



June 7, 1980

THE MEMO is the official publication of the ICSCC, edited by: Marge Clemans, 7309 N.E. 70th St., Vancouver, WA. 98662 (206)256-1119

PRESIDENT: Jerry Barnett home(503)442-5542
Box 244 work(503)442-5585
Wasco, OR. 97065

VICE PRES: Robert Randall (604)266-8569
1755 West 68th Ave.
Vancouver, B.C. V6P 2V9

1980 CALENDAR

Date	Championship Races, ICSCC	Other
June 11		*SCCBC entries close
June 18		*IRDC entries close
June 21/22	SCCBC/Westwood	
June 21		Driver Tr. TC/PIR
June 28/29	IRDC/SIR	
July 2		*CSCC entries close
July 9		*VMSC entries close
July 5/6		Driver Tr. SCCBC
July 5/6		Molyslip Enduro/WW
July 12/13	CSCC/PIR	
July 19/20	VMSC/West. Speedway	
July 20		**SCCA Regional/PIR
Aug. 6		*IRDC entries close
Aug. 16/17	IRDC/SIR	
Aug. 20		*NWMS entries close
Aug. 30/31	NWMS/Deer Park	
Sept. 3		*SCCBC entries close
Sept. 6/7		**SCCA Reg/Nat at PIR
Sept. 10		*CSCC entries close
Sept. 13/14	SCCBC/Westwood	
Sept. 20/21	CSCC/PIR	
Oct. 11/12		Enduro/Westwood
Oct. 17		Enduro practice/PIR
Oct. 18		Enduro/CSCC at PIR
Nov. 8		Fall Meeting
*(Late entries per Comp. Reg. 605 A)		
**(ICSCC Sponsor passes good at these events)		

ICSCC LICENSE INFORMATION:

DOUG BLACKBURN, LICENSE DIRECTOR
12211 NW 36th Ave.
Vancouver, WA 98665 (206)573-8967

Competition license applications & renewals:
CHERYL KINNAMAN, LICENSE REGISTRAR
4810 SE 128th
Portland, OR 97236 (503)761-8314

Race Officials' Division Licenses:
BILL & CINDY DODSON
3836 Briarwood Drive
Port Orchard, WA 98366 (206)876-9365

RACE STEWARD ASSISTANT RACE STEWARD

JOHN KENDREW 216 Regina Ave.
Victoria, B.C.
Canada V8Z 1J5
(604)385-2975

DAN ROWLAND
10434 NE 16th Place
Bellevue, WA 98004
days (206)827-9395
eves (206)454-8507

FROM THE PRESIDENT, JERRY BARNETT:

I haven't heard about the ICSCC caps yet, but should by the time we are at Westwood or Seattle. I wish all clubs would take note of the fine work that Bill O'Kell, #33, VMSC, has done with their local newspaper and TV for promotion of Victoria races. He did an excellent job of writing and did a very presentable interview on TV. I hope everyone has been able to work out their points discrepancies after the first four races. If not, contact ICSCC Points Keeper Andy Barcheck. ICSCC Secretary-Treasurer Cleora Adkins would like to remind everyone that the price of SCCA GCR is \$3.50 and SCCA PCS is \$3.00. Also please make your checks payable in U.S. FUNDS.

FROM THE RACE STEWARD, JOHN KENDREW: Victoria May 10/11

The weather was superb - sunny skies smiling down on an idyllic racer's playground. Or something like that! The whole weekend had a relaxed atmosphere and this seemed to affect even the drivers. Despite the nature of Western Speedway (or perhaps because of it) there were no major incidents. For the second race weekend in a row the Sunday races ran like clockwork with only brief pauses between races as the senior drivers behaved themselves.

Saturday the closed wheel novices caused a few problems by passing or dicing under the yellow flag. This year there seems to be an epidemic of this, which must stop. Doug Blackburn will have first crack at an offender, then if a driver persists in such behavior I will be forced to take action. I will ask the Conference President (under sect. 806) to suspend said novice (or ARR) driver for an appropriate period. This penalty will be in addition to any punishment meted out by the License Director.

Spokane, May 24/25

Boom! Powdered mountain everywhere, roads closed, track covered, no race. End report!

This unfortunate incident gives me a chance to editorialize instead of reporting on a race. Once upon a time ICSCC production cars were cheap racing and Conference grew from this base. Unfortunately, costs have grown immensely as the years have passed and none more so than the price of tires. The advent of slicks meant that no longer could a competitive driver hope for a season on a set of tires. Now he's lucky to get four races. Tires now cost well in excess of \$100 U.S. each for most cars. In fact it is not uncommon for a competitive production car driver to spend more on tires in one season than he has invested in the car itself. This is not value for money spent!

What is the solution? The answer could lie in the mandatory use of street tires on ICSCC production cars. This has been proposed before and has always been shot down. Times have changed however. Tire technology has marched on and there are readily available street tires that are superior to the race tires of only a few years ago. Other racing groups have recognized this and have switched successfully to the use of street tires. Several ICSCC racers have run, quite successfully, on radials in the last two years. They paid a penalty of slightly slower cornering speeds but gained slightly higher top speeds, and an impressive gain in tire longevity. In one case the tires lasted over thirty races with no noticeable change in performance.

Another unrecognized advantage of street tires is sponsorship. The average racer isn't getting any help from the people who sell race tires. With a good presentation and some smooth talking you should be able to get something from some of the literally hundreds of retail tire outlets. Possibly Conference could even persuade manufacturers or retail chains to sponsor production car races. This would further reduce the cost of racing for racers and the clubs.

This is a major change that has been proposed. It will take carefully formulated rule changes to put it into action. I would like to hear from production car drivers about such a change, pro or con. So don't be afraid to send me letters or come and talk to me about this. I'll have more to say about this later in the year.

ADVERTISEMENTS

RACING TIRES - BANDAG RECAPS. Used presently on F Production leader and at Bonderant School of High Performance Driving. Less expensive than racing slicks. Competitive. Available from: McLeod High Performance Tires, Inc. 5237 SW Burton Dr., Portland, OR 97221 phone days (503)245-4495, eves.(503)223-8653

Datsun L-16 + .040" Fully counterweighted, racing crank, forged pistons, balanced, magnafluxed, just freshened. \$650. Have new six-bolt aluminum racing flywheel, pressure plate and baffled pan. Tom Honan, 3118 Madrona Beach Rd. NW, Olympia, WA. 98502, eves (206)866-8063, days (206)754-5169

FOR SALE - CROSSLE 32-F FORMULA FORD "PLUSH PIPPIN SPECIAL" 1979 ICSO Champion with 5 wins. Uprated eng., super upholstery, 12 gear sets. Spare starter, radiator, nose, water pump. All 4 corners engine stand, car lift jack, 12 wheels & tires, rains. Many small items too numerous to mention. Professionally built enclosed aluminum trailer tilts (tools out of rain.) All \$10,000, or car \$8,000, trailer \$2,000. Spare fresh uprated engine with oil pump, A.R.E. pan, timing cover, no head, \$1,000. Floyd Schrammeck, 3814 Nez Perce, Boise, Id. (208)344-5935

FOR SALE: G Production Class Champion 2000cc Pinto with full roll cage. FRESH ENGINE. 3 sets mags, 2 1/2 sets used slicks, 1 set used rains on set of steel wheels. \$2,500. Cheryl Kinnaman, (503)761-8314, or (503)777-5858 days, ask for Neal.

MEMO ADVERTISING RATES: \$2.00 1st 25 words, 2¢/word over 25 (name, address & phone printed at no charge). Full page (1 side) \$30; Full page (2 sides) \$50. (Photo ready copy for full page ads) Payment in U.S. FUNDS TO ICSO may accompany the ad copy or you may choose to be billed. Your ad will be printed once unless otherwise specified. Send to: Marge Clemans, 7309 NE 70th St., Vancouver, WA 98662, phone (206)256-1119

THE NEXT MEMO COPY DEADLINE IS JULY 10, 1980. Included are: IRDC 8/17 race announcement; Results from SCCBC 6/22, IRDC 6/29, and CSCC 7/13 if available; Officers' reports from SCCBC & IRDC.

1980 DSR. Black #316 FF based. State of Art Culver body, cooling, tires. New zero hours big valve Ellis Webber engine, fresh spare. New rains, wheels, tandem trailer. Proven 1980 season - 4 races, 2 firsts, no DNF's. \$5,000 firm. Steve Doty (503)484-0007 office, (503)933-2454 home

1962 LOTUS 19 VINTAGE RACER. Restored - frame up, new original body. Incredibly fast. Many original spare parts (wobbly, etc). Make me an offer I can't refuse. Steve Doty (503)484-0007 office, (503)933-2454 home.

FOR SALE - Five 22.5 x 8 x 14 Goodyear slicks, nearly new, \$300.00. Salem (503)371-8112 evenings and weekends

START THE SEASON RIGHT - BUY A WINNER! #135 Datsun 1200 CI Sedan or GT4. Perfect car for either novice or expert. Fast and reliable. Too many modifications to list. Fresh and race ready. For sale at a fraction of the price it cost to build REDUCED TO \$4,000 cheap Canadian dollars. Richard Boyk, home (604)939-5238, bus. (604)524-9765

FOR SALE: MGB STUFF! 5-main race motor less manifolding. Huffaker crank, bronze drives, baffled pan. Aries pistons Balanced, freshened head. \$950. Early type close-ratio transmission, good condition, \$300. 2 Cooper-S distributors, 1 good, \$40., 1 better, \$60. 4 Cromodora alloy wheels, 6 1/2 x 14, fit MGB or Z car, \$200 set. Fiberglass replica front and rear bumpers and nose, brand new, \$180. Misc. used parts. call Peter Linsky (503)644-2709

Illness and fatigue force availability of 1979 FIP CHAMPIONSHIP KIT: Racer-1967 MG-Midget, Tow car-1973 Mercury Wagon plus trailer and all spares. Would like to trade for best street GT offered such as 280-Z, TR-6, or 7, or what have you. In desperation can be forced to accept cash. Contact Herb Judd, 25415 118th Pl. S.E., Kent, WA 98031. work phone (206)575-6226.

1979 PRS FORMULA FORD FOR SALE. Last 01 model imported to US. Professionally developed and maintained. 10 races old. Black Imron, left foot brake, spare nose & radiator, fire eater, aeroquipped, revolutions, custom nerf bar, stiff springs, AD exhaust. Car seen at Spokane, Portland and Westwood. \$9,800 as a roller. Engine available. Car looks great, very forgiving, fast. Why wait? Bob Collins, P.O. Box 70, Medford, OR 97501 (503)772-6084



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RACING PRODUCTS, INC.

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CASCADE SPORTS CAR CLUB
ROAD RACING
1980 CHAMPIONSHIP SERIES
July 12--13, 1980

This event is sanctioned by the ICSCC as a championship points race, conducted under the 1980 ICSCC regulations and organized by Cascade Sports Car Club at P.I.R., Portland International Raceways. Doug Blackburn, Race Chairman for Cascade, may be reached at (206) 573-8967.

ENTRIES OPEN: 12:01 PM June 23, 1980

ENTRIES CLOSE: 12:00 PM July 2, 1980

MAIL ENTRIES TO: Registrar CSCC
Alyce Huff
400 Cochran Drive
Sherwood, OR 97140
(503) 625-7776

ENTRY FEES:	ICSCC License Holders	\$35.00	U.S. Funds
	Other License Holders	40.00	
	Additional Races	10.00	
	Late Entry Fee	10.00	
	(ICSCC License Holders per section 605A ICSCC Rules)		
	Pit Passes	4.00	
	Spectator Passes	5.00	

Entries payable to C.S.C.C. in U.S. Funds.

Registration will be at Portland International Raceways, Friday July 11, 1980 from 6:30 to 8:30 pm. Tech Inspection will be held at the same place from 7:00 to 9:00 pm. One (1) FREE, pit pass may be obtained by going through Friday night tech. This race we will not require vehicle passes. If all drivers and pit crews cooperate with parking to the rear of the pits we may be able to do this always. Please ONLY ONE (1) vehicle in the pit area and others park to the south end of the pits or on the grass area. ALSO, Drivers remember. YOU are responsible for actions of your crew members. You may be disqualified for their actions anywhere at the race course!!!!!!

TENTATIVE SCHEDULE:

Saturday:	7:30 am - 2:00 pm	Registration
	8:00 am - 2:30 pm	Tech Inspection
	9:00 am - 4:00 pm	Practice and Qualifying
	4:00 pm	NOVICE RACES

Sunday;	NO LATE ENTRIES ACCEPTED SUNDAY!!!!!!!!!!!!!!	
	7:30 am - 10:00 am	Driver Packet Pickup
	8:00 am - 10:30 am	Tech Inspection
	9:00 am - 11:15 am	Qualifying
	11:15 am - 12:30 pm	Lunch and Drivers Meeting
	12:30 pm	Races begin

ABSOLUTELY NO REFUND ON PRE-PAID PIT PASSES!!!!!!!!!!!!!!!!!!!!!!

SUPPLEMENTARY REGULATIONS ON REVERSE SIDE. PLEASE READ CAREFULLY!!

SUPPLEMENTARY REGULATIONS:

1. Only vehicles eligible under ICSCC or SCCA racing regulations are eligible to compete. This includes all Sports Racing Cars, Sedans, and Formula Cars and Sports Racing Cars.
2. There will be RESERVED PITS for Race Officials ONLY near the Tower
3. NO ANIMALS are permitted in the paddock area.
4. NO OPEN alcoholic beverages are allowed in the paddock area until the track is closed for the day. Illegal drugs are not allowed at any time.
5. No vehicles, drivers or crews will be allowed into the track without displaying the appropriate passes at the entrance to the track.
6. Registration closes at 2:00 pm Saturday and 10:00 am Sunday. NO PIT PASSES will be available after these hours.
7. Competition numbers must be readable from the scoring tower, RAIN OR SHINE. Section 1106 strictly enforced.
8. There will be no vehicle passes used at this race. PLEASE, only one vehicle in the pit area. Other vehicles to be parked at the rear of the pits.
9. There is NO SCRUBBING OF TIRES!
10. Late Entries will be handled according to Section 605A ICSCC Rules.
11. Spectators passes to the paddock area will be \$5.00 at the gate.
12. DRIVERS SERVICES: This is located in the Rose Cup Room at the west end of the Blitz Tower.
13. The racing pits are off limits to persons 16 years and younger.
14. No racing engines may be turned on before 9:00 am, EXCEPT Race group 3, Formula Vee and 440. These cars will be allowed to warm their engines quietly after 8:45 am.
15. The P.I.R. scale is certified and will be official. It will be available during Tech and after each race group.
16. There will be no SPECTATORS, DRIVERS OR CREWS beyond the barricades on the gravel road. This could be grounds for disqualification!

OFFICIALS

Doug Blackburn	Race Chairman (206) 573-8967	Rose Cup Room
Alyce Huff	Registrar (503) 625-7776	Registration
Jocanne Fluge	Scoring (503) 659-2830	2nd Floor Tower
Mary Cole	Timing (503) 646-1613	KGW Tower
Nancy Bell	Drivers Services (206) 256-0354	Rose Cup Room
Jo Maloney	Publicity (503) 775-0478	Rose Cup Room

VICTORIA MOTOR SPORTS CLUB

presents

THE VICTORIA CHALLENGE II

July 19 & 20, 1980

THIS EVENT IS SANCTIONED BY THE I.C.S.C.C. AS A CHAMPIONSHIP POINTS RACE, CONDUCTED UNDER THE 1980 I.C.S.C.C. REGULATIONS AND ORGANIZED BY THE VICTORIA MOTOR SPORTS CLUB AT WESTERN SPEEDWAY.

ENTRIES OPEN:

12:01 p.m. on Monday, June 23, 1980

IMPORTANT NOTE: Mail delivery from the U.S. to Canada is taking up to two weeks. Entries are opening one week early. Please enter as soon as possible. If your entry has not arrived by race date, you will be charged a late entry fee, refundable on receipt of your original entry.

ENTRIES CLOSE:

12:00 p.m. on Wednesday, July 9, 1980

MAIL ENTRIES TO:

VMSC REGISTRAR
4071 Chalister Court
Victoria, B.C.
CANADA V8X 3W9
phone: (604)478-9354

ENTRY FEES:

ICSCC LICENSE HOLDERS	\$37.50
Other License Holders	40.00
Additional Races	10.00
LATE ENTRY (1st entry only)	10.00
(ICSCC License Holders per section 605A ICSCC Regulations)	
Pit/Paddock Passes	4.00

ENTRY FEES, PAYABLE TO THE VICTORIA MOTOR SPORTS CLUB, MUST ACCOMPANY THE ENTRY FORM.

NOTE: PITS WILL NOT BE ASSIGNED.

SCHEDULE

SATURDAY

8:00 am - 3:00 pm	Registration
8:00 am - 3:30 pm	Tech
9:45 am	Driver's Meeting
10:00 am	Practice and Qualifying
3:00 pm	Novice Race #1
3:30 pm	Novice Race #2

SUNDAY

8:00 am - 10:00 am	Registration
8:00 am - 10:00 am	Tech
10:00 am - 11:30 am	Practice and Qualifying
12:15 pm	Driver's Meeting
12:30 pm	Race #1

All schedules subject to change at the discretion of the organizers. Supplementary rules and the detailed schedule will be provided in the Driver's Package at Registration. All vehicles must be removed from the track Saturday night to make room for stock car racing.

There will be a Pre-Tech and Registration Friday, July 18, at Western Speedway between 6:30 pm and 9:00 pm.

Camping will be available at Luxton Fairgrounds. Check with the Registrar.

CORRECTIONS TO RESULTS "THE EASTER BUNNY RACES" April 5/6, 1980 at Westwood, published in Memo #4

Race #1 - A,B,C,D,E, PRODUCTION

197 Thom Honan was shown as 6th DP, change to 3rd EP. (Ed. Note: no points were given in either class)
88 Neil Ostrander: Change from 7 DP to 6 DP
76 Gordon Barron: Change from 8 DP to 7 DP
474X Bill Musgrave: Change from 9 DP to 8 DP
202 David Powell: Change from 3 EP to 4 EP
33 Bill Okell: Change from 4 EP to 5 EP

Race #2, F,G,H,I, Prod, F S/R

49 Michael Parks should read Michael Ricks
446 Bert Laakman (Disqualified): Add to class FP
(Ed. Note: Results change 281, James Parri from IP to HP, which is incorrect. The car should be IP as originally shown)

RACE #3, Formula Vee and Four Forty

Add: 554X Dan Greenburg, Spokane, Wa NWMS Viper FV DNS ICSCC
93 Clayton Sturge: Change from 7 FV to DNF

Race #4, A.B. Improved Sedans, A,B,C,D, Improved Production

Add: 263 Tim Moore N. Vanc. BC SCCBC Datsun 240Z CIP DNS ICSCC A & T Stair Rails

Race #5, C,D Improved Sedans, E,F,G,H, Improved Production

The only corrections made were to move the DNS & DNF listings to their proper classifications
(Ed. Note: 03, Doug Blackburn, 1 CIS and 115 Larry Sandham, 2 CIS do not have any points shown in the standings listed in this Memo.)

Race #7, A,B,C,D,E, Sports Racing

Add: 103 Linda Blackburn Vancouver, WA CSCC VW DSR DNS ICSCC World Wide Foreign Auto

CORRECTIONS TO RESULTS "THE EASTER BUNNY RACES" April 5/6, 1980 at Westwood, published in Memo #5

ADD THE FOLLOWING:

Novice Open Wheel

323N	Robert Carlton	Redmond, WA	IRDC	Crossle	DNS	ICSCC	Cascade Sound
594X	Ed Freutel	Edmonds, WA	IRDC	Crossle	DNS	ICSCC	Motor Sports Engineering
580X	Tom Balzarini	Kent, WA	IRDC	Lotus 51C	DNS	ICSCC	
554X	Dan Greenberg	Spokane, WA	NWMS	Viper	DNS	ICSCC	

Novice Closed Wheel

382X	Alec Pennington	Bremerton, WA	BSCC	Mazda	DNS	ICSCC	Doug's Welding
441N	James Nelson	Bremerton, WA	CVSCC	Triumph GT6	DNS	ICSCC	
456N	Doug Brown	Richmond, BC	SCCBC	Datsun 1200	DNS	ICSCC	
383N	Andrew Hagen	Victoria, BC	VMSC	Alfa Romeo	DNS	ICSCC	Eurocar-Victoria
327N	Steve May	Richmond, BC	SCCBC	Pinto	DNS	ICSCC	
328N	Geoff Cox	Richmond, BC	SCCBC	Spitfire	DNS	ICSCC	
314N	Paul Kozakowski	Richmond, BC	SCCBC	Pinto	DNS	ICSCC	

Race #6, All Formula except Vee

580X	Tom Balzarini	Kent, WA	IRDC	Lotus 51C	FB	DNS	ICSCC
403X	Ross Bentley	Surrey, BC	SCCBC	Tiga	FF	DNS	ICSCC Alai-Audie-Video
43	Larry Olmstead	Seattle, WA	IRDC	Lotus	FF	DNS	ICSCC

(Ed. Note: 34, Thomas Coyle, is shown as 1 SF. Points standings show him correctly as 4th FA, which also changes 347, Dave Dedrickson, to 5 FA as shown in points standings)

HOW ABOUT THE "CON" SIDE OF THE RADIAL TIRE ISSUE - CHUCK CLEMANS, 1970-71 ICSCC PRES., CSCC EXECUTIVE BOARD REP.

Race Steward John Kendrew has set forth some provocative thoughts regarding production car racing on radials. However, the production driver who doesn't land tire sponsorship could well end up spending as much or more on radials as he does now for slicks - and end up going slower, too! Why? Because radials do change in performance as they wear. In fact, many of the super fast SCCA Showroom Stock class drivers (who are required to use street tires) have their radials pruned down to only a few thirty-seconds of rubber and use a set per race weekend! And the really quick radials are \$100+ each. So where's the savings? Also, the production car driver who additionally runs improved production and sports racing (one of the attractive features of Conference racing) would need an extra set of wheels and tires and also might have to change shocks, sway bars, and so forth between classes. Again, this is cheaper racing? Agreed - the proposal needs discussion. Let the Race Steward know of your views, too!