



ICSCC Memo #10—December 2014

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International Conference of Sports Car Clubs

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From the President

With the completion of the Fall meeting and the Annual Awards banquet, the 2014 season is officially in the books.

The 2014 season consisted of 14 races held over 9 weekends with a total of 2353 entries including the special races. This compares to 2013 with 2202 entries, 2012 with 2183 entries (15 races), 2011 with 2261, and 2010 with 2243. The 2014 season shows a slight increase over last year, with special races making the difference. I remain confident that the future of Conference is very positive and that racers will continue to support Conference.

Conference has shown itself to be a successful organization for 58 years by remaining true to its goal to supervise and regulate competition in accordance with the wishes of the majority of Conference license holders. The racing community in the Pacific Northwest has many options when it comes to the organization in which to race. We have been successful because we listen to our membership and act responsibly within the rules of our organization.

The future of racing in the Pacific Northwest will see more outside competition for our drivers and volunteers because of the success of Conference. I know that we will see more competition for our Driver's Schools and possibly our race weekends. We are working closely together in developing a fantastic schedule with limited congestion,

while fortifying our volunteer base. Volunteers and new drivers are the lifeblood of Conference. Without sufficient volunteers to man all the positions at a race, our drivers will not be able to enjoy racing.

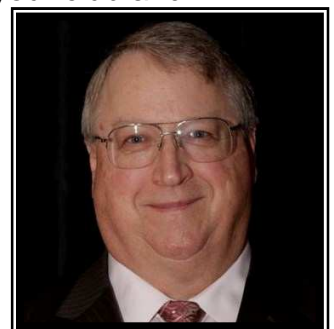
This year you will see several new faces starting with the Race Steward duties moving to Bob Mearns; Mike Tripp, Advisor; Wes Hill, License Director; and Scott Faris, Public Relations Director. I would like to thank all the outgoing staff for their many years of dedicated service to Conference, job well done.

I have enjoyed my third year as Conference President. As I start my final year as President, I would like to thank my staff for all their assistance given this year and the simple reminders of items to be addressed. Conference is blessed with very dedicated individuals who think of our organization ahead of all else.

I would like to wish everyone Seasons Greetings and a Happy New Year. The 2015 season is shaping up to be a fantastic year, come out and support your club and Conference.

See you in the Spring,

Dave Bennitt
ICSCC President



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

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Ralph Hunter
2014 Worker of the Year



Chris & Linda Heinrich
2014 Drivers of the Year

Gerry is not one to sing his own praises but I felt the following article should be shared with our Conference family even though it is a B.C. award. It pertains to his work with Conference over the years and his position as Historian. It was nice to see him get the recognition.

Sue Phypers (Sidekick)

Gerry Frechette



Gerry at work

By Tom Johnston

Gerry Frechette, Vancouver-based motorsport photographer and journalist, has been recording the history of motorsport in the Greater Vancouver area for many years.

Born and raised in the Montreal area, and took his early automobile and photography interest to the race tracks of the area. When he got his first SLR camera as a young lad, he was determined to take the kind of photos he saw in the Road & Track and Hot Rod magazines he read, and got his father to take him to races.

The first race he attended was the very first Can-Am race at St. Jovite in 1966, not a bad way to start! Three more Can-Am races followed at that track, as did USAC Indy Cars in '68 and Formula1 in '70, while his drag racing interest saw him a regular at the numerous nitro funny car match races at Napierville from '67 until '78, as well as the first eight NHRA National races at Sanair from '71-'78. The last big event he saw while

a Montreal resident was the first Canadian Grand Prix to be held at Ile Notre-Dame in 1978, which Gilles Villeneuve won, the greatest day in Canadian racing history.

But the West Coast beckoned, and Gerry moved to Vancouver in 1979. With no local drag strip at the time, and other things going on in his life, his race spectating was sporadic for several years. But then, he decided to pursue race photography and journalism more seriously. Engagements with magazines covering the racing action out here soon followed, one of which was Motorsport West Magazine published by GVMPS Pioneer Doug Harder.

It was an amazing era in Canadian road racing, with several sponsored series, and lots of major events in which to see them. Gerry travelled to Montreal, Toronto and Calgary, covering the exploits of all the local driving stars, and when they raced in the United States, he was in Portland, Monterey, Long Beach, Phoenix and Miami, watching them win races. Along the way, he was fortunate to have had the chance to attend the Daytona 500, the Indy 500, the 24 Hours of Le Mans, and the 12 Hours of Sebring, leaving few big events on his personal bucket list.

Gerry's serious involvement with local racing began in 1988 when he began covering the road racing at Westwood for Canada's racing magazines, here and in Toronto. Sadly, that involvement only lasted a few years until Westwood closed, but soon, there was the Molson Indy Vancouver, and then the new track at Mission emerged, and Gerry has been a regular at both the drags and road races there for 20 years.

The local racers, of course, travel south to race, and Gerry crosses the border several times per year to record their successes. He has been to every NHRA National race at Seattle since 1979, shooting beside fellow Lovelace Award winner Rich Carlson, and, as the Historian for the International Conference of Sports Car Clubs for some 16 years, to every track that group races on in

the Northwest, at least once each.

Of course, there is more to motorsport than road racing and drag racing, and over the years, Gerry has seen just about every form of racing there is in this corner of the continent. Quarter Midgets at Langley and throughout the Northwest. Karting at Chilliwack. Sprint cars at Skagit and Deming. Stock cars at Calgary, Vernon, Prince George and Cranbrook. The Knox Mountain Hillclimb in Kelowna. Solo racing on innumerable parking lots in B.C. Drag boats at Mission and Lake Cowichan. Unlimited Hydroplanes at Kelowna. Even motocross and Legends Cars inside B.C. Place Stadium.

Although Gerry is well known for being a photographer, he is an experienced and effective journalist as well, writing for most Canadian motorsport publications over the years. In the mainstream automotive field, Gerry has been a member of the Automobile Journalists Association of Canada (AJAC) since 1992, and participates in their annual Canadian Car of the Year award.

The Lovelace award is for a person who preserves the motorsport history of British Columbia. Gerry Frechette, with his photos and articles, has clearly done exactly that.

Special appointments over the years include:

- Official photographer for GVMPS
- Official photographer for Canon/ Yokohama F1600 Series (1989-1992)
- Official photographer, Western Grand Nationals Quarter Midgets, Langley
- Official photographer, ASN Canadian National Karting Championship, Chilliwack (2004)
- Official photographer for the Sports Car Club of British Columbia (SCCBC)
- Historian for the International Conference of Sports Car Clubs

ROD Members honored at the ICSCC Banquet 2014



DeeAnn Lensen, Sue Phypers, Gerry Frechette at the 2014 ICSCC Awards Banquet



FROM THE LICENSE REGISTRAR

Happy Holidays everyone! I hope you are enjoying your off-season with family and friends, while still dreaming and planning for the upcoming race season.

The main purpose for writing this article is to share with you the various licensing changes approved by the Contest and Executive Boards at the November Fall Meeting. Hopefully, this will help the licensing process go as smoothly as possible when you send in your 2015 Competition License Applications. All the forms (License Application, Medical History, and Physical Exam) have already been updated and can be downloaded from the ICSCC website. Please **use the checklist** at the bottom of the license application form, and email or call me if you have questions.

Here is a brief summary of the changes affecting ICSCC Licensing for 2015:

1. The ICSCC Competition License fee will now be \$85, an increase of \$10 from last year. This is the first increase since 2007. Expedite fees for late applications will remain at \$75.
2. Licenses will expire each December 31. Your 2015 license will expire 12-31-15.
3. All ICSCC Club Membership cards must expire no earlier than November 30, 2015. **Renew early**. You will need to send me a copy of your 2015 card, a motorsportreg receipt, or an email verification from your club to obtain a license. You will no longer have to show your membership card at registration.
4. How often you need a physical exam will now depend on your age. Submission of a duly-processed physical exam form must accompany the renewal application:
 - a. Every 5 years for applicants reaching the age of 18 to 49 during the license period
 - b. Every 2 years for applicants reaching the age of 50 to 69 during the license period
 - c. Every year for applicants reaching the age of 70 and older during the license period

You will still need to submit a Medical History form with your application every year.

5. **Each driver will be assigned a 4-digit Competition License number** by the License Registrar. This number, along with your name, will appear on the race results and will be used to record your championship points. Your car number will no longer be used as your unique identifier, and it will not appear on your license. Neither will there be a list of race groups you may run in. Your medical expiration date will be noted on your license.
6. Only 3 types of licenses will be issued in 2015 - Novice, IRR (Senior), and Observation licenses.

(continued on page 7.)

FROM THE LICENSE REGISTRAR (continued)

ARR (Area) licenses have been eliminated.

Novices: The novice program remains essentially unchanged, and includes finishing all work requirements before becoming eligible for an upgrade. But novices will no longer need to use a 300 or 400 series car number; instead, you may request any available number from 00 – 299. Once the License Director deems you ready for an upgrade, and you have raced on two or more tracks, you will receive an IRR (Senior) license. You will still be required to display the orange sticker with an “X” for a minimum of the first three races as an IRR licensed driver.

Seniors: For you, life will go on pretty much as before. On your license application, you may request a guaranteed car number for each run group you plan to race in. (Last year’s car numbers are still available to you and will be held as per Competition Regulations.) Only numbers from 00 – 299 are considered guaranteed. Those numbers would be yours to use whenever you enter a Championship race event. However, if you do not attend a race, and someone else wants to use your number at that event, they can. I assume most drivers will want to grab a guaranteed number(s), but if you are planning to rent or share a car you can bypass this step and probably run whatever number is on the car you will be using.

Area: Drivers classified as ARR (Area) at the end of the 2014 season will automatically be granted IRR (Senior) status for 2015. However, any unfinished work requirements must be completed during the 2015 season. Since 300 or 400 series car numbers are no longer required, you are free (and encouraged) to request a guaranteed number for each run group you plan to race in. Only numbers from 00 – 299 are considered guaranteed, but you can continue to run with your current number if you choose to. Any ARR (Area) driver who has not already run in three senior Championship races must still display the orange sticker with an “X” for a minimum of the first three races as an ARR/IRR licensed driver.

I think that’s it for now, but feel free to email or call if you have additional questions.

I am looking forward to the upcoming year and seeing all of you at the track.

Linda Heinrich
2015 ICSCC License Registrar
license_registrar@icscc.com

All photos in this issue courtesy of Gerry Frechette and Sue Phypers. Thank you!

ICSCC CONTEST BOARD RULE CHANGE PROPOSALS
Proposals for Championship Season 2015

YES	NO	Item #	Page #	Club	Section/ Jurisdiction	Proposal	
	358	11	1	8	Stew	EC 302.A.	Any person 18 years of age or older may apply to the ICSCC for a competition license provided that the applicant holds a valid state or provincial drivers license, and is a member of a Conference member or affiliate club for the current year. In the event of multiple club memberships, the applicant shall select one club as his/her choice and shall name that club in the space provided on the ICSCC license application. See Section 612. The license issued will be commensurate with the qualifications of the applicant under Sections 304., 305. and 306.
	358	11	2	8	Stew	EC 302.G.	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 licensed 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.
	358	11	3	9	Stew	EC 303.	ICSCC competition licenses are designated as follows:

						A. Novice license or Driver Observation race(s) required (red card) B. Area Road Racing (ARR) license (white card) C.B. International Road Racing (IRR) license (gold card)	
	358	11	4	9	Stew	E 304.B.	Drivers holding an ICSCC Novice or ARR license, and visiting Novice drivers must report to the License Director before entering the circuit for practice, qualifying 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.
	358	11	5	10	Stew	E 304.D.	A day-glo panel, with a recommended minimum size of 25 sq. in. (5" x 5") shall be displayed on the front and rear of a car driven by a Novice license holder <u>and</u> <u>for a minimum of their first three races as an IRR licensed driver</u> whenever said car is on the circuit. Size exceptions may be allowed at the discretion of the License Director.
	358	11	6	New	Stew	E 304.G.	<u>Novice Driver Work Requirements:</u> <u>1. Each Novice driver is to work six race sessions or one half day of senior qualifying sessions or senior practices at corner worker stations, including attending the turn worker morning meeting the same day.</u> <u>2. Each Novice driver will work at least one Tech inspections, i.e. Friday night, Saturday morning or afternoon, Sunday morning.</u> <u>3. Each Novice driver will time, score and/or tape, or work in pre-grid one half day (minimum six senior sessions) of qualifying and/or racing.</u>

358	11	7	10	Stew	EC 305.	<p>Area Road Racing License</p> <p>A. The ARR License permits the holder to participate in Senior practice, qualifying and/or races. He/she may also participate in the Novice practice and/or races. Drivers may not practice with the Novice group unless they are entered in the Novice race.</p> <p>B. ARR License holders shall be gridded with and in the same manner as IRR license holders and receive any ICSCC Championship points earned.</p> <p>C. An ARR license shall be issued by the License Director, at his/her discretion, to the holder of a Novice license after the driver has successfully completed the following requirements:</p> <ul style="list-style-type: none"> — 1. One driver training session. — 2. Three Novice races. — 3. Each Novice driver is to work six race sessions or one half day of senior qualifying sessions or senior practices, at corner worker stations, including attending turnworker morning meeting the same day. — 4. Driver will work at least one Tech Inspection, i.e. Friday night, Saturday morning or afternoon, Sunday morning. — 5. Driver will time, score, and/or tape, or work in pre-grid one half day (minimum six senior sessions) of qualifying and/or racing. <p>D. Drivers who do not receive an ARR license by the end of the racing season immediately following the calendar year in which they took the driver training will be required to re-enter the Novice program.</p>
						<p>E. Drivers holding ARR license must report to the License Director before entering the circuit for practice, qualifying or racing.</p> <p>F. ARR license holders must continue to display the day-glo panel specified in Section 304.D., however an "X" of contrasting color must be displayed through the panel.</p> <p>G. Novice license holders who qualify for an upgrade to an ARR license may compete in the Senior races the following day(s). They must submit an entry form(s) to the Race Registrar after completion of the Novice race. The senior upgrade race or races on the same weekend will be permitted without a late charge. Entry fees for the upgrade race and/or additional races shall be established by each club.</p> <p>H. ARR drivers who are not entered in the Novice race are not required to attend the Novice Drivers meeting.</p>
358	11	8	10	Stew	EC 306.B.	An IRR license shall be issued <u>approved</u> by the License Director, at his/her discretion, to the holder of a ARR <u>Novice</u> license after said driver has completed a minimum of three ICSCC Senior <u>Novice</u> races on at least two different circuits and who has completed the work requirements outlined in 304 G. 1,2 and 3.
358	11	9	11	Stew	EC 307.B.	Any Novice or ARR driver who is disqualified shall <u>may</u> lose credit for said race at the discretion of the License Director.
358	11	10	11	Stew	EC 307.C.	Any driver holding a Novice or ARR license who competes in races not sanctioned by the ICSCC may receive full or partial credit for said races, providing he/she submits proof of same to the License Director in writing. Full credit will be dependent upon the License Director receiving adequate descriptive comments from non-ICSCC sponsoring bodies. The final credit required for upgrading to an IRR license must be earned at an ICSCC sanctioned race.

365	4	11	12	Stew	EC 308.	<p>A. IRR licensed drivers will be issued a license with a four digit number which becomes your ICSCC competition license number. This license allows IRR drivers to enter any race group. An ICSCC licensed driver may apply for a <u>guaranteed number with the License Registrar, who is responsible for the assignment of all guaranteed and competition license numbers. A guaranteed number is a unique number with a range from 00 through 299 within each race group and may be used only by the driver issued that number, except in the case where the holder of that number has not entered in a race. If anytime during the race weekend another driver is using a guaranteed number and the driver who has been issued the guaranteed number wants to enter the event and use their guaranteed number they shall be allowed to do so. ICSCC licensed drivers will not be required to obtain or use their guaranteed number. A driver who is not issued a guaranteed number may enter under any number not already in use in the run group the driver wishes to enter.</u></p> <p>ICSCC competition numbers, for IRR licensed drivers shall range from 00 through 299 for each race group. A driver's competition license number shall be that appearing on his/her Conference competition license. Any driver competing in a Conference Championship event under any number other than his/her own shall be disqualified. Assignment of numbers will be the responsibility of the License Registrar.</p> <p>B. ICSCC licensed drivers shall be assigned numbers in groups as follows:</p> <p>— 1. Non ICSCC drivers will be assigned numbers in the 700 series.</p> <p>— 2. ICSCC novices and ARR drivers will be assigned numbers 300 through 499.</p> <p>C. For an IRR an ICSCC licensed driver to retain his/her <u>competition guaranteed number in each race group, he/she must apply annually for his/her competition</u></p>
						<p>license on or before March 1 each year and enter a minimum of one (1) ICSCC Championship/Novice Race in that race group during the year. ICSCC Officials who may not race due to their position(s), the Race Steward and, if he/she chooses not to race, the Assistant Race Stewards, need not comply with this rule for so long as long as they hold office, but must submit a License Application on or before March 1 the year following their last year of service as an official in order to retain the <u>competition guaranteed number.</u></p> <p>E. Any senior or Area driver sharing one car may practice under the same number only after informing Registration and the Race Steward. The correct transponder for each driver must be installed and used for each track session. Novice series numbers may not be shared.</p> <p>F. Any licensed driver found racing and/or qualifying <u>for another licensed driver under a number other than his/her own</u> will receive a license suspension of up to one calendar year (minimum penalty - three races). The driver allowing the deception will receive the same penalty (see 308.E.). Any driver found having allowed an unlicensed and/or unregistered driver on the race course <u>under his/her number with his/her car will may</u> have his/her competition license permanently revoked.</p>
						<p>Note: Since both 12 and 13 passed, item 13 was applied to item 12 to eliminate the checkered flag requirement as indicated by the italic strike through.</p>
369	0	12	18	Stew	C 502.A.	<p>In order to qualify as a finisher, a competitor must complete not less than 50% of the number of laps completed by the class winner and receive the checkered flag. In an odd number of laps, round to the next lower number. If there is only one car in class, the competitor must complete not less than 50% of the number of laps completed by the overall race winner and receive the checkered flag to receive first place trophy and points. In both cases if an odd number of laps,</p>

						round to the next lower number. In the event of a red flag race, see 702.
369	0	13	18	TC	C 502.A	In order to qualify as a finisher, a competitor must complete not less than 50% of the number of laps completed by the class winner and receive the checkered flag . If an odd number of laps, round to the next lower number. If there is only one car in class, the competitor must complete not less than 50% of the number of laps completed by the overall race winner to receive first place trophy and points. In the event of a red flag race, see 702.
4	337	14	25	VMSC	E/C 701	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 qualifications for the events, together with the events themselves, shall constitute any given race. Practice is optional for senior race events <i>but if practice is reduced it shall be reduced for all groups equally</i> .
4	337	15	26	VMSC	P & P 7.3.11 (New)	As a policy to promote the entry by novice drivers into the ICSCC Novice program, member clubs will charge for any of the first three Novice races in the program that the novice shall enter at the Member Club's race events, an entry fee 2/3 of the fee charged to the Senior Drivers.
4	337	16	26	VMSC	E/C 703 C.	Each Conference race program, whether a single or multiple race weekend, shall schedule practice and qualifying sessions as follows: 1. For Senior Drivers no less than one (1) practise session and two (2) qualifying sessions per championship race. All qualifying sessions must be of at least 15 minutes in length. Practice sessions are optional for Senior race events. If practice and/or qualifying sessions are to be shortened or eliminated, then they shall be so altered for each of the groups equally so that all race groups shall have equal time on the track. 2. For Novice drivers: One practice session and one qualifying session of at least 15 minutes each, for each scheduled novice race. Length of race events shall be as defined in Section 702
4	337	17	27	VMSC	E/C 703 F	Special and/or feature races shall not be scheduled in a manner that interrupts the continuity of the ICSCC championship race program within a race weekend. Special or feature races shall be the last race of the day after all championship

						<p>races are completed.</p> <p>During double race weekends, a special race may be scheduled on both Sunday and Monday. Notwithstanding the provisions above, special and/or feature races may also be conducted on Saturday where the need arises due to multiple special races being scheduled for the race weekend. With the exception of ICSCC Novice races, any non-Championship race shall be considered a special race.</p> <p>Championship races shall not be shortened to facilitate special races.</p> <p><i>Special races shall not use separate practice and qualifying session(s) to establish starting positions. Qualifying times shall be extracted from the regular qualifying times for the car's championship race .</i></p>
83	258	18	27	TC	E/C 706	Drivers Meetings. There shall be a minimum of one mandatory Drivers Meeting held before the first Championship race. There will be a partial random roll call at the start of the meeting. Failure to attend may result in the driver having to start at the back of the grid, at the discretion of the Race Steward. There shall be a minimum of ten minutes between the end of the drivers meeting and the 5-minute warning for the first race group.
212	157	19	27	TC	E/C 706.A	A. The location for picking up checkered flags and trophies will be announced at the drivers meeting.
369	0	20	28	Stew	E/C 709.A	Starting procedures. All classes shall utilize the rolling start. The rolling start shall be a mass start commencing from a false grid. The driver holding pole position will have the option of choosing from which side of the false grid that he/she wishes to grid. The pace car or car in the pole position shall set the pace as directed by the starter. THERE WILL BE A DOUBLE STANDING YELLOW FLAG SHOWN AROUND THE CIRCUIT FOR THE INITIAL PACE LAP. The grid must be orderly, in a tight formation and be moving at a constant and moderate pace prior to receiving the green flag from the starter. UNLESS PROHIBITED BY SUPPLEMENTAL REGULATION, TIRE SCRUBBING IS ALLOWED ON THE PACE LAP(S) PRECEDING THE INITIAL GREEN FLAG STARTING THE EVENT WHEN FOLLOWING THE PACE CAR WITH ITS LIGHTS ON and during

						a full course yellow under the pace car control, but not in the area under the waving yellow.
369	0	21	28	Stew	E/C 709.B	One of the following conditions must be met for a car to be considered a race starter: the car completes first pace lap for first start of race or the car enters the race any time after the initial green flag has been displayed but before the checkered flag is displayed.
369	0	22	39	TC	E 1105.B.4	Expiry. Systems meeting SFI specifications include at least one label bearing the date of manufacture. The certification of these belts shall expire on December 31 of the 2nd 5 th year after the date of manufacture. For example, a belt manufactured in May 2010 shall not be used after December 31, 2012 2015. Systems meeting FIA specifications must have all belts labelled labeled with their date of expiration, and these belts will expire on the last day of the year indicated on their labels.
369	0	23	39	CSCC	E 1105 B.4	Expiry. Systems meeting SFI specifications include at least one label bearing the date of manufacture. The certification of these belts shall expire on December 31 of the 2nd 5 th year after the date of manufacture. For example, a belt manufactured in May 2010 shall not be used after December 31, 2012 2015. Systems meeting FIA specifications must have all belts labelled with their date of expiration, and these belts will expire on the last day of the year indicated on their labels
330	0	24	49	Stew	E/C 1303	GT cars shall race in classes conforming to Oregon and Northwest Region SCCA rules. Those SCCA classes are SP, EP-HP, (EIP-HIP in ICSCC) and GT1-GTL. Closed wheel purpose-built cars or trucks fabricated as 3/4 to full-scale reproductions, shall be classified in an appropriate GT and/or SP Class as determined by the Race Steward.
48	261	25	54	NWMS	E/C 1307	Production class cars are permitted to run appropriate IT classes as classified by SCCA-IT. They must be prepared to ICSCC production class rules including weight. Cars running under Production preparation must adhere to the ICSCC Production specification.
293	44	26	76	IRDC	C1316.B.16	(a) Power steering components may be disabled or removed. A larger power

						<u>steering pulley, not exceeding 1" overall OEM diameter, may be used in place of the OEM power steering pulley.</u>
309	0	27	78	IRDC	C1323.A – 1323.P	Club Spec Miata (CSM). <u>Existing rules eliminated and changed to:</u> <u>Must comply to last year's SCCA's Spec Miata rules dated December 31st, with the only exceptions listed below.</u> A. <u>Only 1990 thru 1997 Miata's are allowed.</u> B. <u>Tires: They must only use matching sets of Toyo RA-1's, R888's, or RR's.</u>
149	160	28	82	CSCC	C 1323 L.2	The required tire is the Toyo Proxes RA1 or RR or <u>Hoosier SM6 or SM7 or H2O 205-50-15.</u>
201	0	29	84	IRDC	C1324.A.3	A minimum race weight will be calculated based on the following formula and the maximum horsepower and torque declared on the Dyno Certification Form. <u>The calculated weight ratio used in the formula is determined by the following factors:</u> <u>Base Weight Ratio: 10.0</u> <u>Declared horsepower >= 370: -.3</u> <u>Declared horsepower >= 350 and < 370: -.2</u> <u>Declared horsepower >= 330 and < 350: -.1</u> <u>Declared horsepower <= 260 and > 220: +.1</u> <u>Declared horsepower <= 220 and > 180: +.2</u> <u>Declared horsepower <= 180: +.3</u> <u>DOT approved tires with UTQG >= 100: -.5</u> <u>DOT approved tires with UTQG < 100: -.3</u> <u>Non-DOT approved tires: +.4</u> <u>Tire width greater than 300mm: +.2</u> <u>Tire width less than 250mm: -.2</u> <u>H-pattern synchromesh transmission: -.2</u> <u>Front wheel drive: -.8</u>

						<p>If declared torque is less than declared horsepower: Declared HP multiplied by 10 equals the minimum car weight with driver. <u>Declared HP x 40 Calculated Weight Ratio</u></p> <p>If declared torque is greater than declared horsepower: The average of declared horsepower and declared torque multiplied by 10 equals the minimum car weight with driver. <u>((Declared HP + Declared Torque)/2) x 40 Calculated Weight Ratio</u></p>
201	0	30	85	IRDC	C 1324.A.6	The absolute minimum weight (with driver) is 2200 lbs.
201	0	31	86	IRDC	C 1324.C.6	A rear spoiler/wing may not be wider than the width of the car, not including the mirrors. The wing/spoiler may not extend further rearward than 6 inches from the back of the rear bumper. No part of the wing/spoiler may be above the original roofline. <u>For cars with a wagon-style or a near vertical hatchback body, no part of the wing shall be more than 8.0 inches above the roofline. All wings must be behind the centerline of the rear axle.</u>
201	0	32	86	IRDC	C 1324.C.8	<u>Active aerodynamic devices are not permitted, including, but not limited to computerized, cockpit adjustable, self-adjusting, and OEM devices.</u>
201	0	33	86	IRDC	C 1324.E.1	All cars shall run on D.O.T. approved tires. <u>Cars shall receive an adjustment to the calculated weight ratio based on whether or not the tires are DOT approved and the tire manufacturer's specified UTQG rating.</u>
201	0	34	86	IRDC	C 1324.E.2	<u>Wheels may be not greater than 10 inches in width. There shall be an adjustment to the calculated weight ratio based on the width of the widest tire used on a vehicle. The size printed on the tire sidewall by the manufacturer will be used to determine width. If the tire size is not printed on the sidewall then the actual measured width from sidewall to sidewall will be used to determine the width.</u>
201	0	35	86	IRDC	C 1324.E.4	<u>Non-ferrous brake rotors are not permitted.</u> <i>Also update section header E. Wheels/Tires/Brakes</i>

201	0	36	87	IRDC	C 1324.F.2	The engine block must be from the same manufacturer as the chassis.
201	0	37	87	IRDC	C 1324.F.4	<u>Use of an H-pattern synchromesh transmission shall result in an adjustment to the calculated weight ratio used for determining minimum weight.</u> <i>Also update section header F. Engine/Transmission</i>
201	0	38	87	IRDC	C 1324.H.1.b	All post race and protest dynamometer testing shall be done on a Dynojet 248, 224 or 424 dynamometer. SAE Correction shall be used for all dynamometer testing. Smoothing factor 4 <u>or higher</u> shall be used. Some versions of dyno software may not have more than three different smoothing factors, in such cases; the highest available factor shall be used. Post race and protest dynamometer results override the results of record
201	0	39	87	IRDC	C 1324.H.1.d	<u>Dyno testing shall be done in the gear closest to a 1:1 ratio. All Dyno graphs must show decreasing power for 300 rpm from the peak horsepower level, or the car must reach the rev-limiter during the Dyno testing.</u>
201	0	40	89	IRDC	C 1324.J	<p>J. Dyno Certification Form</p> <p>A certified Dyno report consists of three separate, reproducible Dyno tests with SAE correction. All testing must be done with engine at normal race running temperature, SAE Correction and smoothing factor 4 <u>or higher</u>.</p> <p>Entrants are encouraged to use a Dynojet facility for dynamometer testing and completion of the Dyno Certification Form, but any dynamometer may be used. If not using a Dynojet, consider the differences between dynamometer makes and models when declaring your horsepower and calculating your minimum weight. All post race and protest dynamometer testing shall be done on a Dynojet 248/224/424 dynamometer. As an additional safeguard in the case of protest, the entrant may declare a HP and/or torque number greater than those shown by the dynamometer certification results.</p> <p>Dynamometer test results are NOT valid if not accompanied by this form signed</p>

						<p>and dated by the dynamometer operator and the entrant at the time of testing.</p> <p>Vehicle Year: _____ Make: _____ Model: _____</p> <p>VIN # (if available): _____</p> <p>Forced Induction (turbo-supercharger) <input type="checkbox"/> AWD (All Wheel Drive) <input type="checkbox"/> FWD (Front Wheel Drive) <input type="checkbox"/></p> <p>Entrant (Print Name) _____ Car#: _____</p> <p>Signature _____ Date _____</p> <p>Dyno Facility: Name _____</p> <p>Dyno Make and Model: _____</p> <p>Address _____</p> <p>City _____ State _____ Zip code _____</p> <p>Phone _____</p> <p>Dyno Operator (Print Name) _____</p> <p>Signature _____ Date _____</p> <p>**** Dyno Sheets from the three runs signed by the dyno operator must be attached. ****</p> <p>1. Maximum Horsepower of three runs: _____ hp</p> <p>2. Maximum Torque of three runs: _____ ft/lbs</p> <p>3. Declared Maximum Horsepower: _____ hp (must be greater than or equal to Line1)</p> <p>4. Declared Maximum Torque: _____ ft/lbs (must be greater than or equal to Line2)</p> <p>10.0 Base weight ratio</p>
						<p><input type="checkbox"/> -3 Declared horsepower (Line 3) >= 370</p> <p><input type="checkbox"/> -2 Declared horsepower (Line 3) >= 350 and < 370</p> <p><input type="checkbox"/> -1 Declared horsepower (Line 3) >= 330 and < 350</p> <p><input type="checkbox"/> +1 Declared horsepower (Line 3) <= 260 and > 220</p> <p><input type="checkbox"/> +2 Declared horsepower (Line 3) <= 220 and > 180</p> <p><input type="checkbox"/> +3 Declared horsepower (Line 3) <= 180</p> <p><input type="checkbox"/> -5 DOT approved tires with UTQG >= 100</p> <p><input type="checkbox"/> -3 DOT approved tires with UTQG < 100</p> <p><input type="checkbox"/> +4 Non DOT approved tires</p> <p><input type="checkbox"/> +2 Tire width greater than 300mm</p> <p><input type="checkbox"/> -2 Tire width less than 250mm</p> <p><input type="checkbox"/> -2 H-pattern synchromesh transmission</p> <p><input type="checkbox"/> -8 Front wheel drive</p> <p>5. _____ Calculated Weight Ratio</p> <p>If declared maximum torque (Line 4) is less than declared maximum horsepower (Line 3): Line 3 _____ x 40 Line 5 _____ = _____ Calculated Minimum Weight</p> <p>If declared maximum torque (Line 4) is greater than declared maximum horsepower (Line 3): ((Line3 _____ + Line 4 _____) / 2) x 40 Line 5 _____ = _____ Calculated Minimum Weight</p> <p>* Must be greater than or equal to 2200.</p>
0	309	41	97	NWMS	C 1401	IT cars are permitted to run in appropriate Production classes as classified by ICSCC stock HP to weight ratio for specific class. They must be prepared to SCCA-IT rules including weight. Cars running under IT preparation must adhere to the SCCA-IT specifications.
302	7	42	101	CSCC	C 1402 C 9	The fitting of a spoiler/splitter to the front of the car provided that no changes are
						made in the body work for this purpose, and that it does not extend, to the side, beyond the furthest outside point of the fender, nor more than four (4) inches above a horizontal plane passing through the wheel hub center lines, nor forward of the most forward part of the front body panel. The front valance panel may be removed or modified to facilitate installation of aforementioned air dam/spoiler/splitter.



Doug Berger & Gerry Frechette taking a break?



2015 race schedule coming next issue!

Classified Ad

For Sale: Bud Reichard's GT3/GT2 Mazda RX7 tube frame racecar, 13B peripheral port, new Sanez GT840 5-speed dog-ring transmission, tranny and rear end coolers, MicroTech ECU with Innovate data logging, Wilwood 6 piston / 4 piston brakes, spare body, 4 sets of GT2 wheels and 2 sets of GT3 wheels, etc.... Also available is my 24' custom enclosed trailer, dual torsion axle, door hoist, work bench with Kobalt tool cabinet, no-seam construction. This car has been campaigned since 1998 when it was built from scratch. ICSCC Champion 2010. Have not raced much since up until this past season. Newly restored last year including new powder coated frame, new body, new paint, tin, wiring, plumbing. Took it to the Runoffs but had tuning issues that should have been resolved before going, but such is club racing...Still an outstanding car that gets attention wherever it goes. Call for pricing. Bud 206.499.9597.

10/14



ICSCC 2015 COMPETITION LICENSE APPLICATION

Application Fee: \$85 U.S. Funds

ICSCC LICENSE REGISTRAR
Linda Heinrich
 P.O. Box 1977
 North Plains, OR 97133-1977
 Tel: 503-647-5399
 Fax: 503-647-5389
 Email: license_registrar@icscc.com

DO NOT WRITE IN THIS SPACE			
Date Received:		GRP/License #	
Fee:		GRP/License #	
Check/Cash:		GRP/License #	
Photos:		Approved By:	
Date Issued:			

APPLICANT: PLEASE PRINT LEGIBLY AND SIGN: Return to the LICENSE REGISTRAR (address listed above left)

NAME		STREET ADDRESS		
CITY		STATE / PROVINCE	ZIP / POSTAL CODE	AREA CODE / TELEPHONE NUMBER
DATE OF BIRTH	DRIVER'S LICENSE NUMBER	STATE / PROV	EMAIL ADDRESS	
CLUB AFFILIATION (REFLECTS CONTEST BOARD VOTE)	FOUR DIGIT COMPETITION LICENSE # LEAVE SPACE BLANK	CAR MAKE and MODEL		

YOUR GROUP CHOICES FOR GUARANTEED NUMBERS ARE (Mark with an "X"):		NUMBER CHOICES/GROUP		
		1ST	2ND	3RD
GROUP 1	<input type="checkbox"/> A PROD <input type="checkbox"/> B PROD <input type="checkbox"/> C PROD <input type="checkbox"/> SPU <input type="checkbox"/> SPM <input type="checkbox"/> SPO <input type="checkbox"/> PRO3			
GROUP 2	<input type="checkbox"/> D PROD <input type="checkbox"/> E PROD <input type="checkbox"/> F PROD <input type="checkbox"/> G PROD <input type="checkbox"/> H PROD <input type="checkbox"/> I PROD <input type="checkbox"/> SPEC MIATA <input type="checkbox"/> CR <input type="checkbox"/> PRO7 <input type="checkbox"/> CLUB SPEC MIATA <input type="checkbox"/> HT <input type="checkbox"/> ITX <input type="checkbox"/> PRO44			
GROUP 3	<input type="checkbox"/> CF <input type="checkbox"/> FF <input type="checkbox"/> FA <input type="checkbox"/> FM <input type="checkbox"/> FC <input type="checkbox"/> FBX <input type="checkbox"/> SRX			
GROUP 4	<input type="checkbox"/> GT-1 <input type="checkbox"/> GT-2 <input type="checkbox"/> GT-3 <input type="checkbox"/> AS <input type="checkbox"/> ITE <input type="checkbox"/> RS <input type="checkbox"/> ST <input type="checkbox"/> SE46			
GROUP 5	<input type="checkbox"/> ITA <input type="checkbox"/> ITB <input type="checkbox"/> ITC <input type="checkbox"/> ITS <input type="checkbox"/> GTL <input type="checkbox"/> EIP <input type="checkbox"/> FIP <input type="checkbox"/> HIP			
GROUP 6	<input type="checkbox"/> FV <input type="checkbox"/> FFF/500 <input type="checkbox"/> FL <input type="checkbox"/> S-2 <input type="checkbox"/> BSR <input type="checkbox"/> CSR <input type="checkbox"/> DSR <input type="checkbox"/> ESR <input type="checkbox"/> FSR <input type="checkbox"/> NOVICE OPEN WHEEL			
GROUP 7	<input type="checkbox"/> NOVICE CLOSED WHEEL			
YOUR CHOICES FOR NUMBERS ARE:		IRR: 00 - 299	NOVICE C/W or O/W: 00 - 299	

PLEASE COMPLETE CHECK LIST:

<input type="checkbox"/>	Money order or check: (U.S. funds) for \$85.00
<input type="checkbox"/>	<input type="checkbox"/> Use last year's photo on file <input type="checkbox"/> New photo (digital jpg file)
<input type="checkbox"/>	Proof of club membership valid through 11/30/15 Send a copy of your card, MSR* receipt or email verification from club
<input type="checkbox"/>	Form signed and dated
<input type="checkbox"/>	Medical History Application (this form is filled out by the driver yearly)
<input type="checkbox"/>	Physician Exam Form, if required by ICSCC Competition Regulation # 302.C
<input type="checkbox"/>	Doctor has marked "Is Fit" or "Should be Reviewed" in Recommendation section on Physical Examination Form
<input type="checkbox"/>	NOVICES – photocopy of Certificate of Completion of Driving School
<input type="checkbox"/>	Check here to opt out of receiving the ICSCC Memo by postal mail (every issue is available online)

APPLICANT'S LEGAL
SIGNATURE: _____

DATE: _____

, 20__

* MotorsportReg

Please allow 15 days for processing **AFTER** receipt of application.
 Thank you. **Licenses needed in less than 15 days may incur a \$75.00 expediting fee.**



ICSCC 2015 PHYSICAL EXAMINATION FORM FOR COMPETITION LICENSE (To be filled out by the examining physician)

Dear Doctor: This candidate wishes to take part in motor racing events in which he/she will drive a high performance car under the most exacting and stressful conditions. Examine him/her carefully and critically, and recommend him/her if medically fit to drive without danger to himself/herself or to others. If you are not sure of this decision, please indicate below for review of this applicant's suitability by an appropriate officer of the licensing body.

Name: _____	Birthdate: _____	Sex: _____
Address: _____		
City: _____	Height: _____	Weight: _____

NORMAL		ABNORMAL
_____	1.	Head and neck _____
_____	2.	Ears and hearing _____
_____	3.	Eyes _____
_____	4.	Heart _____
_____	5.	Peripheral pulses _____
_____	6.	Gastro-Intestinal System _____
_____	7.	Endocrine system _____
_____	8.	CNS _____
_____	9.	Peripheral nerves _____
_____	10.	Genital/Urinary system _____
_____	11.	Musculo-skeletal system _____
_____	12.	Skin. Scars? _____
_____	13.	Psychiatric disorder _____
<p><u>FOR DIABETICS ONLY:</u> HgBA₁C measured in the past two months. _____</p>		
<p>14. <u>Distant Vision</u> Right eye: 20/ _____ Left eye: 20/ _____ Both eyes: 20/ _____ <u>With Glasses</u> Right eye: 20/ _____ Left eye: 20/ _____ Both eyes: 20/ _____</p> <p>15. <u>Field of Vision</u> Normal _____ Abnormal _____</p> <p>16. <u>Color Vision</u> Normal _____ Abnormal _____</p> <p>17. B. P. _____</p> <p>18. Heart Rate and rhythm: _____</p> <p>19. Urinalysis Protein _____ Glucose _____</p>		

PHYSICIAN'S COMMENTS (may continue on the back of this form)

- I believe that the applicant is fit to drive a racing car in competitive events at high speeds.
- This applicant should be reviewed by an ICSCC official.

Place physician's office stamp below
(physician's name, phone and address)

Physician's Signature: _____

Date: _____



ICSCC 2015 MEDICAL HISTORY APPLICATION

(To be filled out by the Applicant
whether or not you require a physical exam by doctor)

Name: _____	Birthdate: _____	Sex: _____
Address: _____		
City: _____	State/Prov: _____	Code: _____
Home Phone: () _____	Work Phone: () _____	
Occupation: _____		

Personal Physician: _____		
Physician's Address: _____	Phone: () _____	
City: _____	State/Prov: _____	Code: _____

Examining Physician (if applicable): _____		
Physician's Address: _____	Phone () _____	
City: _____	State/Prov _____	Code _____

DO YOU HAVE A HISTORY OF THE FOLLOWING? (Please Check)

	NO	YES
1. Frequent or unusual headaches? _____	<input type="checkbox"/>	<input type="checkbox"/>
2. Fainting spells? _____	<input type="checkbox"/>	<input type="checkbox"/>
3. Unconsciousness? _____	<input type="checkbox"/>	<input type="checkbox"/>
4. Eye disorder? _____ Wear glasses? _____	<input type="checkbox"/>	<input type="checkbox"/>
5. Nervous System disorders? _____	<input type="checkbox"/>	<input type="checkbox"/>
6. Asthma _____	<input type="checkbox"/>	<input type="checkbox"/>
7. Allergies _____	<input type="checkbox"/>	<input type="checkbox"/>
8. Diabetes _____	<input type="checkbox"/>	<input type="checkbox"/>
9. Heart or circulation disorders? _____	<input type="checkbox"/>	<input type="checkbox"/>
10. High or Low Blood pressure _____	<input type="checkbox"/>	<input type="checkbox"/>
11. Anemia or easy bleeding _____	<input type="checkbox"/>	<input type="checkbox"/>
12. Intestinal disorder? (Stomach, colon, etc.) _____	<input type="checkbox"/>	<input type="checkbox"/>
13. Kidney stone or tumor _____	<input type="checkbox"/>	<input type="checkbox"/>
14. Psychiatric problems _____	<input type="checkbox"/>	<input type="checkbox"/>
15. Treatment for alcoholism or drug habit _____	<input type="checkbox"/>	<input type="checkbox"/>
16. Attempted suicide _____	<input type="checkbox"/>	<input type="checkbox"/>
17. Admission to hospital for surgery, or other reason _____	<input type="checkbox"/>	<input type="checkbox"/>
18. Rejection for life or disability insurance _____	<input type="checkbox"/>	<input type="checkbox"/>
19. Medical rejection from or for military service _____	<input type="checkbox"/>	<input type="checkbox"/>
20. Disability compensation for any reason _____	<input type="checkbox"/>	<input type="checkbox"/>

Please use reverse side for details and list all medications (prescription or over-the-counter) being used.

I certify that my answers are true and accurate; I also give permission for any hospital, institution or physician to give specific details.

APPLICANT'S SIGNATURE: _____ DATE: _____

Memo Commercial Advertising Rates

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1/2 page \$50 / issue full year, or \$70 / issue
1/4 page \$30 / issue full year, or \$40 / issue
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Commercial classified \$10/issue full year
or \$12/issue

Classified Ads

"Motorsports Photography and Video of your Wheels!"

Hello, I'm Austin Bradshaw, I'm 14 years old and my business is Flying Bye Photo! I take motorsports photography and video in the Pacific Northwest area. We take, sell and edit pictures! We offer many other services as well. We can edit your video and make it the way you want it. We can also get you a HD GoPro Hero 3 so you can take video of your own! And if you have a photo that you want to improve, we can make it the way you want it, such as collages, sponsorship pictures, and custom effects! We even do full-on documentaries for a race weekend! I take pictures and video at: ICSCC (Our Number 1 Club!), Can-Am Kart Challenge, and SCCA. If you're interested in any of our services email us at: flyingphotoaustin@gmail.com. Or visit our website online at: flyingbyephoto.fotomerchant.com.

Looking for race photos?

www.dbpics.com

Doug Berger

FOR SALE: Retiring from racing. 2009 Hooters Pro Cup Chevy stock car set up for road racing; Billy Hess chassis with super light-weight Impala body; 358 cu. in. Clements SB-2 Chevy motor with fresh rebuild making over 700hp & 540 ft. lbs. of torque with build sheet & dyno sheet; all new Performance Friction 6 piston calipers front with 12.9" rotors & 4 piston calipers rear with incredible stopping power; fresh G-force 4 speed transmission, REM polished, that shifts like butter without clutch once rolling; fresh 9" rear end with 3.92 gear professionally setup by Ron's Rear Ends in California; entire car professionally assembled & maintained by ProFinish Motorsports in Independence, Oregon; current logbook; completely sorted, fast, proven contender & ready to race; 2nd in ICSCC GT1 points for 2014. \$25,000

Contact Jeff Penick 503-701-6648

9/14

Gerry Frechette 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.

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: 1/14 means first issue of 2014; that ad will expire after issue #3 of 2014 (3/14). There are 10 issues per year.

FOR SALE: 1991 Mazda Miata SM. \$9,000. Built in 2011. Raced a few times in 2011, '12 and '13. Full time in 2014. '99 Torsen, '99 hats with Fat Cats, head refreshed in 2013, new 4 puck clutch in 2013. Very reliable car.
Contact Fred Tobey, 360-480-3459,
tobey.adna@wwestsky.net

9/14

FOR SALE: 1995 Neon ACR, ex SSB. Three sets of wheels, factory shop manuals, good assortment of useful spare parts. \$2500.

Contact Austin Smith - asmith73@hotmail.com
or 541 593-2495

9/14



Memo #10 December 2014

13702 SW Hall Blvd #4
Tigard OR 97223

Return Service Requested

Printed in the USA

The Best has been Saved for this 20th Anniversary Event

"They All Laughed When I Attended Last Year's High Performance Racing Seminar...But You Should Have Seen My Smile From The Top Of The Winner's Podium"

You've heard about it and NOW is the time to attend. The final checkered flag has just dropped on the last race of the season and already racers are preparing for next year. There is no offseason for improving your racing skills and there is no better time than now to get started on the 2015 season than by registering to attend the 20th annual High Performance Racing Seminar February 14, 2015 in Tacoma, WA

An advanced driving coach, a race engineer or two, along with several other racing experts will be your trainers to get you fired up as well as pointed toward success in 2015. Last year **Bill Dollahite** chief driving instructor and owner of Driveway Austin shared his insight on race winning by teaching advanced racing techniques. He was joined by **John Block** of Autoware who guided the group through chassis tuning and set up from a former IndyCar engineer and **Chris Billings** from The Shock Shop who made clear the science of shock absorbers. All were treated to great racing stories by **Bill King**, former SCCA national marketing manager. Just check out some of the comments (on the right) made by some of last year's attendees.

Speakers are now being confirmed and you can be sure that the best racing minds in America will be on hand to share their secrets. All are committed helping you achieve the success you want.

Past speakers are an indication of the high caliber that are planned for this year's seminar. Here's a partial list -- **Carroll Smith**, author of the #1 racing series of "To Win" books and former race engineer for Ford, **Ross Bentley**, author of the Speed Secrets series of how to race books and a race champion, HANS inventors **Jim Downing** and **Dr. Bob Hubbard**, designer **Lee Stohr**, Former F1 racer and driving school instructor, **Alan Berg**, race engineer **Jeff Braun**, Goodyear technical director and motorsports Hall of Famer, **Leo Mehl**. The list goes on and on.

Seminar includes all speakers, access to the speakers for private consultation about your car and your racing, a delicious hot lunch, a day of working on your race program and visiting with a roomful of your closest competitors. All this for only \$235 which includes \$40 in Armadillo Racing Bucks to be spent like cash. Register by November 28th and receive an additional \$25 early bird bonus. Add it up and you can have it all for just \$170 but you must act now.

Register Right Now by calling 1-888-211-9129 or online at www.armadilloracing.com

In Their Own Words...

"What an entertaining seminar! Great speakers who gave me a lot of ideas. Heightened my anticipation of the start of the season." **James Wege** – *Diasio D962* ■ "Everyone should come. Always great speakers and info. We can all learn helpful stuff, plus its fun to see race buddies in the winter." **Mel Kemper** – *Formula Mazda* ■ "Just what the doctor ordered for winter racing withdrawal!" **Steve Litsky** – *Van Dieman FC* ■ "This is my sixth seminar and they are always worthwhile and interesting. Always a great way to start a new race season." **Frank DiMiceli** – *Spec Miata* ■ "Another great informative seminar. Well done Andy, thanks for your continual support." **Mike McAleenan** – *BMW M3* ■ "This seminar proved to be a great value added effort. Both speakers were well versed and presented each topic perfectly." **Dave Bennitt** – *AMAC Sports Racer* ■ "Terrific seminar. Excellent speakers with plenty of knowledge." **Roger Stark** – *GT2 Corvette* ■ "Had a great time at the seminar! I learned much more than I expected and had the chance to meet some great individuals and fellow racers!" **Alan Luan** – *FSAE* ■ "If you had any interest in racing, today's seminar had something for you. If you want to be a better racer or prepare a better car, Andy's seminars are a must. These seminars are a great way to start the racing season." **Gerry Loeffler** – *Sunbeam Tiger*



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