

ICSCC Memo No.2 April 2024

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



FROM THE PRESIDENT



So, what's been happening as of late in Conference?

Quite a lot.

For example, discussions have been taking place over the past several years on why Conference does not allow 16-year-olds to race. This was a major step for us as a whole, so with careful consideration and the help of our Executive Board, our Insurance advisor, legal advisors and insurance carrier we have made our way through all of the hurdles necessary to allow 16-year-olds to race this year.

Required changes were made to our Policy and Procedures, Competition Regulations manuals and waiver processes as well.

If you have a 16-18 year old wanting to race then please refer to the new requirements in the manuals for more information here: https://www.icsc.com/references/comp_regs_2024.pdf.

We have a volunteer for the assistant steward position, and he will take over the chief steward position in 2025.

Thank you, Brian Anderson for stepping up.

You have probably seen Brian around the track racing a Miata in groups 2 and 5, and this year he will race a Formula Mazda as well.

Brian currently serves as the CSCC president, and he will be joined with our chief steward Rick Delamare, and Jeff McAffer has also been added to the mix as an assistant steward with an over all goal is to start getting more individuals exposed to the stewarding position.

Our 2024 race schedule is all set and has been posted on the Conference website.

License Registrar Linda Bostrom reported a few days ago that license applications are starting to come in.

Don't forget, as in years past, if you meet the requirements you can apply for a 2-year license. Log on to [Motorsportsreg.com](https://www.motorsportsreg.com) and do your best to apply early so it isn't a mad rush for her at the end.

With the change in weather, I hope folks are working towards this season's car preparation. Please check your helmets as last year was the final year for 2010 dated helmets, 2015 and newer are now required.

Those of you who have yet to get an annual inspection this year, please bring a copy of the 2024 form located on the Conference website https://www.icsc.com/forms/24_annual_inspection.pdf with you to the track. Remember, if your car requires a weight to be displayed for scales, be sure you have weight stickers on each side of your car. Different tracks may have their scales set up with the recorder on either side.

I have four large boxes of trophies for folks that were unable to make it to the 2023-year end banquet. I will bring them to the track and be on the lookout for their rightful owners.

To start the season off right, make sure you're spending the required amount of time necessary to ensure that your car is ready for the track. Look over it carefully in case you need to order something that has a longer lead time, you don't want to be caught short.

The end of April is coming up quick with our first race in Portland.

Hope to see everyone at the track, as I can't wait to try out my newly purchased paddock scooter.

Duane Martinsen
ICSCC President

MESSAGE FROM THE STEWARD

Hello All,

If you haven't already, I'll bet you are starting to make plans for this racing season.

A significant part of the plans include dusting off the car and getting it race ready.

As you prep, install go-fast parts, and repair leftover damage, don't forget to check your safety gear.

The first couple of races are usually a busy affair with new cars showing up, needing inspection to receive logbooks and lots of folks wanting an annual

inspection.

To help with getting through the inspection process, we are going to have several places where you can get your annual inspection performed.

At the track, hand the stewards your completed and signed annual tech form and we will issue the annual sticker to your log book.

If you have a new cage, we recommend getting it pre-inspected. There is nothing worse than having to send someone home to make cage corrections and



Photo courtesy Rick Delamare

Continued on page 4

VOLUNTEER CORNER

A warm welcome

The third annual Volunteer Fair held March 16 at PIR attracted dozens of potential new members to the fold

By Schellene Clendenin

Small groups of people, many dressed in white, make their way toward the Fast Track Café.

As the crowd thickens, voices chatter in greeting; introductions are made; and new faces are welcomed.

Volunteers, both seasoned and potential, pick up fliers about race clubs and race schedules for the 2024 race season as they mingle.

The third annual Volunteer Fair, held March 16 at Portland International Raceway, is fast becoming a kick off to the race season in the Pacific Northwest, and a venue for inviting new volunteers into the fold.

Kristen Moore, a member of the volunteer recruitment fair committee and Vice President of ProDrive Driving School in Portland, said the idea for the event started with a conversation.

Moore said that as the pro events such as NASCAR and Formula-E were added to the already active club racing events schedule (Cascade Sports Car Club, Sports Car Club of America, International Race Drivers Club, etc.) held at PIR and in the Pacific Northwest overall, the need for a wider pool of volunteers was clear.

Much of the training provided to new volunteers is done on the job, so the real focus of the event, she said, has been to invite potential volunteers to match their interests with a wide variety of specialties available - from flagging and corners to tech, pre-grid, communications and more.

New volunteers were invited to chat with people who have experience in one or more specialties to get a better idea for what would be a good match for their interests.

In the past two years, Moore said, 15 recruits attending an average of nine events per year, have been added to the roster. An impressive number.

Do you know someone who is interested in becoming a volunteer? Moore recommended contacting their local race club for more



Photos by Doug Berger

Michael Evans, top, demonstrates flag waving techniques for new volunteers at the Third Annual Volunteer Fair held March 16 at Portland International Raceway.

Kristen Moore, Tim Ferrick and Bud Mansur, right, answer questions from new recruits.



RACE OFFICIAL DIVISION

By Michael Evans

The Portland Worker Fair was a success for the third year in a row. As you all know we are always in need of new volunteers. Amongst them were many that were eager to join the ranks of volunteers.

Specifically, to be a part of the ROD. It is now our job to see that they develop into dedicated workers.

To do that we must all do our part in sharing our experience and collectively teach them what we know.

As eager as the new members have been to join the ROD, the existing experienced worker base has been reluctant to sign up for membership to the ROD.

It is possible that the sense has been that somebody else will do it. That is not the case. You are the ROD.

You are the source of knowledge as well as the voices

of change and improvements in our organization.

You hold the knowledge necessary to raise our standards and communicate the club's needs to the collective board.

As an example, in Flagging & Communications the question of licensing volunteers in the specialty is suggested. How is that to be done?

We have a guide but is there a test? What should be the criteria? At what point do you move from Yellow to Blue Flag? What do you need to know to be a First Responder to an incident outside the station? What are the qualifications of a Turn Marshal?

Do we issue Novice Worker licenses and graduate to a Senior level? These are questions that can be applied to all specialties and not just F&C.

You have the answers, but the ROD will never hear them if you do not participate.

Sign Up, Speak Up. Show Up!

DRIVER SPOTLIGHT

All in with family

Families can be competitive, but Ray Stec, his twin brother Roland, wife Pam and son Burton, prefer being on the same team

By Schellene Clendenin

Ray Stec, EBoard rep for SCCBC, has been fascinated by racing since the 70s when his father took him and twin brother Roland to watch motorcycle racing at a local track.

So much so that the next weekend, the pair rode their bicycles to sneak into Westwood Motorsport Park in Coquitlam, BC, a two-hour ride from their home.

Not long after, the teenagers attended a Sports Car Club of British Columbia (SCCBC) car show display at Brentwood shopping mall. There they met Al Ores. "He talked us into signing up for the driver training school," Stec said.

"Al was our mentor," Ray said, adding "a lot of fellow drivers would point to Al Ores for getting them into racing."

Racing on a team with his brother would be just the beginning of a family legacy; a love of motorsports Ray would share with his wife and children.

By the early 80's, Ray and Roland were competing regularly at Westwood, sharing a Datsun 510, number 18, and hitting as many Conference races as they could, including Portland and Seattle when possible.

"I met my wife racing," Ray said. Pamela Reynolds, was the local license registrar who drove a Datsun 510, number 33, green.



Photos courtesy
Ray Stec



Top, Pam Stec wipes the window as Roland Stec climbs into the Datsun 510 at an enduro held at Mission Raceway Park in Mission, BC, Canada. Ray and Roland's number 18, Datsun 510 sporting red livery in an undated photo, middle. Bottom, Stec's 1996 Van Diemen Formula Continental.

She and her then husband had a second child and did not return to racing for a few years.

The pair reconnected when she returned to racing at Westwood with her racing partner, Tim Bryant.

A memorable weekend at the 6-hour Enduro in Portland saw the two teams competing, until the engine in Ray's Datsun blew up in qualifying.

"We combined forces, and ran one car," Ray said. "It was a racetrack romance. We weren't married yet, but we were getting to know each other."

Pam has since retired from active racing, he said, but oldest son Burton Reynolds, owner of Second Gen Racing, in Mission BC, also races.

Since that time, both Ray and Pam have served on and off as representatives on the International Conference of Sports Car Clubs E-Board, with Pam sitting in for Ray when he was unavailable.

Ray is looking forward to competing again in 2024 in his 1996 Van Diemen Formula Continental, including at Spokane and possibly the Ridge.

"It's an older one, but still a good'n."

ENDURO CORNER



The 2024 Northwest Mini Enduro Championship Series (NWMECS) season is set with six races that are one hour in length and one two-hour season ending race.

The 2-hour NWMECS finale counts as two single races so there are eight points races for the series championship. The season kicks off April 27th at Portland Int'l Raceway.

After Portland, the series shifts north to Pacific Raceways on May 11th and then back to Portland on June 15th.

Then, after about a month break, the series heads to the Ridge on July 20th before going back to Portland on August 11th for a Sunday morning enduro.

The series goes east to Spokane on August 31st before finishing out the NWMECS season a little more than a month later on October 12th in Portland for the lone 2-hour race on the schedule. That makes a total of seven weekends at four different racetracks!

The series rules remain relatively unchanged from 2023. The most significant change is to cars running in the "Production" classes.

They will no longer be able to drop down a class if they race on a street tire (180 or higher treadwear). With the 2-hour counting as two single races there are in essence eight championship races.

For the Championship, your best five races count, and one needs to enter a minimum of four races in order to qualify for the Championship.

On October 12th, Cascade will hold its annual Enduro which again will include a 4-hour race and an 8-hour race to go along with the 2-hour NWMECS finale. The race is now in its 49th year and is a fall favorite of many Northwest racers.

This race is a great way to cap off the racing season!

Entering an enduro is a good way to maximize track time during a race weekend.

An enduro is also a great opportunity for someone else to drive your car to help dial it in.

We hope the veterans will continue to enjoy the camaraderie running an enduro brings. And if you've never done one before, we hope you'll give it a try.

We'll see you at the track!

Chris Heinrich
Enduro Race Chair



Photo by Doug Berger

MESSAGE FROM THE STEWARD

Continued from page 1

getting refused to race at the track.

There are many former ICSCC Stewards that can perform annual inspections.

Plus, these shops can perform them as well. There will be one person per shop designated to sign off on the form:

- Jerold Lowe at Lowe Racing Group
- Kevin Doyle at KD Motorsports
- Terry Overdiek at Retro Racing
- Chuck Hurley at Grip Racing
- Hank Moore at Advanced Auto Fabrication
- Tyler Campbell at Racer on Rails

Former ICSCC stewards can do annual inspections as well, just not your

own car :-).

Also, I would like to introduce Brian Anderson, the 2024 Assistant Steward and the 2025 Steward. A big thank you needs to go to him.

In addition, the E-Board has reauthorized having a third steward on hand, as we have several people that are going to pick up a radio and follow along learning and experiencing what it is to be a steward.

This is a good step to the future of Conference.

If you have interest in finding out more and learning about becoming a steward let us know.

Let's Go!!!!

Rick Delamare
2024 ICSCC Race Steward



Photo by Doug Berger

2024
ICSCC EVENT SCHEDULE
Championship Race Events

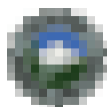
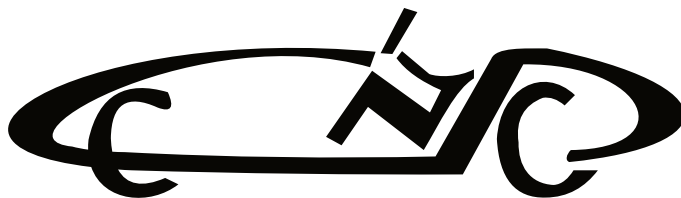
Date:	Club:	Track:
April 27-28	CSCC	PIR
May 11-12	IRDC	PR
May 25-26	SCCBC	Mission
June 15-16	CSCC	PIR
July 6-7	IRDC	PR
July 20-21	IRDC	The Ridge
Aug. 10-11	CSCC	PIR
Aug. 30-Sept. 1	NWHS	QRP

Endurance Events

Oct. 12	CSCC	PIR
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Driving Schools / Test & Tune

April 26	CSCC	PIR
May 4	TC	PIR
May 10	IRDC	PR
May 24	SCCBC	Mission
June 14	CSCC	PIR
July 5	IRDC	PR
July 19	IRDC	The Ridge
Aug. 9	CSCC	PIR
Aug. 29	NWMS	QRP



Central Racing Association



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



CASCADE SPORTS CAR CLUB

Presents

Rose City Opener XXXII

April 27th and 28th, 2024

This is a Double Race - Non -Chicane event

Entry to PIR - No early entry on Friday until after 1:00pm unless signed up for Friday's Test and Tune or HPDE

The Bridge is open from Saturday 8am – 6pm & Sunday 8am – end of day

This race is sanctioned by ICSCC, under the 2024 Competition Regulations as a championship race, organized by Cascade Sports Car Club and held at Portland International Raceway. Mike Smith, Race Chairman, may be reached at 360-518-3986 until 9 p.m. or by email at mikes@patriotfire.com

Online Registration will be available at

<http://cascade.motorsportreg.com>

ENTRIES OPEN:	Upon receipt of this announcement	
ENTRIES CLOSE:	Postmark by: April 24th, 2024	
ENTRY FEES:	<u>ICSCC</u> or others – (Saturday and Sunday)	\$415
	<u>Cascade Members</u> – (Saturday and Sunday)	\$395
	Saturday Only or Sunday Only	\$280
	ICSCC or others (3 Races - Saturday & Sunday & Mini Enduro)	\$535* 3-1 combo
	<u>Cascade Members</u> (3 Races – Saturday & Sunday & Mini Enduro)	\$515* 3-1 combo
	Additional Race Entry (Saturday, Sunday, or BOTH!)	\$175
	Mini Enduro (1 Hour) Only	\$200
	Late Entry Fees	\$ 50
	Pit/Spectator Passes	FREE
	* = GREAT VALUE	

Registrar Contact: Jamie Anderson Email: registrar@cascadesportscarclub.org

Express Tech: Once you have registered and if you have an “Annual Tech”, you may present your completed and signed “Tech Form” and logbook at Express Tech and receive your weekend “Tech Sticker”. Safety gear no longer needs to be presented at “Express Tech” if you present your current Gear Tech Sticker.

Class Rotation: Group 2

- | | | |
|--|-----|--|
| Grp #1 - A-B-C Prod, SPO-M-U, PRO3 | | Grp #6 - FV, FL, B-C-D-E-F SR, CC4, Novice O/W |
| Grp #2 - D-E-F-G Prod, SM, CSM, | *** | Grp #7 - Novice Closed Wheel |
| CR, PRO7, HT, ITX, PRO44 | | Grp #8 - Mini Enduro (1 Hour) |
| Grp #3 - CF, FF, FA, FM, FC | | Grp #9 - Nostalgic Series |
| Grp #4 - GT1-2-3, AS, ITE, RS, ST, SST, SE46 | *** | Novice C/W – See class box on schedule |
| Grp #5 - ITA-B-C-S, GTL, CT4, E-F-H Imp Prod | | |



CASCADE SPORTS CAR CLUB

Presents

Rose City Opener XXXII

April 27th and 28th, 2024

Non-Chicane Race runs from the ProPits

FRIDAY

5:00pm - 7:00pm Registration – 2nd Floor of the Tower
5:00pm - 8:00pm Tech – At scales (located near the pedestrian bridge along the pit wall)

SATURDAY

7:30am - 1:30pm Registration (See location above)
7:30am - 2:30pm Tech Inspection (See location above)
7:30am - Novice Track Tour @ Base of Tower
8:00am - **MANDATORY NOVICE MEETING WITH LICENSE DIRECTOR**
9:00am - 9:15am Qualifying Group 8
9:20am - 9:35am Practice Group 7
9:40am - 10:00am Qualifying Group 9
10:05am - 10:20am Qualifying Group 2
10:30am - 10:45am Qualifying Group 4
10:50am - 11:05am Qualifying Group 5
11:10am - 11:25am Qualifying Group 6/3
11:30am - 11:45am Qualifying Group 1
11:45am - 12:40pm LUNCH !!!

12:00pm **MANDATORY Drivers Meeting MotoX Grand Stand (Group 8 Meeting right after)**

12:20pm **MANDATORY NOVICE MEETING WITH LICENSE DIRECTOR**

12:40pm - 1:00pm **Race Group 9**
1:05pm - 1:30pm **Race Group 2**
1:40pm - 2:05pm **Race Group 4**
2:15pm - 2:40pm **Race Group 5**
2:45pm - 3:10pm **Race Group 6/3**
3:20pm - 3:45pm **Race Group 1**
4:00pm - 5:00pm **Race Group 8**
5:15pm Novice Debrief w/License Director
5:00pm DINNER!!!

SUNDAY

7:30am - 10:30am Registration
7:30am - 11:00am Tech Inspection
8:00am **MANDATORY NOVICE MEETING**
9:00am - 9:20am **Race Group 9**
9:30am - 9:50am Qualifying Group 2
10:00am - 10:20am Qualifying Group 4
10:30am - 10:50am Qualifying Group 5
11:00am - 11:20am Qualifying Group 6/3
11:30am - 11:50am Qualifying Group 1
12:00pm - 12:20pm **Race Group 9**
12:20pm - 1:20pm LUNCH !!!
12:30pm **MANDATORY Novice Meeting with License Director**
1:20pm - 1:50pm **Race Group 2**
2:00pm - 2:30pm **Race Group 4**
2:40pm - 3:10pm **Race Group 5**
3:20pm - 3:50pm **Race Group 6/3**
4:00pm - 4:30pm **Race Group 1**

Grp 1 A-B-C Prod, SPO-M-U, PRO3
Grp 2 D-E-F-G Prod, CR, PRO7, HT, SM, CSM, PRO44, ITX
Grp 3 CF, FF, FA, FM, FC
Grp 4 GT1-2-3, AS, ITE, RS, ST, SST, SE46
Grp 5 ITA-B-C-S, GTL, CT4, E-F-H Imp Prod
Grp 6 FV, FL, B-C-D-E-F SR, CC4, Novice O/W
Grp 7 Novice C/W *
Grp 8 Mini Enduro
Grp 9 Nostalgic Series

*** Novices in Group 7 have a Saturday NCW only AM practice. In with Groups 1-6 for all other sessions. Groups will be assigned by the License Director.**

Note - Start times are the times cars are released from grid, end times are checkered flag times

“NOSTALGIC SERIES”

WEEKEND TOURNAMENT & CHAMPIONSHIP SERIES

WHAT IS IT: A 3 weekend, 9 race series for Production cars, Formula cars, and Sports Racers that are at least 20 years old.

2024 SCHEDULE: (1) April 27 - 28 @ PIR, (2) June 15-16 @ PIR, (3) August 10-11 @ PIR

CLASSES: **PO** – Production cars w/open modifications (engine swaps/aero) **P1** – Production cars 1999cc and under, **P2** – Production cars 2000cc – 2999cc, **P3** – Production cars 3000cc – 3999cc, **P4** – Production cars 4000cc and over, **F** – Formula cars, **SR** – Sports Racers. Turbocharged or Supercharged cars multiply displacement by a factor of 1.4
Rotary powered cars: 12A – **P2** 13B – **P3**

POINTS, WEEKEND TOURNAMENT WINNERS, AND SERIES CHAMPIONSHIP:

PER RACE – Earn 1 point for each race lap completed plus 4 bonus points for 1st in class, 3 bonus points for 2nd in class, and 2 bonus points for 3rd in class.

Points from all three races of the weekend will be added together to determine the **WEEKEND TOURNAMENT WINNERS** for each class.

Trophies will be awarded based on the number of cars in class: 1-2 cars in class – 1st only, 3-5 cars in class – 1st and 2nd, 6 or more cars in class – 1st, 2nd, and 3rd.

The **SERIES CHAMPIONSHIP** for each class will be determined by adding the points from a driver’s best 7 races together. Ties will be determined by the number of 1st place finishes. Must enter a minimum of 6 races (two weekends) in order to qualify for the Nostalgic Series Championship.

Championship trophies will be awarded as follows: To the class champion in classes that average at least 1 entry (9 total class entries for the series) and to the top three in classes that average at least 4 entries (36 total class entries for the series).

THIS IS A STRICT NO CONTACT SERIES WHERE THE GOAL IS TO HAVE FUN WHILE SHOWCASING SENTIMENTAL CARS FROM THE PAST. MINIMUM PENALTIES FOR AT FAULT CONTACT ARE PROBATION FOR THE REST OF THE SERIES UP TO SUSPENSION FROM THE SERIES FOR ONE YEAR. IF WHILE ON PROBATION A DRIVER HAS CONTACT, THEY WILL BE IMMEDIATELY EXCLUDED FROM THE SERIES FOR A MINIMUM OF 13 MONTHS, LOSE ALL POINTS, AND BECOME INELIGIBLE FOR THE CHAMPIONSHIP.

SAFETY:

ICSCC minimum safety standards as set forth in Section 11 of the current year ICSCC Competition Regulations shall apply. Cars that meet Vintage racing organization's standards may be accepted with proof that the car has been approved to race by those organizations.

MODIFICATIONS:

There shall be no minimum weight for the Nostalgic Series thus no need to scale after the races.

Production class cars shall fit the spirit of "Production" cars thus modifications should be similar to those allowed in ICSCC Improved Production classes (SCCA Production). Most current ICSCC classes other than most GT, SP, and ITE cars are considered within the spirit of Production cars. Cars such as the Caterham 7 and Factory Five Roadster fit into the spirit of the Nostalgic Series. Furthermore, the Cascade Competition Board reserves the right to include any car into the series they feel meets the spirit of the series.

TIRES:

Production cars shall run on DOT approved tires. Sports Racers and Formula cars may run on slicks.

DRIVER CONDUCT:

This is racing; however, car to car contact will not be tolerated. Drivers are expected to leave racing room and to be aware of their surroundings. They should avoid contact whenever possible. There is the potential for a wide disparity of speed and types of cars so situational awareness is paramount.

GRIDDING FOR RACES:

Qualifying times will be used to set the grid for race one (fastest first to slowest last). The grids for subsequent races will be set using a driver's fastest lap time from the previous race (fastest first to slowest last). See Split Starts below.

SPLIT STARTS:

Production classes and Sports Racers/Formula classes will utilize a split start for each race. The Race Steward has sole discretion over which group starts first and will take into consideration the number of cars in each of the classes as well as lap times.

OTHER: Except for what is listed above, rules and procedures will follow the current ICSCC Competition Regulations. **Questions about the series, contact: racing@cascaadesportscarclub.org**



CSCC Supplemental Regulations 2024

Infractions will result in penalties assessed to the driver

1. This event is organized under 2024 ICSCC Competition Regulations, and all who enter PIR are subject to them. Cascade Sports Car Club reserves the right to refuse entry to this event or to PIR at any time. This event is open to cars eligible under ICSCC current regulations.
2. Alcoholic beverages allowed in the vendor's beer garden area only, and only after the track closes. You may NOT bring alcohol into PIR! This is an Oregon Liquor Commission requirement. Any person caught entering PIR with alcohol will be removed from the raceway.
3. Registration Hours: 5:00 pm-7:00 Friday, 7:30 am - 1:30 pm Saturday and 7:30 am - 10:30 am Sunday. NSF checks will be charged a \$50 fee.
4. Express Tech is available at Driver Services for those drivers who have an acceptable, current Annual Tech inspection noted in their vehicle logbook. Express Tech drivers should bring their personal safety gear **or** race license with a current gear tech sticker on it along with their vehicle logbook and a completed and signed Tech Form to Driver Services and a weekend tech sticker will be issued.
5. People under 18 years old (other than drivers) are not allowed in most hot areas. Children under 16 must have direct adult supervision at all times.
6. A current and properly completed minor release form, signed by an authorized adult, must be on record for all minor participants brought into PIR.
7. All persons in the racing "hot pit" (i.e. over the wall) shall wear shirts that cover the shoulders and shall not wear open toe shoes or be barefoot. Long pants are recommended. Standing on the pit wall is prohibited.
8. The scales will be open one hour before any qualifying session or race. Scales are located near the pedestrian bridge along the pit wall.
9. Children are not permitted to ride bikes, hoverboards, rollerblades, skates, skateboards and scooters in the Paddock during hot track hours. Children may be permitted to ride them at the end of the day, in paddocks only, if they do so safely.
10. Oregon Helmet Law is in effect at PIR for bicycles, motorcycles, and mopeds. ORS 814.269, 814.290, 814.485, 814.486
11. Refueling is not allowed in pre-grid. Fueling in the hot pits requires a crewmember assigned only to operate a fire bottle. Excess spillage will result in a penalty. Any fuel spill on pit road must be immediately diluted with Cold Fire.
12. PIR is a smoke free city park. No smoking is allowed. This includes all vaping devices.
13. Only one support vehicle allowed in the paddock. Pit and Pre-grid roads and fire lanes must remain clear.
14. No fireworks, drones, or campfires are allowed at PIR. Pets are allowed but are the responsibility of the owner. Dogs must always be on a leash.
15. Sound/Noise Policy: Oregon Law requires functioning mufflers to be used at PIR. Cars losing mufflers, even if they are still below the sound level, may be black-flagged immediately. Cars must be under 103.0 dB at 50 ft. Typically, a vehicle that exceeds the limit will be black flagged and given one chance to make modifications or repairs to be below the limit. A second violation will mean a car will be removed from the event for the remainder of the day. On a following day, the vehicle in violation must re-tech and show what was done to remedy the violation before being allowed back on track. If the vehicle fails again, it is disqualified from the entire event.
16. Race engines may not be started prior to 8:30am and absolutely no revving prior to 9:00am.
17. Damage to the track, grounds or buildings, regardless of cause, will be charged to the driver responsible. Damage to any equipment or devices used by the sanctioning body (ICSCC) or sponsoring club (CSCC) to conduct this race, regardless of cause, will be charged to the driver responsible.
18. Family & crewmembers of drivers are to contact the communication person at pre-grid with questions regarding their driver or car while on track.
19. All entrants for this event should have a sealable container or containers, capable of holding 2 gallons of liquid. These are to be used to remove all oil, cleaners, brake fluid, etc. from PIR. There will be no drums provided. Environmental debris left behind will result in fines.
20. Anyone caught dumping oil at the raceway will be fined and banned from the raceway. This is a PIR regulation.
21. If entries exceed the number of cars allowed on the track for a particular event, drivers and cars entered as an "additional event" will be restricted from participating, on a first-come, first-served priority based on the date entries were received. This is in order to allow participation by all drivers for whom the event is their primary event, including Novices upgrading to a championship event.
22. Jack stands must be used whenever a person is working under vehicle. You must have metal or wood under the jack and jack stands.
23. The racing "hot pit" is defined as that area under the control of Hot Pits personnel. This area is located immediately west of the break in the concrete wall halfway up the pit lane. At the one-minute warning pre-grid must be cleared of all crew, support personnel and spectators. Notwithstanding the above, ICSCC rule #1607 does not apply to the pre-grid area.
24. Cars that are towed into the paddock area may be dropped off in impound. Drivers must wear all required driver's safety equipment (per ICSCC rule # 1105) before they are allowed to enter the track, while they are on the track, beyond positive protection, under flat tow, or in the hot pit area.
25. Extension cords from the pit exit to tech/scales must be secured to the pavement at all times.
26. Split start requests shall be submitted to the race steward at least one hour prior to the race.
27. **Blend Line**- You are required to stay to the right of the Red Blend line as you enter the racetrack from the pit area until the Red Blend line ends. This is **REQUIRED EVERY TIME** you enter the Race Track, other than the race out lap. Blend gradually after Blend line has ended.
Pit Commitment Line at the exit of Turn 12 - If you exit the race track at any time, you are required to stay completely to the right of the Red Pit Commitment Line. If you cross the Pit Commitment Line with **ONE TIRE** you are required to stay out for one more lap unless you are exiting the track after you have received the checkered flag and crossed the start/finish line.
28. Black Flag/Meatball Locations: Black Flag Station is located at Pit Out. Meatball Station is located right before the center break in the pit wall (this is where you enter the paddock after coming down pit lane).
29. **SPEED LIMITS: Pit lane** speed limit is 35 MPH from the bridge to pit out. **Paddock** speed limit is 5 MPH. Access road speed limit is 15 MPH.
30. **CHICANE PROCEDURES:** If a competitor fails to negotiate turn #1 (defined as 4 wheels off to drivers left of turn 2 apex curbing), that competitor is considered "off course" and must stop before the re-entry at turn 3. After coming to a complete stop at the turn 3 re-entry point, the competitor shall re-enter the course only when directed by corner workers or, if corner workers are not present, when safe to do so. The chicane may be temporarily closed during a session if a car is off-course and/or in a dangerous location in the chicane. Chicane Closed signs will be displayed at Turn 12, Start/Finish, and the entrance to the chicane. Proceed straight through the shortcut when these signs are displayed.
31. No vehicles are allowed in the pit area on Thursday at any time. Move in Friday is after 1:00pm unless participating in Friday's Test and Tune.
32. The area to the north of the Pro Tower is reserved parking for ICSCC and CSCC officials.
33. Drivers are responsible AT ALL TIMES for their crew members and guests.
34. **Note:** All PIR policies are to be followed. A complete list can be found under "Policies" on the portlandraceway.com website.

Thank you, Mike Smith, CSCC Race Chairman

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No calls after 9p.m.**

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2024 MEMO PUBLICATION SCHEDULE

Memo is to be published on the first of each month
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