



ICSCC Memo #8—September 2014

The Official Publication of the
International Conference of Sports Car Clubs

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From the President

I find it hard to believe that the 2014 Championship season is complete. I do not know where the time went, but it is over and now we can look forward to the CSCC Fall Enduro and the ICSCC Fall Meeting/Banquet.

I truly hope that everyone can attend the Annual Banquet. This is the time to congratulate our champions and show our appreciation to the Volunteers that make our race possible.

September is submission of rule change proposals to your Contest Board representative. Those proposed rule changes will be printed in this issue of the newsletter. One of the great things about Conference is that members can submit changes to the Competition Regulations & Policy and Procedures Manual so that the entire racing body can vote on them. I know of no other organization that allows members such a voice.

There is one more Endurance race on the schedule. I look forward to this race every year since it is a great opportunity for individual drivers to work together as a team. Cascade Sports Car Club has published the revised rules, so take some time to review them and find a class in which your car/team will best fit. I would like to see 45 cars on the grid this year and every member of

Conference in the paddock. Last year I had the pleasure of working with a team of 8 drivers and 7 crew members, we had a great time and so can you.

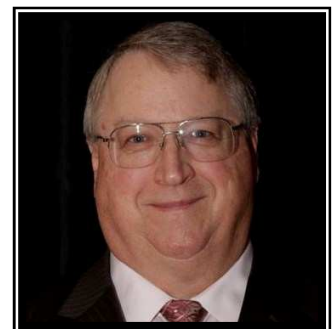
As this year rapidly comes to a close, **I must ask for your assistance.** Several positions will need to be filled for the 2014 season. These positions are: **License Director**, **Assistant Steward** (two year term) & **Sound Officer**. All of these positions are **critical** to Conference.

Each member of Conference should consider volunteering for a position sometime in your racing career. Consider it as giving back to the organization that has allowed you the opportunity to enjoy your passion for racing. Maybe 2015 is your give-back year. I have thoroughly enjoyed my time as President and I know you will as well.

Come out and support your club and Conference.

See you at the track,

Dave Bennitt
ICSCC President



ICSCC Officials 2014

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

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PR North / South	POSITIONS OPEN			
Banquet Facilitator	DeeAnn Lensen banquet@icscc.com			
Banquet Support / Registration	Kristi Bennitt banquet2@icscc.com			

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39th ANNUAL 8 HOURS OF THE CASCADES, BORDER CHALLENGE 300, & NWMES 2 HOUR FINALE



WHEN: SATURDAY, OCTOBER 18TH, 2014
WHERE: PORTLAND INTERNATIONAL RACEWAY
WHY: BECAUSE ENDURANCE RACING IS FUN!!!

ENTER ONE, TWO, OR ALL THREE RACES. COME AND EXPERIENCE THE CAMARADERIE OF TEAM RACING!!

SCHEDULE:	PRACTICE:	8:30am – 9:30am
	NWMES 2 HOUR:	10:00am – 12:00pm
	BORDER CHALLENGE 300	1:00pm start
	8 HOURS OF THE CASCADES:	1:00pm – 9:00pm

2 HOUR: One driver or multiple drivers. Mandatory two minute pit stop, 5 classes to choose from

BORDER CHALLENGE 300: One driver or multiple drivers, 8 classes to choose from, join in the competition between Oregon, Washington, and Canada in this 300 mile race.

8 HOUR: Two driver minimum, 8 classes to choose from, class winners receive a certificate valid for \$250 off of a 2015 Cascade October Enduro entry.

IRON TEAM AWARD: Teams earn points in each of the three races. The team that accumulates the most points wins the “Iron Team” Award and a FREE 2015 Cascade October Enduro Entry!!! See website for details.

2014 HIGHLIGHTS: Sports Racers are eligible to race in all three events. Classes and rules remain relatively unchanged from 2013.

Registration is available on motorsportreg. After the primary driver has signed up, co- drivers may sign up on motorsportreg. Note: With several different entry options, not all entries can be completed on motorsportreg. For entries that cannot be completed on motorsportreg, contact the race registrar or race chairman who will be able to complete your registration for you. Also, to help us in assigning pit spaces, please let us know if you will be sharing or are able to share your pit stall – as in you will only need the pit space for one of the three races and who you will be sharing with so that we can maximize the space we have.

Additional information and rules available at icscc.com and cascadesportscarclub.org

CASCADE SPORTS CAR CLUB'S 2014 FESTIVAL OF ENDURANCE



Includes:

39th ANNUAL 8 HOURS OF THE CASCADES BORDER CHALLENGE 300

NORTHWEST MINI ENDURO SERIES FINALE – 2 HOURS

Saturday, October 18th, 2014

This race is sanctioned by ICSCC, under the 2014 regulations as a non-championship race, organized by the Cascade Sports Car Club and held at Portland International Raceway. This is a non-chicane event. Race Chair Chris Heinrich 503-690-0939 may be reached until 10:00 pm.

ENTRIES OPEN: Upon receipt of this announcement
ENTRIES CLOSE: Postmark: October 16, 2014
ENTRY FORMS: Available at icscc.com or cascadesportscarclub.org
ONLINE REGISTRATION: www.cascade.motorsportreg.com for the primary Team Driver.

Co-Drivers may sign up on motorsportreg after the primary driver has registered or they may mail in a separate entry form. Please fill out separate entry forms if entered in multiple races.

	Early entry by 9/20/14	After 9/20/14
ENTRY FEES: 2 HOUR	\$250.00/team	\$275.00/team
BORDER CHALLENGE 300	\$395.00/team	\$450.00/team
8 HOUR	\$650.00/team	\$725.00/team
2 HOUR / BORDER CHALLENGE 300	\$525.00/team	\$575.00/team
2 HOUR / 8 HOUR	\$750.00/team	\$825.00/team
BORDER CHALLENGE 300 / 8 HOUR	\$675.00/team	\$750.00/team
2 HOUR / BORDER CHALLENGE 300 / 8 HOUR	\$795.00/team	\$875.00/team
Spectators & Crew Members	FREE!	

In order to be eligible to run this event all drivers must hold one of the following current licenses: ICSCC - ARR or IRR, SCCA National, FIA, ASN, CACC, NASA. SCCA Regional & all other licenses must be reviewed and approved by the ICSCC License Director Scott Faris before entry closure. Scott's contact information: license_director@icscc.com or 971-207-8325.

- Entries will be limited to the first 50 cars. Additional entries will be placed on a waiting list.
- Supplemental regulations are available at icscc.com, cascadesportscarclub.org, or can be emailed upon request.
- Registration and tech will be set up at PIR on Friday 6:00pm – 8:00pm.

Mail entries to: CSCC Registrar Telephone: 503-251-0015
Gail Fetterman (Please no calls after 9:00pm)
2902 NE 151st Ave
Portland, OR 97230 Email: gailfetterman@comcast.net

PRIZE MONEY - Class winner (8 hour): \$250.00 credit towards 2015 October Enduro
IRON TEAM AWARD – FREE 2015 October Enduro Entry
See IRON TEAM CHAMPIONSHIP RULES at cascadesportscarclub.org

IMPORTANT NOTICE: The race will be run from the North Paddock. Track crossings will be through Turn 8 on Friday and Saturday. Gates open at 5:00pm Friday.



CASCADE SPORTS CAR CLUB'S 2014 FESTIVAL OF ENDURANCE:



8 Hours of the Cascades Border Challenge 300

Northwest Mini Enduro Series Finale (2 Hours)

Saturday, October 18th, 2014

Enduro Classes

<u>8HR/BC300</u>	<u>2HR</u>	
E0	ME0	AP, SPO, SPM, SPU, GT1, GT2, GT3, ITE, ST
E1	ME1	BP, EIP, FIP, GTL, RS, AS
E2	ME2	CP, DP, PRO3, ITS, PRO44, HIP
E3	ME3	EP, FP, SM, CSM, HT, ITA
E4	ME4	GP, HP, IP, CR, PRO7, ITB, ITC
EUO		Over 2500cc* and 13B rotary engines
EUU		2500cc* and under and 12A rotary engines
ESR	MSR	Sports Racer class: open only to cars eligible to compete in ICSCC Sports Racing Classifications

* Turbocharged & Supercharged cars shall multiply their displacement by a factor of 1.4. Engine Displacement excluding an overbore allowance of 1.2mm (.047").

Schedule

FRIDAY

6:00pm – 8:00pm Registration – Pro Tower (North Paddock)
6:00pm – 8:00pm Tech Inspection

SATURDAY

7:30am – 10:30am Registration & Tech Inspection
7:30am Mandatory Crew Chiefs Meeting – Pit Stall #1
7:45am Mandatory Drivers Meeting – MotoX Grandstands
8:30am – 9:30am Practice (2hr/Border Challenge 300/8hr)
9:45am National Anthems
10:00am – 12:00pm NWMES 2 hours
12:30pm Awards – 2 hour & NWMES CHAMPIONSHIP – MotoX G/S
12:55pm Cars due on Lemans Grid
1:00pm – 9:00pm 8 Hours of the Cascades & Border Challenge 300
9:30pm Awards
12:00am Gates closed



ENTRY FORM

**CASCADE SPORTS CAR CLUB'S: 8 HOURS OF THE CASCADES,
BORDER CHALLENGE 300, AND 2 HOUR MINI ENDURO
SATURDAY, OCTOBER 18th, 2014**

TEAM NAME: _____	For Registrar Use Only (Team Number)
DRIVER NAME: _____	

STREET ADDRESS, CITY, STATE, ZIP: _____
TELEPHONE NUMBER: _____ EMAIL ADDRESS (OPTIONAL) _____

NOTE: EACH DRIVER MUST FILL OUT AN ENTRY FORM WITH ALL INFORMATION REQUESTED

LICENSE #: _____	<input type="checkbox"/> ICSCC <input type="checkbox"/> SCCA National <input type="checkbox"/> CACC <input type="checkbox"/> FIA <input type="checkbox"/> ASN <input type="checkbox"/> NASA <input type="checkbox"/> OTHER- Unlisted licenses must be approved by the ICSCC License Director: Scott Faris prior to entry close. Scott's contact info: license director@icscc.com 971-207-8325	CLASS (CIRCLE ONE) E0 E1 E2 E3 E4 EUO EUU ESR MSR ME0 ME1 ME2 ME3 ME4
CLUB AFFILIATION: _____		

PLEASE ENTER ALL INFORMATION FOR THE VEHICLE YOU ARE ENTERING

CAR MAKE	CAR MODEL	CAR COLOR(S)	ENDURO TRANSPONDER #
CAR NUMBER	SPONSORS		
CAR CLASS (I.E PRO3):		CAR OWNER OR DRIVER DESIGNATED TEAM LEADER	
ENTRY FEE ENCLOSED (US Funds only)	WORKER FUND CONTRIBUTION	TOTAL :	
PERSON/TELEPHONE # FOR EMERGENCY CONTACT:			

DRIVERS ENTERED ON TEAM

DRIVER	NAME	DRIVER	NAME
1		4	
2		5	
3		6	

APPLICANTS LEGAL SIGNATURE: _____ DATE: _____



ICSSC AWARDS



An Evening of Stars

November 08, Sea Tac Marriott
Tickets: \$50.00

Register by November 01 at:
MOTORSHOPRTREG.COM

- *Upbeat Awards and Acknowledgements*
- *Gourmet Meal, Choice of Meat or Fish*
- *Door Prizes*
- *Dancing*

Send Check to: Kris Bennitt
14023 Bear Creek Road,
Woodinville, WA 98077

*Discounted Room Rate: \$99.00**

** Must Reserve by Friday, October 17*
(24 hour cancellation required)



PENALTY BOX

Race #10

- Grp 3: #726 Unsafe Re-Entry, \$50 fine
Grp 5: #47 Pass Under Yellow, \$50 fine
#752 Avoidable Contact, \$50 fine and loss of 1 lap

Race #11

- Grp 1: #108 Avoidable Contact, \$100 fine and loss of qual times

Race #12

- Grp 2: #65 Avoidable Contact, \$50 fine

Race #13

- Grp 1: #108 Unsafe Re-Entry, \$100 fine and loss of 1 lap
#108 Avoidable Contact, \$250 fine and 3 race probation
#716 Avoidable Contact, \$50 fine and loss of 1 lap

2014 ICSCC Event Schedule

<u>Date</u>	<u>Event</u>	<u>Club</u>	<u>Location</u>
September 27-28	Driver Training	CSCC	PIR
October 18	Enduros (2-Hour/300 miles/8-Hour)	CSCC	PIR
November 8	ICSCC Banquet	All	SeaTac Marriott
November 8/9	ICSCC Fall Meeting	All	SeaTac Marriott

* Event not sanctioned by ICSCC

ICSCC CONTEST BOARD RULE CHANGE PROPOSALS
Proposals for Championship Season 2015

YES	NO	Item #	Page #	Club	Section/ Jurisdiction	Proposal
		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.
		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 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 of 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.
		3	9	Stew	EC 303.	ICSCC competition licenses are designated as follows:

						<p>A. Novice license or Driver Observation race(s) required (red card)</p> <p>B. Area Road Racing (ARR) license (white card)</p> <p>E.B. International Road Racing (IRR) license (gold card)</p> <p>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.</p> <p>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 for a minimum of their first three races as an IRR licensed driver whenever said car is on the circuit.</u> Size exceptions may be allowed at the discretion of the License Director.</p>
						<p><u>Novice Driver Work Requirements:</u></p> <p>1. Each Novice driver is to work six race sessions or one half day of senior <u>qualifying sessions or senior practices at corner worker stations, including attending the turn worker morning meeting the same day.</u></p> <p>2. <u>Each Novice driver will work at least one Tech inspections, i.e. Friday night, Saturday morning or afternoon, Sunday morning.</u></p> <p>3. <u>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></p>

		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 IGSCG 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>
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					<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>		
			8	10	Stew	EC 306.B.	<p>An IRR license shall be issued <u>approved</u> by the License Director, at his/her discretion, to the holder of a <u>ARR Novice</u> license after said driver has completed a minimum of three ICSCC <u>Senior Novice</u> races on at least two different circuits and <u>who has completed the work requirements outlined in 304 G. 1.2 and 3.</u></p>
			9	11	Stew	EC 307.B.	<p>Any Novice or ARR driver who is disqualified shall <u>may</u> lose credit for said race at the discretion of the License Director.</p>
			10	11	Stew	EC 307.C.	<p>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.</p>

	11	12	Stew	EC 308.	<p>A. <u>IRR licensed drivers will be issued a license with a four digit number which becomes your ICSCC competition license number (this is not a car number). This license allows IRR drivers to enter any race group. An ICSCC licensed driver may apply for a 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> <ul style="list-style-type: none"> 1. Non-ICSCC drivers will be assigned numbers in the 700 series. 2. ICSCC novices and ARR drivers will be assigned numbers 300 through 499. <p>C. For an IRR an ICSCC licensed driver to retain his/her competition guaranteed number in each race group, he/she must apply annually for his/her competition</p>
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				<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 for another licensed driver under a number other than his/her own 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 under his/her number with his/her car will <u>may</u> have his/her competition license permanently <u>permanently</u> revoked.</p>
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 <u>and receive the checkered flag to receive first place trophy and points.</u> <u>In both cases if an odd number of laps, round to the next lower number.</u> In the event of a red flag race, see 702.</p>
13	18	TC	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</p>

					<p>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.</p>
14	25	VMSC	E/C 701	<p>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 <u>but if practice is reduced it shall be reduced for all groups equally</u>.</p>	
15	26	VMSC	P & P 7.3.11 (New)	<p>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.</p>	
16	26	VMSC	E/C 703 C.	<p>Each Conference race program, whether a single or multiple race weekend, shall schedule practice and qualifying sessions as follows:</p> <p>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.</p> <p>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</p>	
17	27	VMSC	E/C 703 F	<p>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 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</p>	

					<p>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><u>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.</u></p>
18	27	TC	E/C 706	<p>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.</p>	
19	27	TC	E/C 706.A	<p>A. The location for picking up checkered flags and trophies will be announced at the drivers meeting.</p>	
20	28	Stew	E/C 709.A	<p>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 <u>yellow</u> under the pace car control, but not in the area under the waving yellow.</p>	
21	28	Stew	E/C 709.B	<p>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</p>	

						race any time after the initial green flag has been displayed but before the checkered flag is displayed.
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 <u>5th</u> year after the date of manufacture. For example, a belt manufactured in May 2010 shall not be used after December 31, 2012 <u>2015</u> . Systems meeting FIA specifications must have all belts labelled <u>labeled</u> with their date of expiration, and these belts will expire on the last day of the year indicated on their labels.		
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 <u>5th</u> year after the date of manufacture. For example, a belt manufactured in May 2010 shall not be used after December 31, 2012 <u>2015</u> . 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		
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 <u>and/or</u> SP Class as determined by the Race Steward.		
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.		
26	76	IRDC	C1316.B.16	(a) Power steering components may be disabled or removed. <u>A larger power steering pulley, not exceeding 1" overall OEM diameter, may be used in place of the OEM power steering pulley.</u>		
27	78	IRDC	C1323.A – 1323.P	Club Spec Miata (CSM). These rules are not intended as guidelines or suggestions and they will be vigorously enforced. All permitted		

components / modifications below shall not perform any additional function or purpose other than the original part.

A. Make of Car

- ~~1. 1000-1002 Miata 1600 cc @ 2200lbs (with driver)~~
- ~~1. 1994-1997 Miata 1800 cc @ 2350 lbs. (with driver)~~
- ~~1. Ballast must be mounted on the pan in the area normally under the passenger seat and/or on the pan in the passenger front footwell area.~~
- ~~1. 1004-1005 1800 cc cars must use a 45 mm throttle restrictor. Mazda speed, Part # 0000-06-9945.~~
- ~~1. 1996-1997 1800 cc cars must use a 45 mm throttle restrictor. Mazda speed, Part # 0000-06-9945.~~

~~1. Stock replacement parts may be obtained from sources other than the manufacturer provided they are the exact equivalent of the original parts. The intent of this rule is to allow the competitor to obtain replacement parts from standard industry outlets e.g., Auto parts distributors rather than from the manufacturer. It is not intended to allow parts that do not meet all dimensional and material specifications of new parts from the manufacturer.~~

~~2. Hardware items (nuts and bolts) may be replaced by similar items performing the same fastening function.~~

B. Engine

- ~~1. Engine ECU must be stock. It must not be repaired, remanufactured, altered or resoldered.~~
- ~~2. The Mazda speed motor mount, part NAY4-20-040 is allowed~~

<p>C. Cooling System</p> <ol style="list-style-type: none"> 1. Any homologated available radiator intended for the Miata may be used. 2. Thermostats are free. 3. Addition of the air seal plate (part # NA75-50-OK71) is permitted. <p>D. Intake System</p> <ol style="list-style-type: none"> 1. 1800cc must use stock air box. Filter is free. 2. Air flow meter may be adjusted, but not altered or modified. 3. 1600cc may use straight air filter mounting system or Racing Beat part # 66500. <p>E. Fuel System</p> <ol style="list-style-type: none"> 1. Unleaded fuel filler trap door and restrictor plate in filler neck may be removed. 2. Only commercially available pump gas having 82 or lower octane will be used, without any additives. 3. Any adjustable mechanical fuel regulator may be used. It must not be mounted or adjustable in the cockpit. <p>F. Ignition System</p> <ol style="list-style-type: none"> 1. Any spark plug may be used. 2. Any spark plug wire may be used. 3. Timing is free. 4. Master cut off switch is allowed. Installation per GCR. <p>G. Exhaust System Options</p> <ol style="list-style-type: none"> 1. The factory exhaust system beyond the OEM front down 														

	<p>pipe may be replaced provided:</p> <p>(a) Said replacement system retains the original configuration, e.g. single tube design, and the tubing diameters a maximum of 2.25" outside diameter.</p> <p>(b) The pipe may end anywhere after the rear sub frame. Forward of the rear sub frame, the pipe must follow the original path of the OEM exhaust system.</p> <p>(c) No expansion chambers. The single muffler must be added.</p> <p>(d) A second muffler may be added to meet sound requirements.</p> <p>H. Clutch / Pressure Plate</p> <p>1. Any clutch disc and any all steel pressure plate may be used. It must bolt directly to the stock, unmodified flywheel.</p> <p>I. Differential</p> <p>1. 1990 thru 1997 Miata's</p> <p>(a) Any 1990 thru 2005 Miata 4.10 or 4.30 factory ratio may used as long as it fits in an unmodified stock housing. The original model rear suspension uprights must be retained. Any limited slip, locker, or welded differential may be used as long as it fits into an unmodified stock housing.</p> <p>2. 1998-ec: The OEM open differential may be replaced with:</p> <p>(a) Any limited slip, locker, or welded differential may be used as long as it fits into an unmodified stock housing.</p> <p>(b) May be replaced with a 4.2 differential gear ratio from the 1999-2005 model years.</p>

<p>outside diameter of 58 mm are grandfathered if the log book was issued prior to 1/1/2003.</p>	<p>5. Sub-frame braces may be updated to the stock, OEM, '97 configuration, utilizing the Mazda speed parts.</p> <p>6. All cars 1000-1007 are permitted to use the "R" model tie rod ends part # N021-32-280A.</p> <p>7. MacPherson strut front suspensions may decamber the wheels by the use of eccentric bushings at control arm pivot points, and/or by the use of slotted adjusting plates at the top mounting point. If slotted plates are used, they shall be located on existing chassis structure and may not serve as reinforcement for that structure. Material may be added or removed from the top of the strut tower to facilitate installation of the adjuster plate. Caster may be adjusted by means of shims or eccentric bushings, and/or at the upper strut mounting point/plate. Independent rear suspension mounting holes may be slotted and reinforced for purposes of camber and/or toe adjustment. Bushing material, including that used to mount a suspension subframe to the chassis is unrestricted. No other relocation of any suspension component or mounting point is permitted. Hardware items (nuts, bolts, etc.) may be replaced by similar items performing the same fastening function(s). The front suspension wishbone retaining bracket and bushing (aka, "eyeball") may be replaced with alternate designs, but must be mounted to the chassis in the original location as the stock bracket and may only serve to allow adjustment of caster.</p> <p>8. Cars may use the Fat Cat Motorsports bump stop kit (p/n FGM-MT-KIT-SM) or the unmodified Mazda speed bump stop (p/n 0000-04-5993AW) in conjunction with the 1999-</p>

	<p>up stock upper mount assembly consisting of the upper mount (p/n: NC10-28-340C), the upper mount bushing (p/n: NC10-28-776) and the upper mount washer (p/n: NC10-28-774), and check body spacer over the check shaft (p/n: 1234-56-789-AW). All other OEM upper mounting hardware shall be discarded. Non-OEM equivalents may be used in place of the upper mount, upper mount bushing, and upper mount washer only. No other modifications are allowed.</p>
	<p>K. Steering</p>
	<p>1. Manual or power steering rack may be used. Power steering rack may be converted to manual removing all other power steering components.</p>
	<p>2. Steering lock may be removed.</p>
	<p>L. Rims and Tires</p>
	<p>1. The required wheels are one piece, 13 lb minimum 15x7 in matching sets of four.</p>
	<p>2. The required tire is the Toyo Proxes RA1 or RR-205-60-16. 3. Aftermarket wheel studs, lug nuts, and wheel spacers are permitted.</p>
	<p>M. Braking System</p>
	<p>1. Braking pads are free. 2. Steel braided lines may be used. 3. Backing plates may be removed. 4. Emergency brake handle and/or cables may be removed. 5. ABS must be deactivated at the wheels and components may be removed.</p>

	<p>N. Exterior</p> <ol style="list-style-type: none"> 1. No air dams, wings or spoilers are allowed other than the "R" package chin spoiler. The "R" package chin spoiler may be added to any model. 2. Fenders and wheel openings shall remain unmodified except rolling or flattening of inner fender lips for tire clearance. 3. Plastic trim on hood and inner fenders is optional. 4. Mirrors may be replaced and cars can be painted non-factory colors. 5. Body molding, antenna, mirrors, and emblems may be removed. 6. Windshield clips and rear window straps per the GCR Section 17.33 are permitted and recommended. 7. Hood and trunk clips are permitted. Stock hood and trunk latches may be disabled or removed. 8. Hood, fuel door and trunk releases may be relocated. <p>O. Interior</p> <ol style="list-style-type: none"> 1. The driver's seat will be replaced with any one piece racing seat that will be installed per SCCA GCR ICS 0.a Page 20. 2. Gauges and instruments may be added, replaced or removed. Other than modifications made for added gauges the dash assembly shall remain intact. 3. Any steering wheel and attachments may be used except wood-rimmed type steering wheels. 4. Any shift knob may be used. 5. A/C system may be removed but not the heater core or blower. Fluid to the heater core may be bypassed. 6. Carpets and their insulating and mounting materials, center consoles, cargo bins, glove box, seat belts, radio system, headliner, dome lights, grab handles and interior panels including windshield trim and visors may be removed. 7. Door main glass, only, may be removed. The regulator, and track hardware, must remain. (See Safety, P. 2 allowing Driver door modifications.)

					<p>9. Spare tire, jack, associated tools and covers along with all carpets and their insulating or attaching materials may be removed from the cargo/trunk space.</p> <p>9. Ducting may be added to provide fresh air to the driver/passenger compartment. This ducting will be located in the driver/passenger vent window by means of a transparent/alternative vent window material and duct with no modifications to the body work. Door glass area must remain free of all material except required safety equipment.</p> <p>10. Seat, mounting hardware and restrains may be removed.</p> <p>11. OEM foot pedals may be extended or pads added.</p> <p>P-Safety</p> <p>1. Welded or bolt-in cage with up to a maximum of 8 mounting points per Improved Touring / Showroom Stock Specifications of the GCR, Section 19.</p> <p>2. Door bars on driver's side allowed to outer skin of door. If door bars extend into the door cavity the door panel, and mechanical hardware may be removed.</p> <p>3. Factory hardtop must be used and bolted in place.</p> <p>4. All other safety per Showroom Stock Section 17, of the GCR.</p> <p>Must comply to last year's SCCA's Spec Miata rules dated December 31st, with the only exceptions listed below.</p> <p>A. Only 1990 thru 1997 Miata's are allowed.</p> <p>B. Tires: They must only use matching sets of Toyo RA-1's, R888's, or RR's.</p>
28	82	CSCC	C 1323 L.2	The required tire is the Toyo Proxes RA1 or RR or Hoosier SM6 or SM7 or H2O 205-50-15.	
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.	
				The calculated weight ratio used in the formula is determined by the following factors:	

				<p><u>Base Weight Ratio: 10.0</u></p> <p><u>Declared horsepower >= 370: -.3</u></p> <p><u>Declared horsepower >= 350 and < 370: -.2</u></p> <p><u>Declared horsepower >= 330 and < 350: -.1</u></p> <p><u>Declared horsepower <= 260 and > 220: +.1</u></p> <p><u>Declared horsepower <= 220 and > 180: +.2</u></p> <p><u>Declared horsepower <= 180: +.3</u></p> <p><u>DOT approved tires with UTQG >= 100: -.5</u></p> <p><u>DOT approved tires with UTQG < 100: -.3</u></p> <p><u>Non-DOT approved tires: +.4</u></p> <p><u>Tire width greater than 300mm: +.2</u></p> <p><u>Tire width less than 250mm: -.2</u></p> <p><u>H-pattern synchromesh transmission: -.2</u></p> <p><u>Front wheel drive: -.8</u></p> <p>If declared torque is less than declared horsepower: Declared HP multiplied by 10 equals the minimum car weight with driver.</p> <p>Declared HP x 49 <u>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.</p> <p><u>((Declared HP + Declared Torque)/2) x 49 Calculated Weight Ratio</u></p> <p><u>The absolute minimum weight (with driver) is 2200 lbs.</u></p> <p>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. 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.</p>
30	85	IRDC	C 1324.A.6	
31	86	IRDC	C 1324.C.6	

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>
33	86	IRDC	C 1324.E.1	<u>All cars shall run on D.O.T. approved tires. 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>
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>
35	86	IRDC	C 1324.E.4	<u>Non-ferrous brake rotors are not permitted.</u>
				<i>Also update section header</i> <u>E. Wheels/Tires/Brakes</u>
36	87	IRDC	C 1324.F.2	<u>The engine block must be from the same manufacturer as the chassis.</u>
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</i> <u>F. Engine/Transmission</u>
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 or higher 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
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>

	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 and dated by the dynamometer operator and the entrant at the time of testing.</p> <p>Vehicle Year: _____ Make: _____ Model: _____ VIN # (if available): _____ Forced Induction (turbo-supercharger) <input type="checkbox"/> AWD (All Wheel Drive) <input type="checkbox"/> FWD (<u>Front Wheel Drive</u>) <input type="checkbox"/></p> <p>Entrant (Print Name) _____ Car#: _____ Signature _____ Date _____</p> <p>Dyno Facility: Name _____ Dyno Make and Model: _____ Address _____ City _____ State _____ Zip code _____</p>
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					<p>If declared maximum torque (Line 4) is less than declared maximum horsepower (Line 3): Line 3 <u> </u> x 40 <u>Line 5</u> <u> </u> = <u> </u> Calculated Minimum Weight</p> <p>If declared maximum torque (Line 4) is greater than declared maximum horsepower (Line 3): ((Line 3 <u> </u> + Line 4 <u> </u>) / 2) x 40 <u>Line 5</u> <u> </u> = <u> </u> Calculated Minimum Weight</p> <p>* Must be greater than or equal to 2200.</p> <p>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.</p> <p>The fitting of a spoiler/<u>splitter</u> 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 furthestmost 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/<u>spoiler/splitter</u>.</p>
41	97	NWMS	C 1401		
42	101	CSCC	C 1402 C.9		

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