driver is out of the car before attempting to lift or return the car to an upright position, although this is not always possible.

SECTION FOUR: COURSE OPERATIONS

The First Response personnel should identify themselves with the E-Crew/Medical personnel who arrive on the scene. The Incident/ Driver is now handed off to those Emergency personnel. Give them a brief description of the nature of the accident. The first response personnel should then stand by for further support. Medical personnel must examine and release a driver that has been involved in a rollover incident.

Fire: Many racing incidents can be resolved by the corner/safety marshals. The First Intervention is provided by the turn personnel and is the most important. This is particularly true in the case of fire. A trained corner/safety marshal, with a 2.5 gal. chemically enhanced water bottle, or 10 lb. dry-chemical extinguisher can be very effective in containing a fire in its early stages.

If a situation is considered beyond the scope of the corner marshals, the decision to request additional assistance should be made without delay.

Response Vehicle Conduct On-Track

Safety / Emergency Response Vehicle drivers should remain on the side of the course on which they enter until a safe crossing maneuver can be executed, if necessary, to approach the location of an incident. They should watch for hand signals from the turn personnel to avoid any hazards on or off the course as they approach the scene.

The Response Vehicle's driver must judge where to place their vehicle based on the nature of the incident. The priorities are to protect the disabled race vehicle, marshals, and subsequent personnel from oncoming race traffic, using the response vehicle as a shield. If the incident is on the course, an attempt must be made to keep one lane, or more of the race track clear for traffic to pass.

Generally, the Ambulance should be directed to proceed beyond the shielding Response Vehicle and clear of the course, if possible, while remaining accessible to the incident.

SECTION FOUR: COURSE OPERATIONS

Medical Services

The delivery of timely and adequate health care to injured drivers is a result of good communications and coordination of services. The turn personnel's first intervention is critical to this end.

An Advanced Life Support (ALS) equipped ambulance is required to conduct an ICSCC event and should be dispatched to the scene as soon as there is an indication of injury, be it driver, spectator, crew, or race worker.

Be aware that not all medical personnel who attend motor races are familiar with the sport, nor with the procedures of race working. Turn personnel should be prepared to support their efforts and maintain their safety.

In the event first aid is required prior to the arrival of assigned medical personnel, it should be performed by one who has received some professional first aid training.

The priority of First Aid is:

1. Airway
2. Breathing
3. Circulation

Fire Suppression Extinguishers

Inspect your fire suppression equipment at the beginning of each day. Become familiar with their operation and use. Check their condition and pressure.

A water bottle without suppression agents is considered a Type 'A' extinguisher. With the proper percent of suppression agents mixed into the water it can be classified as a Type 'A-B' extinguisher. Dry chemical extinguishers may be rated as Type 'A-B-C' or Type 'B-C' depending on the type of dry chemical used in the bottles.

It may be helpful to remember the acronym '**PASS**' when using an extinguisher:

- Pull the pin (Patience)
- Aim low (At the base of the flame)
- Squeeze the handle (Securely)
- Sweep from side to side (Smoothly)

Watch carefully for any rekindling of the fire.

Never turn your back on a fire.

SECTION FOUR: COURSE OPERATIONS

Fires are classified into five (5) classes. As described below:



Class A - Ashes

A fire extinguisher labeled with **letter "A"** is for use on Class A fires. Class A fires are fires that involve ordinary combustible materials such as cloth, wood, paper, rubber, and many plastics.



Class B -- Barrels

A fire extinguisher labeled with **letter "B"** is for use on Class B fires. Class B fires are fires that involve flammable and combustible liquids such as gasoline, alcohol, diesel oil, oil-based paints, lacquers, etc., and flammable gases.



Class C - Current

A fire extinguisher labeled with **letter "C"** is for use on Class C fires. Class C fires are fires that involve energized electrical equipment.



Class D -- Don't get involved

A fire extinguisher labeled with **letter "D"** is for use on Class D fires. Class D fires are fires that involve combustible metals such as magnesium, titanium, and sodium.



Class K -- Kitchen

A fire extinguisher labeled with **letter "K"** is for use on Class K fires. Class K fires are fires that involve vegetable oils, animal oils, or fats in cooking appliances. This is for commercial kitchens, including those found in restaurants, cafeterias, and caterers.





Waving
Yellow

Arm Moves
Up And
Down



Steady
Yellow

Arm Held
Steady



Debris
Flag

Form
Letter O



White
Flag

Form
Upside
Down W



Red
Flag

Slashing
Motion



Cancel

Arms Crossing
In Front Of
Each Other



Alert

Pumping
The Sky
Motion



Ambulance
Form Letter A



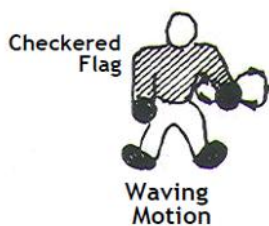
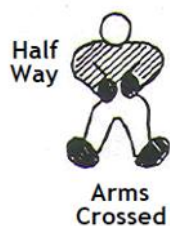
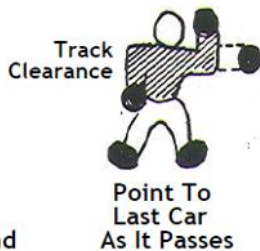
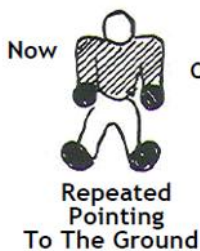
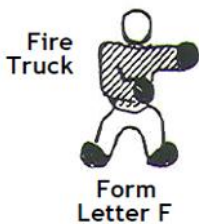
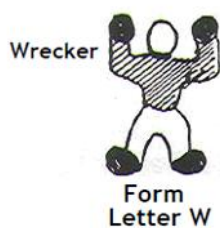
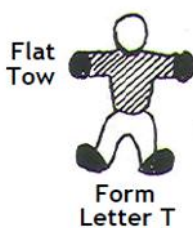
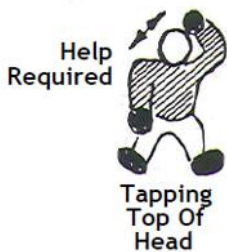
Driver
Okay

Arms Crossing
Above The
Head



Driver
Injured

Forearms
Swing
At Elbow



Guidelines for Turn Station Operation

All Turn Marshals will have a morning meeting to discuss the operation of the turn.

As a Marshall you should:

- a. Be on time.
- b. Come prepared to do the job (clothes, food, drink, mental and physical)
- c. Always wear white- or neutral-colored clothes.
- d. Follow your turn Marshals directions.
- e. Stay on your feet while cars are on the track.
- f. Use the Buddy System.
- g. Know your hand signals.
- h. Know your flags.
- i. Know your emergency procedures.
- j. Know your equipment and how to use it.
- k. No alcohol or drugs.
- l. Stay alert and stay alive.
- m. Be professional.
- n. Have Fun!

SECTION FIVE: Flags

Comp Regs Section 1501 - Rules of the Road



Green or National Flag.

- a. Waving at Start/Finish to start or restart a race.



Blue Flag

- a. Steady or Waved: Check your mirrors!



Yellow Flag

Standing Yellow:

- a. Take care, Danger. SLOW DOWN, NO PASSING from the Flag until past the incident or until the next station not displaying a Yellow Flag.
- b. Displayed at all turns. Indicates a Full Course Yellow without the deployment of a pace car.
- c. Displayed at the staffed station prior to a station displaying a Waving Yellow.

Waving Yellow:

- a. Extreme danger. SLOW DOWN, be prepared to stop. No passing from the flag until past the incident or the next flag station not displaying a Yellow Flag.
- b. Emergency crews may be out of their vehicles responding to an incident.

Double Yellow: (A Command Flag from Race Control)

- a. Displayed at all turn stations. Indicates Full Course Yellow with the imminent deployment of the Pace Car during a race. Every station around the circuit will display the Double Yellow Flag.
- b. A Waving Yellow Flag will be displayed at the Turn Station with the incident initiating the Full Course Yellow.

SECTION FIVE: Flags



White Flag

Standing White:

- a. Displayed the first lap of the day, for each group to identify all staffed stations.
- b. Slow competitor is on the course. Pass with caution.
- c. Displayed at a turn station prior to a Waving White Flag for an Emergency Vehicle.

Waving White:

- a. An Emergency vehicle is in this station, moving or stopped. Pass with extreme caution.
- b. For Pace Car: Waving white flags will follow the last car in the main group.



Surface Flag, Yellow Flag with Vertical Red Stripes.

- a. The Surface Flag is never waved.
- b. Debris, oil, or other slippery substances are on the course surface, use caution.



Black Flag.

(A Command Flag from Race Control)

Displayed at Start/Finish

- a. Furled (Closed): Pointed at a driver indicates that driving infractions have been observed.
- b. Unfurled (Open) with competitor's number. The driver may be disqualified.
- c. Unfurled (open) with word ALL: The Race has been stopped.

Displayed at Turn Stations

- d. Under a "Black Flag All" a Waving Black will be displayed on all corners.
- e. There is No Passing under a Waving Black Flag

SECTION FIVE: Flags



Red Flag

(A Command Flag from Race Control)

- a. A Red Flag shall be positioned at all staffed Turn Stations and the Starter's stand.
- b. When a Red Flag is displayed, it shall be waved only.
EXTREME DANGER - THE SESSION HAS BEEN STOPPED.



Mechanical Black Flag with Orange Disc

(a.k.a. "Meatball").

(A Command Flag from Race Control)

- a. The Mechanical Black Flag is displayed at Start / Finish and typically a Turn Station on the opposite end of the racecourse. It is used in conjunction with a Number Board to identify the car number being indicated.
- b. Advises Driver they may have mechanical trouble of which they may be unaware.
- c. The driver may have committed an infraction and ICSCC Race Steward/Asst. Steward) wishes to have a discussion with them.



Checkered Flag.

- a. End of Session, practice, qualifying or race.

SECTION SIX: AWARDS

Volunteers are asked to maintain a personal log of the events that they have worked throughout the year. At the end of each racing season (excluding any non-championship points races), your personal Log should be sent to the Director of the Race Officials' Division. From this Log the Director can determine if you are eligible for an award.

Logs must be returned as soon as possible following the last Championship-point race worked so that the appropriate award be available in time for the Annual Awards Banquet. The Logs are an informal list of the events that you have participated.

While plaques requiring annual updates are no longer being used there will be an ongoing distribution of “Tokens of Appreciation” provided for volunteers. This will allow for some flexibility and variety of ways that the Clubs can say Thank You for your support and contributions to the sport.

Another perk to providing your Log is any ROD member can earn their annual banquet ticket by working a minimum requirement of races. The number of races required varies from year to year as the schedule changes. See your ROD representative for the current requirements. It is important to note that you must work at least one out of town race to be eligible for the award. Additionally, there is an “ICSCC Worker of the Year Award”, which is given to a deserving individual at the awards banquet.

SECTION SEVEN: ICSCC & MEMBER CLUB LINKS

International Conference of Sports Car Clubs

<http://www.icsc.com/>

Cascade Sports Car Club

Portland, OR

<http://www.cascadesportscarclub.org/>

International Race Drivers Club

Seattle, WA

<http://www.irdc-racing.com/>

Motorsport Emergency & Turnworkers Association,

Vancouver, BC

<http://www.meta.bc.ca/>

Northwest Motor Sports

Spokane, WA

<http://www.northwestmotorsports.org/cmsms/>

Sports Car Club of British Columbia

Mission, BC

<http://www.sccbc.net/>

Facebook Groups:

ICSCC

Cascade Sports Car Club

IRDC Racing

Motorsport Emergency and Turnworkers Association

Northwest Motorsports

Turn Crews Northwest

POSTSCRIPT

All of this reads like a book of rules and regulations which are the basis of this handbook. Believe us they are here for a purpose - to keep us safe and make us the best in the business. As policies and regulations change, so will some related portions of this handbook.

The Race Official is essential to the race - without them it just can't go on - and you are appreciated. You are not doing an easy job. You are asked to do a big job and to keep doing it for long hours regardless of weather, hunger, fatigue, or loneliness.

Thank you for joining us in a sport we all love and for being an important, if sometimes overlooked, part of a successful racing Team.

Much credit is given to M.E.T.A., IRDC, CSCC, TC, NWMS & M.E. for the material contained in this Handbook.