



MEMO 12

September 13, 1982

THE MEMO is the official publication of the ICSCC

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FROM THE RACE STEWARD, ED HOWELL

IRDC did it again. After a week of cloudy skies and rain, they came through with sunshine and warm temperatures. During the lunch break Sunday, SIR was turned into a temporary air field. Former Conference driver Marty Joy headed a demonstration of Ultrakights, which are open cockpit aircraft.

There were 135 drivers racing on Sunday. The combination of good weather and the tight points for many drivers provided some very close racing. The novice races on Saturday included 33 drivers who overall did a very good job.

Upon reviewing the master log on communications I noticed an extreme amount of "no pit signal" reports. This is potentially a very dangerous situation and must be stopped. In the future this will be dealt with by more severe penalties.

Drivers were complimented at the drivers meeting for doing an excellent job watching flags so far this season. There have only been a handful of yellow flag reports. There was one passing under the yellow situation during the weekend and the driver was penalized one lap for the infraction. Keep up the good work.

A committee made of myself, Dave Adair, Mary Ann Hutton and Bill Root are in the process of going over the production car rules, Section 14 of the Comp. Regs. and trying to clarify some of the wording. We are not empowered to make any changes; however, we will try to reword some of the rules that are unclear. Hopefully, we will have a finished product by the PIR race Sept. 19. Also, our rewritten proposal will be published before the fall meeting. If you have any input, feel free to contact one of us. See you at the races.

A MODEST PROPOSAL - STEVE LUDWIG - #137cw, C Imp. Sedan

Complaints about the cost of racing have been a part of the sport since its beginning. Many racers tend to ignore this problem until one day they are confronted with the necessity of stopping racing. Conference has a good record for keeping costs down: the street tire rule and a stable class structure are two examples.

A recent trip to England has made me realize that quite a bit more can be done. Club racing in England is more popular than anywhere in spite of economical and physical conditions far from ideal. I thought the most noticeable difference between their races and ours was that their races were only about 10 to 12 minutes long.

This makes things more interesting for spectators since there is nearly always lots of action on the track. The important point, however, is that those racers can do over three times the number of races we do for the same cost in tires, engines, fuel, etc. Shorter races should be seriously considered by all Conference drivers as an effective means of significantly reducing costs and improving spectating.

The critical thing here is to grasp the difference between racing and spending time on the track. Racing is the name of the game and if you're not doing your best to catch up to, stay ahead of or pass your opponents, you're wasting everybody's time. Nine out of ten of our races are devoid of interest after the first 10 minutes. They are, in fact, intensely boring. Basically, our races usually amount to 5 or 10 minutes of racing followed by 20 minutes of waiting for the checkered flag. The last 20 minutes are an expensive waste of engine, tires and fuel. Admittedly, it's fun to just drive fast without racing, but spectators and workers shouldn't be expected to spend time and money just to see you amuse yourself.

For those who feel that they can never be faster than their competition and must outlast them, I suggest competition in the two enduros sponsored by Conference clubs. Enduros are supposed to be boring and no one will be disappointed

I propose, therefore, that our races be limited to a maximum of 20 minutes and a minimum of 15--at least for races with improved cars in them since improved production and improved sedans seem to be about the most unreliable classes.

HAVE YOU MAILED YOUR QUESTIONNAIRE?

Don't forget to get your questionnaire in as soon as possible either by mailing it in or bring it to the next race. We need everyone's response!

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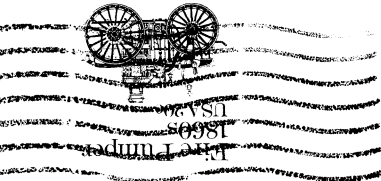


To all of those good people out there - Many thanks to all of the folks who stopped and offered to help when our two yellow Datsun 510's were stranded on the freeway just outside of Tacoma Friday August 13 and Saturday August 14. Had we not been able to make it ourselves, those cars would have made it to the races no matter what! It's people like you who make Conference the special organization that it is. Again, thanks for your aid and support.

Sabrina Hause, 363CW
 Diana Tracy, 383CW
 Lee Tracy, Crew Chief, Performance Import Service

We would like to thank the track officials and the turn workers for making another race weekend possible at Seattle. Steve Bohan 217CW and Russ Young 211CW
 VAROOM RACING SPECIALTIES

ISCSC Memo Editor
 Sandy Dutter
 5936 SE Lambert
 Portland, OR 97206



FIRST CLASS



FOR SALE

PLEASE NOTE: An error was made in typing this ad which conveyed a very different meaning than that intended. Please check it again!

1971 Datsun 240Z - D Production - complete with roll cage, fuel cell (31 US gallons), Aeroquip brake lines, two sets slicks, one set rains only one practice old (all tires are mounted), spare transmission. The engine, transmission and rear end were all rebuilt three races ago. This car is fast, competitive and very reliable and ready to race. Asking \$5500. CANADIAN - that's a deal for you south of the border. Call Blair Gourley at (604) 321-4906 or write to 696 W 71st, Vancouver, BC

1981 Red Devil F440 - slicks & rains mounted. Only three novice races. Heavy duty trailer with tool box. Great buy at \$5100. Bill Dane (503) 738-7767 or 640 S Columbia, Seaside, OR 97138

RF79/80 Van Diemen - four hours on fresh Loyning - mounted rains, nine gear sets, spare head. 14', fully enclosed tandem axle trailer. Must sell. \$10,000. OBO Dan (509) 928-9314 evenings

Winkleman WDF-2 FF, IAE Cortina, Hopkins body, extra steel wheels, mounted rain tires, spare head, Aeroquip, American-style mags, 19 gear sets, \$2600/best offer. Might separate. Strong chassis, ideal learning car, could corrupt it for TTOD autocross car. Let's deal! Mel Kemper (206) 591-5511 work/(206)752-4461 home 4604 N 31 St. Tacoma, WA 98407

DISCOUNT PRICES on Simpson, Bell, Repco & Felpro gaskets
 VAROOM RACING SPECIALTIES
 3403 W Innaha Ave.
 Kennewick, WA 99336
 (509) 735-1365 eves.

FOR SALE: Datsun 240Z (CIP) - Bob Sharp style cage, Electromotive direct drive 5-speed - Solex carbs - reliable motor - driver adjustable brake bias - Carrera suspension (everything adjustable) - locked diff - mounted rains - many spares - car is 7 races old - \$7000. - will take trade, Porsche, project car or offer - Tom Schoonover (503) 254-8986/(503) 661-7230 eves

PRICE DROP - LOLA 342 FF. Completely restored from frame up. Strengthened frame (Archie Hodge), new paint, all new AH hardware, etc. All critical parts new, magnifluxed or x-rayed. Viking (Loyning) motor. Engine and chassis with only one hour. Trailer and many spares (head, gears, wheels, etc.) available. \$6500. Call Mick Summa (206) 283-1326 or Stan Murray - 783-7545

FOR SALE: 1965 Ford Cortina GT - H Production - 1500cc - comes with extra body, transmission, engine and more. Ready to flat-tow to your next race. \$1000.-John Dutra (503) 771-2326/5936 SE Lambert, Portland, OR 97206

FOR SALE: DIP Datsun 2000 Roadster, 1981 SCCA Oregon Region Champion, Colvin engine, Solex carbs, U.C. transmission, 3 rear ends, mounted rains, full cage, Aeroquip, spares, trailer. FAST, CLEAN, RELIABLE. \$5250. Ron VanSchoiack (503) 254-4097

FOR SALE: Formula Ford - Titan MK-6/Cortina - very competitive and reliable, race ready - \$3595. Mike Hemelstrand (503) 226-8034 weekdays (503) 245-2724 evenings and weekends

FOR SALE: Consistant Champion #618 MGB, white with red, 12 mags, slicks & rains, spare parts & many extras, new battery, parts for fresh engine, trailer - \$3500.
 1975 Dodge Maxivan, automatic, PS, PB, AM/FM, cruise control, inside shelving, top racks, trailer hitch, new brakes, two new tires, runs good, \$2500. Parked at Kinnaman's. Jerry Barnett Box 244, Wasco, OR or leave message at (503)442-5728

THE SPORTS CAR CLUB OF BRITISH COLUMBIA
presents
THE WESTWOOD SEVEN HOUR ENDURANCE RACE
OCTOBER 9/10, 1982

This event is sanctioned as a non-championship race, conducted solely under the supplementary regulations for the race and organized by the S.C.C.B.C. at Westwood Motorsport Park.

THE SEVEN HOUR ENDURANCE RACE: for any closed wheel car currently classified by the C.A.S.C., I.C.S.C.C., or S.C.C.A. capable of lapping Westwood at 1:37:5 or faster on a dry track. All cars may be modified as per S.C.C.A. Sports Racing Regulations, with the exception of Datsun Radial Challenge.

ENTRIES OPEN: Immediately
ENTRIES CLOSE: 12:00 p.m. Wednesday, September 29, 1982

MAIL ENTRIES TO: RACE REGISTRAR
#111 515 9th Street,
New Westminster, B.C., Phone (604) 522-9447
Canada, V3M 3W6

ENTRY FEES: THE SEVEN HOUR ENDURANCE RACE:
One car, two drivers \$125.00 Can. \$100. U.S.
Each additional driver \$ 50.00 Can. \$40. U.S.
Pit/Paddock passes \$ 4.00 Can. \$4.00 U.S.
Each entry includes two free pit passes
NO ENTRIES ACCEPTED ON SUNDAY, OCTOBER 10, 1982.

ENTRY FEES, PAYABLE TO THE S.C.C.B.C. MUST ACCOMPANY THE ENTRY FORM.
NOTE: Pits WILL NOT be assigned. One pit per entry. NO reservations

SCHEDULE

FRIDAY, October 8, 1982

Pre Tech and Registration will be at the rear of Arts Little Place,
4445 East Hastings at Willingdon, Burnaby. Phone 299-3929 for Regional
and Enduro cars at 8:00 P.M.

SATURDAY

8:00 am - 1:00 pm Registration
8:00 am - 2:00 pm Technical
2:00 pm Endurance Race practice

SUNDAY

8:00 am - 10:00 am Registration
8:00 am - 11:00 am Technical
10:00 am - Endurance Race Qualifying
2:00 pm - SEVEN HOUR ENDURANCE RACE

All schedules subject to change at the discretion of the organizers

The detailed schedule will be provided in the Driver's Package at Registration.

Overnight camping is allowed.

NOTE: DON'T FORGET THE HAMBURGERS, LIQUID REFRESHMENTS, & BENCH RACING AT
TURN #2, AFTER THE SATURDAY PRACTICE: organized by the RACE DRIVERS
COMMITTEE OF THE SCCBC.

EVERYBODY WELCOME!

THE WESTWOOD SEVEN HOUR ENDURANCE RACE

PRIZE MONEY

Total prize money to be paid is \$5,000.00. Prize money will be paid to the first 10 cars. Breakdown of prize money will be in the Driver's Package. There will be three classes:

CLASS A: Over 2 litre including all sports racing cars
CLASS B: Under 2 litre
CLASS C: Datsun Radial Challenge

THE ENDURO WEEKEND RACES

OCTOBER 9/10, 1982

SATURDAY SCHEDULE

9:00 am Westwood Class, Honda/BF Goodrich Qualifying
9:30 am Vintage Race Cars Qualifying
10:00 am All Formula Cars Qualifying
10:30 am Novice Closed Wheel Cars Practice
11:00 am GT-1,GT-2,GT-3; A.B.C. Modified; B.C. S/R Qualifying
11:30 am Endurance Race Cars practice
12:15 pm LUNCH BREAK & DRIVER'S MEETING
1:15 pm Novice Closed Wheel Cars Race
2:00 pm Seven Hour Endurance Race Qualifying
3:15 pm Westwood Class, Honda/BF Goodrich Race
4:00 pm GT-1,GT-2,GT-3; A.B.C. Modified; B.C. S/R Race

SUNDAY SCHEDULE

9:00 am Vintage Race Cars Warmup
9:30 am All Formula Cars Warmup
10:00 am Seven Hour Endurance Race Qualifying
11:15 am Vintage Race Cars Race
12:00 noon All Formula Cars Race
12:30 pm LUNCH BREAK & ENDURANCE RACE DRIVERS AND CREW PIT CAPTAINS MEETING
2:00 pm THE WESTWOOD SEVEN HOUR ENDURANCE RACE

NOTE: Breakdown of first ten cars prize money is not available at this time but will be somewhat the same as last year.



INC. 1951

SPORTS CAR CLUB OF BRITISH COLUMBIA

P. O. BOX 2125, VANCOUVER, BRITISH COLUMBIA V6B 3T5

Presents

THE SEVEN HOUR ENDURANCE RACE

SUPPLEMENTARY REGULATIONS FOR THE SEVEN HOUR ENDURANCE RACE

This event will be conducted according to these regulations only. Where silent, they may be added to or modified by a committee consisting of the competitions chairman and his assistant and the RDC Chairman and his assistant, or their appointed replacements. Their decision will be final.

CAR & DRIVER SAFETY EQUIPMENT: As per either C.A.S.C. National & Regional rules or 1982 I.C.S.C.C. rules.

NUMBERS: Numbers to be used will be assigned by the registrar and issued at Registration.

START & GRIDGING: Maximum number of starters - 40 determined by qualifying times. Gridding will be by qualifying - fastest at front. Any car unable to start will be replaced with the next fastest non qualifying car. Back up cars may start up to one half hour after the race starts.

LIGHTS: All cars must have headlights, tail lights and brake lights. Headlights must be white, any type of headlight or driving light may be used and in any combo. Minimum of two, maximum of four. No lights may be aimed other than permitted for highway driving on LOW beam. Lights must not be more powerful than those permitted for regular highway use. After "Lights on Board" is displayed, at least one headlight, one tail light and one brake light must be operational at all times. Any complaint against improper lights may result in the offending car being black flagged to have necessary repairs, replacements or adjustments made. Lights will be checked at tech. inspection for adjustment.

GASOLINE: Gasoline must be in approved containers only, capacity not to exceed 11 gallons each. Only one container may be over the guard rail at a time during refueling. Absolutely no smoking in the pit or paddock areas. Failure to comply with the above may result in disqualification.

PIT STOPS: All Competitors must appoint a Pit Captain and so be identified as to be recognized by the Pit Stewards. A total of four people will be allowed to work on each car in the racing pits. This does not include crew members standing by with fire extinguishers. Drivers may remain in the car with the engine running during refueling. Entering the paddock for repairs during the race will not constitute disqualification. There is no limit on the number of people who may work on a car in the paddock.

DRIVERS ASSISTANCE: If, on the starting grid, a car will not start, it may be push started after all the other cars have left the grid. Turn personnel may assist stalled or stuck cars only by pushing. Any other assistance, including towing to the pits will result in disqualification of car and drivers. Only one (1) driver may work on the car outside the pit area. The other drivers and four (4) crew members may carry out parts and give advice. Under no circumstances may they leave the spectator area.

FUEL TANKS: One auxiliary tank will be permitted providing it is adequately and properly mounted and of safe construction. The auxiliary tank will not be permitted in the drivers compartment. The auxiliary tank may not exceed in size, the original tank supplied with the car.

RULES OF THE ROAD: The Race Chairman may order any car removed from the race which he judges to be a hazard. A driver may not drive for more than four consecutive hours and may resume driving after a minimum of thirty minutes.

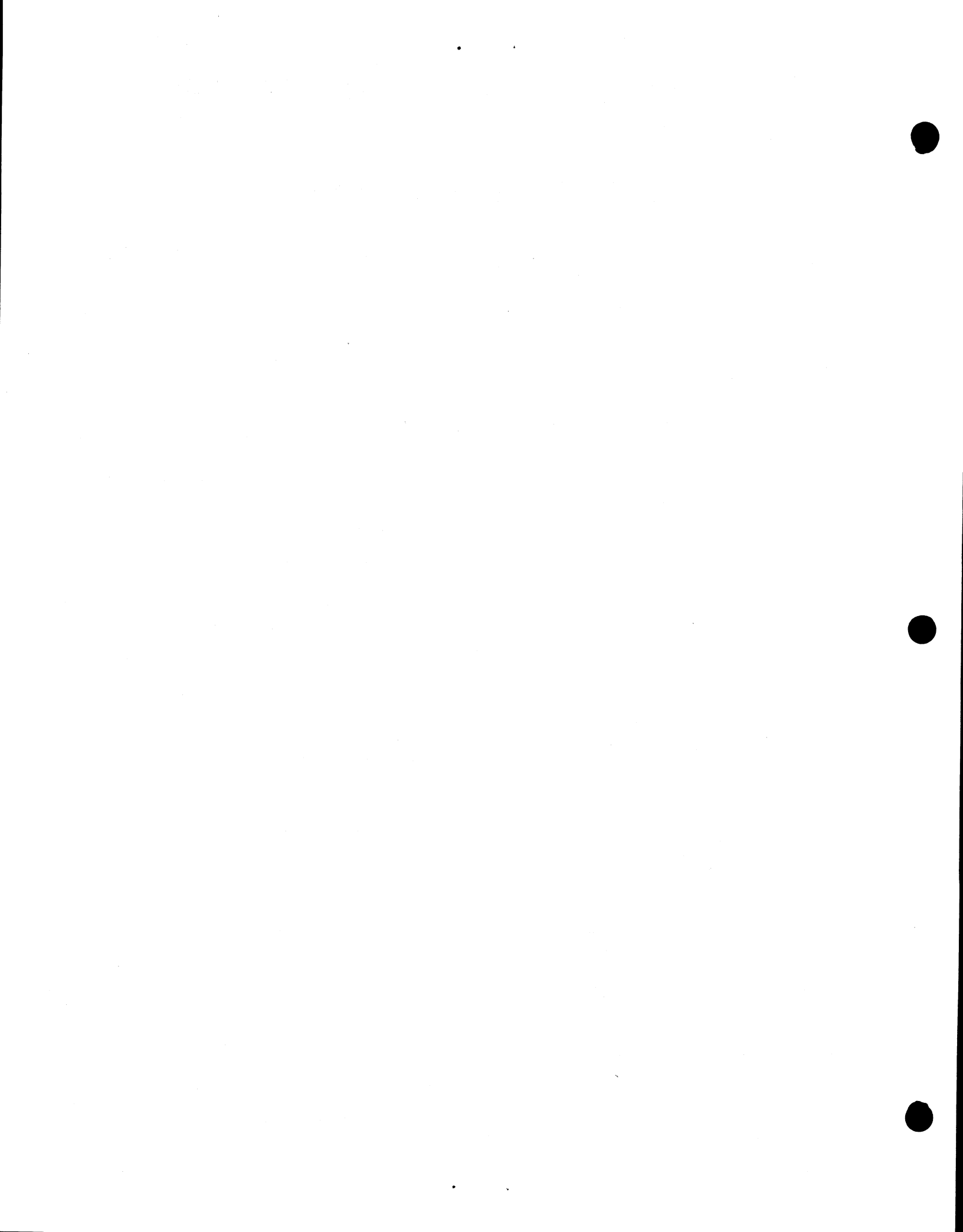
INFRACTIONS & PENALTIES: Any driver not attending the mandatory drivers meeting will receive a three lap penalty. Gas spillage in the pits or on the race track - 1st offence - warning, 2nd offence - three lap penalty, 3rd offence - disqualification. More than four people in the racing pits - three lap penalty. Pit Captains will be informed as penalties occur. The Race Chairman reserves the right to disqualify any car where driving infractions warrant it.

PROTESTS: All protests must be in writing and submitted to the Race Chairman within thirty minutes of the posting of the provisional results. Each protest must be accompanied by a \$25. fee payable to the S.C.C.B.C. Protests regarding legality of cars will not be accepted. All Protests will be ruled on by the Race Chairman and the RDC Chairman or their appointed representatives and their decisions will be final.

FINISHERS: To qualify as a finisher the car must complete the last lap under its own power, within five minutes of the checkered flag.

RESULTS: Provisional results will be posted at the Driver Services Building as soon as possible after the last lap. If not protested these results become official. If protested, the protest will be acted upon and the official results made available as soon as possible.

AWARDS: (Minimum) All awards will be based on overall finishing order only. Trophies to first, second and third overall.



CASCADE SPORTS CAR CLUB

presents

"SIX HOURS OF THE CASCADES"
ENDURANCE RACE

Saturday - OCTOBER 16, 1982 / PIR

This event is sanctioned by ICSCC as a non-championship event conducted under the 1982 ICSCC Regulations in conjunction with special Supplementary Regulations. The Steward of the Meet will make all final decisions.

ENTRIES OPEN: Monday - September 27, 1982 NOTE: Early postmark will carry a 4-day penalty!

ENTRIES CLOSE: Wednesday - October 6, 1982

Late entries will be accepted until 9:00 PM, October 15, 1982. NO ENTRIES SATURDAY, OCT. 16.

ENTRY FEES:

1 Car; 2 Drivers; 4 Crew Passes	\$125.00
Each Additional Driver	45.00
Late Entry, 1 Car; 2 Drivers	150.00
Additional Pit Passes, each	4.00

Entry fees are payable to CSCC in U.S. funds and must accompany entry forms.

THERE MUST BE A SEPERATE ENTRY FORM FOR EACH DRIVER ENTERED.

MAIL ENTRIES TO: June Boone
CSCC ENDURO REGISTRAR
20346 S. W. Skiver Drive
Aloha, OR 97007

REFUNDS: There will be forfeiture of entry fees if the drivers fail to notify the CSCC Enduro Registrar, in writing, of their withdrawal by October 14, 1982.

VEHICLE ELIGIBILITY: Only vehicles eligible under ICSCC or SCCA racing regulations for closed wheel vehicles are eligible to compete. This includes all Sports Racing cars, Sedans and Sports Cars.

DRIVER ELIGIBILITY: Any driver holding a valid ICSCC (ARR/IRR only), CASC, SCCA, IMSA or FIA license together with a valid State or Province driver's license is eligible. This race will not be a credit for holding an ICSCC license for 1983.

PURSE & AWARDS: Due to circumstances beyond their control, "the Car Care Man" has reluctantly found it necessary to withdraw sponsorship of this event. We are very optimistic that we will be able to offer a purse equilavent to, or more than, Car Care Man's original commitment. The exact amount has not yet been determined, however, the total will be firm no later than September 27, 1982, as will the Breakdown.

In addition to the Purse, there will be MERCHANDISE, MARQUE and CONTINGENCY awards.

(OVER FOR MORE)

SUPPLEMENTARY REGULATIONS: Will be mailed to the owner of each car entered, along with a copy of the Purse Breakdown. Additional copies of the Supplementary Regulations may be obtained by mailing \$1.00 for each copy to the CSCC Enduro Registrar.

GRID & STARTING: The number of assured entries will be 40 cars, with grid positions determined by postmark*;

If necessary, grid positions for entries over the assured 40 will be determined by a 20-minute heat race - to a maximum of 50 total starters.

* Positions for entries with same-day postmarks will be decided by a drawing, conducted by the organizers.

Any car not on the LeMans grid 5 minutes before the 1:00 PM starting time will be started at the back after every car has left the grid. Any car unable to start and leave the grid within 30 minutes of the 1:00 PM start will be disqualified.

CAR NUMBERS: Are assigned and furnished by CSCC for all entries.

SCHEDULE: FRIDAY, October 15, 1982

10:00 AM - 4:00 PM Open Practice. No corner or emergency personnel present. (\$40.00 payable to PIR on Friday. DO NOT INCLUDE THIS AMOUNT WITH ENTRY.)

6:30 PM - 9:00 PM Registration at PIR
7:00 PM - 9:00 PM Tech Inspection at PIR

SATURDAY, October 16, 1982

7:30 AM - 10:30 AM Registration
8:00 AM - 11:00 AM Tech Inspection
9:00 AM - 11:30 AM Practice

11:30 AM - 12:45 PM Lunch

12:00 NOON MANDATORY DRIVERS MEETING - ALL DRIVERS MUST ATTEND!

1:00 PM - 7:00 PM THE RACE!

THE SCHEDULE AND RULES AND REGULATIONS ARE SUBJECT TO CHANGE AT THE DISCRETION OF THE ORGANIZERS. DECISIONS OF THE STEWARD OF THE MEET ARE FINAL IN ALL CASES.

RACE ENTRANT INFORMATION - CALL JUNE BOONE (503) 642-5197

RACE RULES & REGULATIONS - CALL BOB PLOTTS (503) 644-5733

RACE CHAIRMAN / STEWARD OF THE MEET - BOB PLOTTS