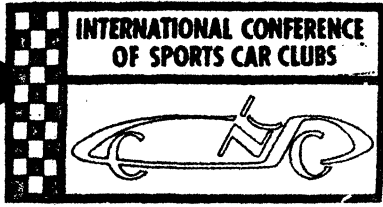




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INTERNATIONAL CONFERENCE OF SPORTS CAR CLUBS--MEMO #3--APRIL 1, 1975

SCHEDULE--ICSCC CHAMPIONSHIP POINT EVENTS

**RACE #1--WESTWOOD, APRIL 12/13, 1975

RACE # 2--PORTLAND INTERNATIONAL RACEWAYS--APRIL 19/20, 1975

RACE # 3--SEATTLE INTERNATIONAL RACEWAYS--MAY 3/4, 1975

**REPRESENTS DATE CHANGE FROM PRINTING IN 1975 COMPETITION REGULATIONS

NON-CHAMPIONSHIP POINTS EVENTS CO-SANCTIONED WITH C.A.S.C.

RACE # 1--WESTWOOD, APRIL 26/27, 1975

***RACE # 2--CANCELLED FOR MAY 10/11, 1975--CHANGED TO SEPTEMBER 6/7, 1975.

*** The previous scheduled CASC May 10/11, 1975 race at Westwood has been cancelled and rescheduled as a supporting race to the "Pepsi Pro" on September 6/7, 1975 at Westwood. May 10/11, 1975 will be a Northwest region National SCCA race. For further information contact: Registrar-SCCBC, 3549 West 16th Avenue, Vancouver, B.C. Canada V6R 3C2. Only National license SCCA holders will be allowed to compete in the National SCCA race events. However, there will be a special Formula Ford and Special B & C Sedan race that will support the SCCA race. At the Special Race, CASC & ICSCC License holders are welcome. The Formula Ford and B & C Sedan must run under the SCCA or CASC 1975 Competition Regulations. These two special races will offer a purse. Westwood will run 5 events for Formula Ford and B & C Sedans. The money will be divided evenly over 5 events. The first money to be paid in this series will be at the first ICSCC race at Westwood on April 12/13, 1975, at ICSCC events this means Improved Sedans and Formula Fords.

CLASSIFIED ADS:

This is an Offer you can't (afford to) refuse! What is the NWRRDA? * It stands for North West Road Racing Drivers Association. It is an organization just formed with the following purposes: (1) To support Road Racing in the Northwest through all media. (2). To safeguard member drivers' rights in the sport. (3.) To recognize outstanding drivers and their accomplishments. Eligibility for membership is confined to licensed road racing drivers (senior, novice or permit holders). Send a copy of your 1974 or 1975 competition license and just \$5.00 to: Ron Pierce, 1051 N.E. 114th, Seattle, WA. 98125. Important Meeting: April 2, 1975 at 7:30 p.m. at Morseth Auto Parts, 1222 East Pine, Seattle, WA.

FOR SALE: Genie Chev A S/R. 8 mags tires, spare heads, block, 2 bodies much more. Contact Doug Moe, 5425 Sherman Heights Road, Bremerton, Wa. 98310. (206) 373-7889.

OLD CLUB RE-JOINS ICSCC;; FAIRBANKS SPORTS CAR CLUB-- % EVERTT LONG, PRESIDENT, GENERAL DELIVERY, ESTER, ALASKA 99725.

FROM THE DESK OF THE LICENSE DIRECTOR--KEN COUPLAND

As the number of voting members becomes very important at the Fall Meeting of the Contest Board, we will try to keep you posted during the year. We, also, have a list of voting members by name and club, which you may look at, at any of the races. If an A.R.R. or I.R.R. driver belongs to two clubs, his vote goes to the club membership he used when applying for his 1975 license. As of February 27, 1975 the driver count was as follows.

CLUB	CSCC	IRDC	NWMS	SCCBC	VMSC	BSCC	BCMA	CVSCC	EISCC	GSCC	KSCC
I.R.R.	25	41	4	32	5	3	9	5	0	9	1
A.R.R.	4	2	1	5	2	1	0	0	0	0	0
TOTAL	29	43	5	37	7	4	0	5	0	0	1

CLUB	OMI	RCSCC	SSCC	SSRR	SIKF	TC	TCO	VCSCC	WMSC	YVSCC
I.R.R.	1	1	1	2	0	13	5	4	4	5
A.R.R.	0	2	0	0	0	3	0	0	0	2
TOTAL	1	3	1	2	0	16	5	4	4	7

TOTAL IRR & ARR DRIVERS 174 NOVICE DRIVERS 37-TOTAL LICENSES ISSUED 211

The registrars of all the clubs hosting races will be receiving letters from us regarding our requirements as stated in the Policy and Procedure Manual. However, we would like to stress some points for clubs hosting races.

(a) Infractions must be noted and recorded for the novice races on Saturday and for all races on Sunday. Last year all clubs kept infractions for Sunday races, but some clubs had no record of infractions for the Novice races on Saturday. Infraction records are very necessary for our novice program, as it helps us decide if our novices are performing up to expected standards.

(b) Also, we need to be pitted close to a communications area. All the clubs were excellent in this respect last year. Thank You.

(c) Another requirement, is that we are processed through registration as quickly as possible. Again at all last year's races this was done very efficiently.

(d) Regarding up-grading. The procedure is as follows: On the Monday following a race weekend, all the I.R.R. up-grades are done. Copies of the drivers up-graded and their I.R.R. numbers are sent to: the President, Secretary, License Registrar and the SCCBC Registrar. The ICSCC License Registrar then sends this information to all the other club registrars. This year for back to back race weekends, we will send a copy of the up-grading list to the race registrar of the up coming race. We will, also, bring a copy of the up-grading list to the track.

(e) During the race weekend. For all Saturday up-grades we will make several up-grades. The host club will receive two copies of the upgrading list: one for the registration and one for scoring.

Only two weeks left to the first race. Hope everyone is ready.

CLASSIFIED ADSS

#91 69 FORD MUSTANG COMPLETE WITH SPARES, EXTRA WHEELS AND TIRES. DRIVE TRAIN HAS ONE RACE ON IT. ALSO 1967 FORD MUSTANG BODY IN WHITE, NEVER RACED OR DRIVEN ON STREET. ALL PARTS COMPLETE CAR EXCEPT FOR MOTOR AND TRANSMISSION. SELL ALL FOR \$3,000.00. CONTACT: RAY CAUDURO, 18320 S.W. BROADOAK BLVD., ALOHA, OREGON 97005 PHONE (503) 649-7988

BIP CORVETTE--1965 ROADSTER--1974 ICSCC CHAMPION--COMPLETELY READY FOR 1975 --FRESH MOTOR, TRANS, BRAKES ETC. YOU COULDN'T BUILD THIS CAR FOR LESS!! \$4,400.00. CONTACT: JAMES M. DU BOIS II, PHONE (503) 635-3396 CALL ANYTIME DAY OR NIGHT.

STOP TIME . . . NOW. THE NEW ACCUSPLIT III, largest selling Electronic Digital Stop-watch, NOW can time individual CONSECUTIVE LAPS and still retain an overall ELAPSED TIME for the entire event. Bright display readsout up to 99 min., 59.92 sec. then repeats, with an accuracy of 0.001%. LARGE .33 in. NEON numerals are perfectly legable at ' 8 feet or more in the brightest daylight. The price is now \$139.50, colored leather cases \$12.50. The ACCUSPLIT III is covered by a two year warrantee. WRITE, CALL or SHOUT TO: DOBSONS un LIMITED, 1141-20th AVE. EAST, SEATTLE, WA. 98112. Phone (206) 323-3064. Jim or Dominic

FROM THE DESK OF THE RACE STEWARD--DAVE PEASE

The gravity of the tire situation is beginning to sink in and I am trying to determine how to enforce a rule consistently when it is at odds with reality. I am referring, of course, to the allowable tire widths for production cars as specified in Sec. 1402 of the Comp. Regs.; and the fact that these are not in all cases aligned with sizes available for specific wheel diameters.

I remain unconvinced that the Race Steward has any authority to deviate from the Comp. Regs. As far as I can determine, the Executive Board at the Spring 1972 meeting authorized the Race Steward to solve the problem of shrinking tire availability and as a result, a 10% tolerance policy was developed. The tolerance policy was apparently never legitimized by a formal rule change although there have been three Contest Board meetings since then. Therefore, in case there is any question remaining, it no longer exists.

This does not solve the problem but it returns us to the Competition Regulations as a foundation from which to work, and --importantly--a reference uniformly available to all. I solicit constructive advice, and strongly recommend thoughtful preparation of a new tire rule for consideration at the Fall Contest Board Meeting.

I have been had by the SCCA GCRs. The spoiler specifications noted in the last bulletin refer to SCCA production sports cars only. Spec for sedans spoilers are different! ZO, as we have more or less referenced SCCA spoilers spec for ICSCC production cars, it seems that the appropriate specs for each type of car should apply. The basic difference is that the sedan spoiler may extend four inches below the lowest point of the front body panel; for sports cars that dimension is three inches. Width and height restrictions are the same for both. @#%&*!+

This memo may or may not be received before the Westwood race. A couple of things to consider: (1) If you are running a Production car in Improved Production, be sure you are in the right class. Sedans are vulnerable to this trap. (2) I hate to reduce things to a materialistic level, but insurance rates are going up, so please drive with caution. Heavy insurance numbers are part of what's killing the Other guys at the regional level, I understand.

FROM THE DESK OF THE PRESIDENT--DOUG MOE

Our 1975 season will start in a few days and every indication says that it will be our biggest year yet. We are many licenses ahead of last season and our Driver Training classes have been very large. All this adds up to a very large expected entry, crowded pits and tight racing. We will all have to be alert to the P.A. to hear our practice calls to pre-grid on Race Sunday. We could very well have a nine or ten race program which means that we will not be able to wait for cars that are late for their race. The Race Officials are going to have a big job to keep things running without friction and we can help a lot by following their instructions. If you have more pit crew than you need, I'm sure that the race workers would be glad to get additional help, as there are never enough workers to let any of them take even a short break.

As our race announcements show our Executive clubs have been busy getting sponsors for their races with the promise that we have a real show to promote their product. I know that we do, so let's load our cars and head to the races.

DUNLOP COMPETITIONS TIRES ANNOUNCES ITS 1975 CONTINGENCY AWARDS

Road America tire (a division of American Autosports International Corp.) the U.S. west coast distributor/importer for DUNLOP COMPETITIONS TIRES will pay \$50.00 to the driver using Dunlop Tires who is 1st overall in class. The Dunlop dealer in Seattle is located at 1417 Northwest 51st. Phone (206) 783-0478. or contact ICSCC Headquarters for further information.