



ICSCC Memo #8—September 2012

The Official Publication of the
International Conference of Sports Car Clubs

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- Awards Banquet Announcement, November 10
- Proposed Rule Changes

From the President

I find it hard to believe that we have one championship race remaining in the schedule. We have completed 10 weekends of racing and in several classes the championship remains undecided. This is what makes Conference such a great place in which to compete.

September is submission of rule change proposals to the competition regulations by each club. Those proposed rule changes are printed in this issue of the newsletter. Please take the time to review each item and decide if this rule will benefit Conference and the members that it will impact. One of the great things about Conference is that members can submit changes to the competition regulations and the entire racing body can vote on them. I know of no other organization that allows members such a voice.

The biggest comment I heard in the paddock this year was the schedule. Too many races back to back, with no time for maintenance or repairs. I could not agree more, but the process by which the schedule is determined is not all that simple. Each member club must work with the individual tracks to secure dates and then submit those dates at the Fall ICSCC Meeting. Every year the Executive Board works hard to create a schedule that will benefit all the clubs. The 2013 schedule will be no exception and I am sure that the Executive Board is fully prepared to discuss all the options available.

After the last Championship race is completed, there is one more Endurance race on the schedule. I look forward to this race every year

since it is a great opportunity for individual drivers to work together as a team. Cascade Sports Car Club has published the revised rules, so take some time to review them and find a class in which your car/team will best fit. I would like to see 45 cars on the grid this year and every member of Conference in the paddock. Last year I had the pleasure of working with a team of 8 drivers and 7 crew members, we had a great time and so can you.

As this year rapidly comes to a close, I must ask for your assistance. Several positions will need to be filled for the 2013 season. The positions are: Points Keeper, License Director, Assistant Steward (Tech, one year term). Each member of Conference should consider volunteering for a position sometime in your racing career. Consider it as giving back to the organization that has allowed you the opportunity to enjoy your passion for racing. Maybe 2013 is your give back year. I have thoroughly enjoyed my time as President.

Come out and support your club and Conference.

See you at the track,

Dave Bennett
ICSCC President



ICSCC Officials 2012

Please respect our volunteers - no calls or faxes after 9 p.m.

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PR North / South	POSITIONS OPEN			
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37TH ANNUAL 8 HOURS OF THE CASCADES SATURDAY, OCTOBER 20TH 2012 @ PIR

SALES PITCH:

This year's race will once again:

- Utilize the Lemans start (The longest running race west of the Mississippi with this type of start).
- Begin in daylight and end in darkness.
- Offer prize money for class winners if the minimum 25 entry count is reached.

What this race won't offer to those who don't participate is the chance to run in the race that many call their favorite race of the year!!!

For those who have never tried endurance racing, you're missing out on a whole different kind of racing!! Although team work can be important in sprint racing, it is extremely important in endurance racing, as is a strong race strategy!! With the addition of the "**Limited**" classes **E0, E1, E2, E3, & E4**, team work and strategy will come into play more than ever. These new classes for non endurance prepared cars should make for some of the closest competition ever. The **EU class** is still there for cars and teams who would like to run the race with fewer pit stops and longer driver stints between pit stops. The **ESR class** also remains for Sports Racers who want to enjoy this great race too!!!

Cascade's **8-Hour** event is a fun way to get family, friends, and fellow racers involved in a team effort. So come on out and enjoy the last race before the all-too-long off season kicks in!!!

Race Announcement, Schedule, Entry Forms, Supplemental Regulations (Rules) can be found at icscc.com and cascadesportscarclub.org.

Steward's Soapbox

Hello ICSCC Racers, Marshals and supporters,

It amazes me to realize that this race year is almost completed. I guess that the extremely rapid passage of the last 3 months had something to do with being busy for all but 1 or 2 weekends, between stewarding, racing and family fun times. I barely had time for the summer "honey-do" list. Thank goodness I have such an understanding and supportive wife in Renee! Please be sure to thank your spouses and others who support you (or excuse you) in your racing endeavors. What a wonderful pastime we enjoy together!

Looking over the results of races #7 through #14, some interesting things pop out of the Penalty Box. Of the 34 total penalties issued, 18 of them were people simply not showing up for the scales when they were required to. 7 were people who were at the scales but were under their legal minimum weight. 6 were for passing under yellow or black, and just 1 was for avoidable contact (thought I can think of 2 other incidents that logically were avoidable, but that the Steward team did not have conclusive evidence with which to penalize the guilty parties). There was also 1 false start and 1 incidence of excessive speed in the paddock.

How can we improve on this in the future? Obviously, as a Steward, I (or Terry next year) can put even more emphasis on making sure that everyone hears the message about going to the scales when required. As drivers, you should all take a look at the rules to be sure you understand when you are and are not required to scale, and what happens if you voluntarily scale and are under weight. (Nothing if it is a practice, but watch out for qualifying and race sessions).

What about for the passing under yellow or black? Again, the Steward can make more noise and attempt to raise drivers' situational awareness when on the track, but it is really up to each of us as drivers. I know how easy it is to miss a flag during a heated session – I have done it myself. We all owe it to ourselves and to our fellow racers and volunteers to **execute flawlessly** when it comes to safety and safety awareness. That means to make a con-



scious effort to never miss a flag. Ever. Is this possible? I believe it is, as evidenced by a review of the driver roster as compared to the Steward Log Book, in which we keep a summary of all driving offenses that have occurred over the last 5 years. There are many drivers that have not passed under yellow or black. There are also many excellent drivers that have. But I challenge you, and I challenge myself, to raise the level of our game and **never miss a flag**. It is possible.

Regarding contact and other infractions, I do believe that Conference has improved significantly since the start of the 2011 season when it appeared we were going to bash each other to kingdom come. I see a great deal more attention to safe and courteous driving, and the level of sportsmanship on the track is very good. You should thank each other for that, and feel good about it. Let's continue to improve as we wrap up the season, and let's keep that in mind as we visualize and create the 2013 season for ourselves and each other. We can race hard and close and keep our car to car contact to nothing more than the occasional scrape. Let's try, shall we? It will increase the fun factor!

We race hard here in Conference, and that is part of what draws us here. We also deal with our problems in a thoughtful and sportsmanlike manner, which makes me proud to be part of this organization and community. It has been a great pleasure to Steward for you all. I have enjoyed it greatly and learned a lot about racing and about myself also. The best part has been getting a chance to know and become friends with many more of you than I had known in my previous 13 years of racing. I will miss this role, despite the overload at times. We will be in excellent hands with Terry Overdiek, who is slated to be the 2013 Race Steward. I look forward to breaking the "Steward's Curse" and coming back and racing regularly in 2013 and beyond. Thank you all for a great year!

Mike

Michael R. Conatore
MConatore@yahoo.com
2012 ICSCC Race Steward
Rogue Nissan Piloti

ICSCC CONTEST BOARD RULE CHANGE PROPOSALS
Proposals for Championship Season 2013

YES	NO	Item #	Page #	Club	Section/ Jurisdiction	Proposal
		41		Stewards	1105.H	The use of head and neck support system meeting SFI38.1 or FIA 8858 standards is highly recommended. The use of a head and neck restraint system that has been certified in accordance with SFI 38.1, FIA 8858-2002 or 8858-2010 is required; an SFI 38.1 or FIA 8858-2002 or 8858-2010 label must be properly affixed to the device.
		35		TC	911 (C)	Mandatory 30 minutes course impound for each Spec class directly after each competition race. Each competitor in Conference Championship Spec class event shall remain at the race course with his/her automobile for a minimum of 30 minutes, after his/her race or may leave only with special permission of the Race Steward.
		60		TC	1314 B.2 (C)	The CR spec tire is the Toyo Proxes R888 and must be one of the following sizes: 185/60R13 or 205/55R14. Shaving of the Proxes R888 tire is allowed. Circumferential straight line grooving of an unshaved Proxes R888 tire is allowed. The primary CR spec tire is the Hoosier R6. Shaving of the Hoosier R6 is allowed. Grooving of the Hoosier R6 is not allowed. The Proxes R888 is the designated CR rain tire. Circumferential straight line grooving of an unshaved Proxes R888 tire is allowed. The permitted tire sizes are either 185/60R13 or 205/55R14 for the Hoosier R6 and the Proxes R888. It is permitted to use the Proxes R888 tire as a dry racing tire.
		8		TC	302.E. (E)	Competition Licenses may be purchased annually biennially at a fee of \$75-\$150

ICSCC CONTEST BOARD RULE CHANGE PROPOSALS
Proposals for Championship Season 2013

YES	NO	Item #	Page #	Club	Section/Jurisdiction	Proposal
		29	TC	714. (C/E)	EC 714. All class winners shall be weighed when applicable and where possible. When the class winner is weighed, it is mandatory mandatory that <u>at least</u> second and third place finishers in the class be weighed as well. Cars in a restricted weight class may must be weighed following any timed qualifying session, in order to keep their qualifying times. Provided that all cars in the class that participated in the session are weighed. Each club is to make sure the scales are accurate and in good working order throughout the racing event. Scales shall be manned by competent personnel of the sponsoring club at least one hour before and during all timed qualifying sessions and one hour before and during all racing sessions. Failure of finishers designated by the Race Steward to report directly to the scales at the end of their race will result in disqualification.	All cars except Formula, Super Production and Sports Racers are strongly encouraged to display an ICSCC Minimum Race Weight Sticker or an appropriate substitute as per ICSCC Competition Regulation 1106L. Any car required to weigh at the end of a race that does not meet the required minimum weight, will be disqualified.
		60	CSCC	1314 C.2 / C	U.S. and/or European VW Rabbit factory bumpers are allowed. Custom bumpers are not allowed. Modifications to the factory metal bumper ends are allowed to minimize or eliminate the sharp bumper ends. Custom fabricated bumpers are not allowed. Custom fabricated bumper mounting brackets are allowed.	
		14	CSCC	402 A.9 / E/C	The Race Steward shall visually inspect at least one car at random during each Championship event for Competition Regulations Section 11 compliance and Competition Regulations Section 13/14 class rules compliance during each Championship event.	
		8/9	IRDC	302. G / E	Any holder of an IRR license who has not raced for two or more seasons must compete in at least one Novice race, under observation before being permitted to enter a senior race. Any ARR or IRR licensee may be required – at the discretion of the License Director to compete in at least one Novice race under observation for the purpose of evaluating or developing driver skills. Further, any IRR or ARR licensee holder who has not raced for three or more seasons may also be required – at the discretion of the License Director – to complete a driver training session. Any IRR licensed driver who has not raced for one or more years at the discretion of the License Director may be issued a Novice license with their IRR number and the word 'observation' written upon it. A day-glo panel, with a recommended minimum size of 25 sq. in. (5" x 5"), with an "O" in contrasting color signifying Observation shall be displayed on the front and rear of a car driven by an Observation license holder whenever said car is on the circuit. Size exceptions may be allowed at the discretion of the License Director.	

ICSCC CONTEST BOARD RULE CHANGE PROPOSALS
Proposals for Championship Season 2013

YES	NO	Item #	Page #	Club	Section/Jurisdiction	Proposal
		9	IRDC	304. A. / E	Upon proof of satisfactory completion of a drivers training course approved by the License Director, a Novice license may be issued upon application being made under Section 302. A Novice license holder may participate in Novice practice, <u>qualifying</u> and races. Credit for having passed a driver training course will not be valid unless the driver competes in at least one ICSCC Novice race within one year of the drivers' training date.	
		9	IRDC	304. B. / E	Drivers holding an ICSCC Novice or ARR license, and visiting Novice drivers must report to the License Director before entering the circuit for practice, <u>qualifying</u> or racing. A Novice handbook will be issued by the License Registrar or the License Director to each Novice license holder. This handbook will be a reference manual to assist the Novice in his/her development as a driver, and will also be used to record participation, performance, observations and other pertinent information concerning the Novice license holder or ARR license holder in ICSCC events.	
		10	IRDC	305. A. / E/C	The ARR License permits the holder to participate in Senior Practice, <u>qualifying</u> and/or races. He/she may also participate in Novice practice, <u>qualifying</u> and/or races. Drivers may not practice with the Novice group unless they are entered in the Novice race.	
		11	IRDC	305. E. / E/C	Drivers holding ARR license must report to the License Director before entering the circuit for practice, <u>qualifying</u> or racing.	
		11	IRDC	306. A. / E/C	The IRR license permits the holder to participate in any practice, <u>qualifying</u> or race with the exception of Novice practice, <u>qualifying</u> and/or races, except as provided under Section 302. G. At the discretion of the License Director, an IRR license holder may be allowed on track during Novice practice, <u>qualifying</u> and/or races for driver development purposes.	
		25	IRDC	701. / E/C	Definition of race. A race is a program of competitive motor events on a defined course in which speed is the determining factor. Practice and/or qualifications for the events, together with the events themselves, shall constitute any given race. Practice is optional for senior race events.	
		26	IRDC	703. C.1. / E	For Senior Drivers - a minimum of one (1) practice session of at least 10 minutes in length. A minimum of two (2) qualifying sessions per weekend and no less than one (1) qualifying session per championship race. All qualifying sessions must be of at least 15 minutes in length. Practice sessions are optional for Senior race events.	

ICSCC CONTEST BOARD RULE CHANGE PROPOSALS
 Proposals for Championship Season 2013

YES	NO	Item #	Page #	Club	Section/Jurisdiction	Proposal
		45	IRDC	1108.S. / E/C (New Section)	Driver cooling: Installation of aftermarket systems designed and intended for the sole purpose of cooling the driver including water-circulating and/or air circulating systems is permitted provided that all the equipment be secured in place and checked for safety at technical inspections and that it serves no other purpose than its intended design.	
		47	IRDC	1112. B. / E/C	The car numbers of all cars exceeding 98 db on Saturday and Sunday practice and during qualifying are to be posted along with the qualifying times.	Muffler systems will be checked during technical inspection and only vehicles with well maintained mufflers will be allowed to compete. Formula Vees with a 4 into 1 header system will not be required to have a muffler, but still be below 103 decibels. A turbo charger is an approved muffler.
		73	IRDC	1316.B.3(a) / C	Hoses, and plumbing, and to heater core (including the housing and fan unit) may be bypassed or removed. An auxiliary fan or blower may be added for the expressed purpose of defogging the windshield and/or rear window.	
		74	IRDC	1316.B.5(a) / C	The Stock ECU containing the BMW part number ending in: 153, 173, 380, 524, 525 must be used without modification except for the replacement of the "ECU chip" with a standard Performance chip from Dinan, Conforti (labeled as Bonneville Motorworks or Turner Motorsport), or Mark Dsylva. The ECU may not be modified, and the chip must be used with software as provided by Dinan, Conforti, or Mark Dsylva in a standard program readily available to anyone. The aftermarket chips may NOT contain a custom program. The engine harness must be stock, except for allowable repairs that maintain the original continuity of wires and all of the stock sensors must operate as stock. No additional or alternate sensors may be used that interfere with, influence, or modify the operation of the ECU and stock engine wiring harness. Data acquisition and storage of engine parameters is allowed, however, except for an RPM pickup wire, no additional sensors, wires, or equipment of any kind may be connected to the ECU or chip. chip may be modified or replaced with a performance chip - piggy back systems may be used, as long as they are integrated with the original harness. Onboard data acquisition and storage of engine parameters is allowed. On-board adjustability of engine these parameters is not allowed.	
		77	IRDC	1316.B.1 3(b) / C	Wheel spacers of up to a maximum of 15mm may be used.	
		78	IRDC	1316.B.1 4(a) / C	The Pro3 spec tire is Toyo Proxes R888 or RA-1, and must be one of the following sizes: 225-50/14, 225-45/15 or 225-50/15. The R888 is permitted to be used through the 2013 season to use up existing stock.	

ICSCC CONTEST BOARD RULE CHANGE PROPOSALS
Proposals for Championship Season 2013

YES	NO	Item #	Page #	Club	Section/Jurisdiction	Proposal
		90	IRDC	1324.A.5 / C	All cars will be required to display their calculated minimum weight on the ICSCC Minimum Race Weight Sticker or an appropriate substitute (see Section 1106) both sides of the car with numbers at least 1" high. Cars may run in class without dyno certification and without an ST class entry in the vehicle's log book. However, any car required to weigh at the end of a session that does not have a calculated minimum weight signed off by the Race Steward in the vehicle's log book will be disqualified.	
		92	IRDC	1324.C.1 / C	All vehicles must be unibody production cars and have been available for sale based on OEM series production street cars that were sold as complete vehicles (chassis and drivetrain) by the manufacturer to the general public in the USA or Canada. Tube-frame cars are not eligible.	
		94	IRDC	1324.H.3. b / C	When a trackside dynamometer is NOT present. All cars designated for weighing must proceed directly to the scales after leaving the track. Failure to do so will result in disqualification. Any car not meeting minimum required weight or not having a ST-class entry on their ICSCC Minimum Race Weight Sticker calculated minimum weight signed off by the Race Steward in the vehicle's log book will be disqualified.	
		94	IRDC	1324.I.1 / C	Any dynamometer testing required for a protest shall be done on the trackside dynamometer on a Dynojet 248/224/424 dynamometer at a facility chosen by the Race Steward. If not available, a Dynojet 248/224/424 dynamometer at a facility agreed upon by the car owner and Race Steward shall be used. Dynamometer testing will be supervised by the Race Steward or a Contest Board member in the area of the driver's residence where the testing occurs. If feasible, the facility used for the protest will be different than the facility used for the previous certification. The testing is to be completed in the most timely manner possible. The protested car will be adequately sealed at the course by the Race Steward. This may include the sealing of any or all of the following: hood, kill switch, ignition, other engine management electronics as well as other components at the Steward's discretion. A new Dyno Certification Form must be completed.	
		104	IRDC	1501. H. / E/C	Checkered Flag. End of race or practice, practice, qualifying or race. Complete lap at reduced speed and exit the track. Races shall be started and finished from the same location.	
		106	IRDC	1514. / E/C	Passengers and instructors. Only the driver will be allowed in the car during race or practice , practice, qualifying or a race, other than provided in Section 1513., with the exception of a driver training event, in which an assigned instructor can be the only other occupant.	

MAKIN' TRACKS

WHEN

**November 10, 2012
5PM – 11 PM**

WHERE

Seattle Marriott

201 S 176th Street Seattle, WA 206-241-2000

Call Hotel for reservations, mention ICSCC for rate!

**FEATURING · 2012 International
Conference of Sports Car Clubs
Racing Awards Banquet**

WWW.ISCCC.COM

**SAVE THE
DATE**

**TICKETS
50.00 per person**

**More information in
next memo.**

**Contact:
Peggy Ann Walker
peggyw@99westtrailers.com
503-537-9103**



PENALTY BOX

Race 7, 8, 9, July 13, 14, 15, NWMS SCR

Friday Qualifying, Group 1

#108 Excessive speed in paddock, disqualified

Friday Race, Group 2

#317 Under weight (714), disqualified

Friday Race, Group 5

#755 Did not report to scales (714), disqualified

Sunday Race, Group 1

#172 Pass under yellow (1501.C.3), \$50 fine, loss of lap

#84 Under weight (714), disqualified

#413 Under weight (714), disqualified

Race 10, August 4, 5, TC ORP

Sunday Race, Group 1

#108 Avoidable contact (1517.A), \$50 fine, loss of lap

Sunday Race, Group 5

#755 Under weight (714), disqualified

Race 11, August 11-12, IRDC The Ridge

Saturday Qualifying, Group 8 (Special Group)

#331 Pass under black (1501.G.3), \$50 fine, loss of lap

Saturday Qualifying, Group 3

#1 Pass under yellow (1501.C.3), \$50 fine, loss of lap

Saturday Qualifying, Group 6

#78 Pass under yellow (1501.C.3), \$50 fine, loss of lap

Sunday Race, Group 1

#108 False start (710), loss of lap

Sunday Race, Group 2

#10 Did not report to scales (714), disqualified

Sunday Race, Group 3

#02 Did not report to scales (714), disqualified

Sunday Race, Group 5

#49 Did not report to scales (714), disqualified

#426 Did not report to scales (714), disqualified

Race 12, August 18-19, CSCC PIR

Sunday Race, Group 1

#422 Under weight (714), disqualified



MORE PENALTY BOX

Race 12 (Continued)

Sunday Race, Group 2

- #732 Did not report to scales (714), disqualified
- #51 Did not report to scales (714), disqualified
- #84 Underweight (714), disqualified

Sunday Race, Group 3

- #68 Did not report to scales (714), disqualified
- #726 Did not report to scales (714), disqualified

Sunday Race, Group 4

- #208 Pass Under Yellow (1501.C.3), \$50 fine, loss of lap
- #107 Under weight (714), disqualified

Sunday Race, Group 5

- #217 Did not report to scales, disqualified
- #732 Did not report to scales, disqualified

Race 13, 14, September 1, 2, 3, SCCBC MRP

Saturday Qualifying, Group 6

- #137 Pass under black (1501.G.3), \$50 fine, loss of lap

Sunday Race, Group 2

- #767 Did not report to scales (714), disqualified

Sunday Race, Group 5

- #8 Did not report to scales (714), disqualified
- #714 Did not report to scales (714) disqualified
- #727 Did not report to scales (714), disqualified
- #762 Did not report to scales (714), disqualified

Monday Race, Group 5

- #727 Did not report to scales (714), disqualified

Monday Race, Group 6

- #718 Did not report to scales (714), disqualified

Memo Submission Schedule 2012

Deadline	Issue	Content
10/10/12	#9 Oct/Nov	Banquet Announcement #2
11/28/12	#10 Dec/Jan	Final Approved Rule Changes, Invite to Bid Memo, 2013 License Application & Medical Forms

Race Registrars: 2012	Race Chairmen: 2012
CASCADE SPORTS CAR CLUB: Gail Fetterman 2902 NE 151st Avenue Portland OR 97230-4517 Tel: 503-251-0015 Email: gailfetterman@comcast.net	CASCADE SPORTS CAR CLUB: Kai Keliikoa 9009 NE 164th Avenue Vancouver WA 98682 Tel: 360-891-8152 Email: kai@dickhannah.com
INTERNATIONAL RACE DRIVERS CLUB: Bonnie Johnson 3010 NW 72nd Street Seattle, WA 98117 Tel: 206-783-2641 (before 9:00 pm) Email: bonnie.irdc.reg@gmail.com	INTERNATIONAL RACE DRIVERS CLUB: Frank DiMiceli 17042 166th Place SE Renton WA 98058 Cell: 425-785-2376 Email: fdimiceli@comcast.net
NORTHWEST MOTORSPORTS: Rexann Babkirk 5516 N Elgin Street Spokane, WA 99205-6928 Tel: 509-327-8203 Email: registrar@northwestmotorsports.org	NORTHWEST MOTORSPORTS: Jay Sharp 1625 S Royal Street Spokane WA 99224 Tel: 509-710-5755 Email: racechairman@northwestmotorsports.org
SPORTS CAR CLUB OF B.C.: Perry Afaganis 142—757 West Hastings Street, Suite 149 Vancouver BC V6C 1A1 Canada Tel: 778-593-1635 / Cell: 604-377-5996 Email: perilles@gmail.com	SPORTS CAR CLUB OF B.C.: Irene Chambers 8361 Melburn Court Mission BC V2V 7B3 Canada Tel: 604-820-1653 / Cell: 778-835-7759 Email: gikdf@telus.net
TEAM CONTINENTAL: Valorie Starr 36801 SE Proctor Road Boring, OR 97009 Tel: 503-668-6998 Email: raceregistrar@teamcontinental.com	TEAM CONTINENTAL: Skip Yocom 5201 Nelco Circle West Linn, OR 97068 Tel: 503-655-3246 rampant53@gmail.com

NEW! AFFORDABLE HEAD & NECK PROTECTION

DISCOUNTS
with combination purchase
of Full Carbon Fiber HELMET
and HEAD/NECK RESTRAINT

head/neck safety devices
are mandatory for 2012

BUY LOCAL
support the race shop
that supports you
at the track and
with a store!

\$ 599

Includes EVERYTHING

- no additional accessories needed
- one size fits most - 4 adjustable angles (10-40°)
- low rear profile/easy access to confined areas
- accepts 2" or 3" seat belts
- made in the USA
using the latest carbon fiber composite
Dupont material



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(503) 281-1579

NECKSGEN
AHEAD IN NECK PROTECTION

2012 ICSCC Event Schedule

<u>Date</u>	<u>Event</u>	<u>Club</u>	<u>Location</u>
January 14	ICSCC Spring Meeting	All	SeaTac Marriott
March 3	RATS Meeting	All	Phoenix Inn, Olympia
March 24-25	Driver Training*	SCCBC	Mission
March 24-25	Driver Training	CSCC	PIR
March 31	Track Day	IRDC	Bremerton
April 14	Driver Training	IRDC	PR
May 4	Driver Training	CSCC	PIR
May 5/6	Race #1 (rotn 1)	CSCC	PIR
May 18	Test & Tune	IRDC	PR
May 19-20	Race #2 (rotn 2)	IRDC	PR
May 25	Driver Training	TC	ORP
May 26-28	Race #3/#4 (rotn 3/4)	TC	ORP
June 1	Driver Training	NWMS	SCR
June 9/10	Race #5 (rotn 5)	SCCBC	Mission
June 16	Driver Training	IRDC	The Ridge
June 29	Driver Training	CSCC	PIR
June 30-July 1	Race #6 (rotn 6)	CSCC	PIR
July 12	Driver Training	NWMS	SCR
July 13-15	Race #7/#8/#9 (rotn 1/2/3)	NWMS	SCR
July 14-15	Driver Training*	SCCBC	Mission
August 3	Driver Training	TC	ORP
August 4-5	Race #10 (rotn 4)	TC	ORP
August 10	Test & Tune	IRDC	The Ridge
August 11-12	Race #11 (rotn 5) [tentative]	IRDC	The Ridge
August 17	Driver Training	CSCC	PIR
August 18-19	Race #12 (rotn 6)	CSCC	PIR
September 1-3	Race #13/#14 (rotn 1/2)	SCCBC	Mission
September 22	Driver Training	CSCC	PIR
September 28	Test & Tune	IRDC	PR
September 29-30	Race #15 (rotn 3)	IRDC	PR
October 20	Enduro (8 hours)	CSCC	PIR
November 10-11	ICSCC Fall Meeting	All	SeaTac Marriott
November 10	ICSCC Banquet	All	SeaTac Marriott

* Event Not Sanctioned by ICSCC

Classified Ads

FOR SALE: Former ASA Series 2005 Chevy stock car, Nutter built (2011) 350 cu.in. LS1 Chevy 440hp engine, fuel injected so it runs on pump gas, Jerico 4 speed trans, Winters quick change rear end, AP Racing 6 piston calipers front, Outlaw 4 piston rear, all new suspension, 2700 lbs., fast, reliable-no DNF's last 11 races, bang for the buck it can't be beat, 2nd in SPO in 2011, \$25,000
Jeff Penick 503-701-6648

6-12

FOR SALE: 1989 Caracal D, Nationally competitive, Ron Chuck engine, spare Noble engine (needs rebuilding), Penske shocks, spare long box transmission, 3 spare nose cones and mold, 5 sets of wheels including rains and intermediates. BRAND NEW fuel cell, front brakes and battery! TOO MANY SPARES TO LIST!!! Asking \$11,000 but price is ALWAYS negotiable!

Call for more information 425-829-6547

7-12

FOR SALE: 1990 Spec Miata Racecar

Car built in 2006; SM, CSM and ITA legal
Well sorted set-up; neutral handling
Fully welded roll cage with NASCAR bars on driver and passenger sides
Multiple International Conference podium finishes
2 sets of wheels with shaved Toyo RA-1's and Hoosier tires
Springfield and Mazda Comp exhaust systems
Custom hot weather cooler box, circulating pump and hoses (think Cool Suit)
Fresh radiator, motor, differential and transmission fluids
Fully serviceable brakes
Many spares including body parts, brakes, half shafts, etc.
\$8,500. Contact Scott Faris at safarismotor@gmail.com or at 971 207 8325. Car presently located in North Plains, Oregon just west of Portland. Three year old Eagle trailer with lowered flatbed, double axles, electric brakes, removable driver-side fender and heavy duty aluminium tool/storage box also available separately @ \$1,200. Also available separately one set of Kosei wheels with brand new Hoosier rains mounted - no heat cycles on these gems!

8/12

**MOVING?
Don't miss any issues of the Conference Memo!**

All licensed race drivers must notify the License Registrar, Debbie Morton, of a change of address.

Memo recipients who are not licensed race drivers, please notify the Memo editor of your new address.

See page 5 for contact information.

Rainbow Action Imagery has photos of your car... see them on the internet!

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

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Full page \$80 / issue full year, or \$110 / issue
1/2 page \$50 / issue full year, or \$70 / issue
1/4 page \$30 / issue full year, or \$40 / issue
1/8 page \$20 / issue full year, or \$25 / issue

Commercial classified \$10/issue full year
or \$12/issue



Memo Classified Ad Policies:

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

To place an ad in the Memo, contact the Memo editor at memo@icscc.com. Proof your ad when it first appears – it is presumed correct unless the editor is notified in writing.

Ads run for 3 issues then are automatically cancelled unless renewed. Numbers at the end of the ad show when it began: 1/11 means first issue of 2011; that ad will expire after issue #3 of 2011 (3/11). There are 10 issues per year.



Memo #8

September 2012

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TECHKEWL VEST

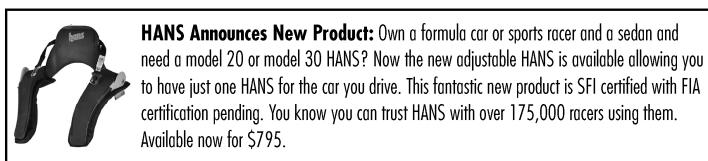
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Now you have a low-cost option to stay cool for over an hour with the Techkewl vest that utilizes frozen packets of a phase change material. Unlike any cool vest you've seen before, the packets freeze at 58 degrees which means you just throw them in your ice chest and in 20 minutes they are frozen solid.

Personally tested at the Spokane ChumpCar race by Armadillo Andy: "It was about 85 outside and 100 in the car. I wore the vest under my suit and after my 1-1/2 hour stint the vest still had some frozen material. The vest kept me cool so I could focus on not being hit by other ChumpCars."

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