



ICSCC Memo #10—December 2015

The Official Publication of the
International Conference of Sports Car Clubs

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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 2015 season brought a fair number of changes to the licensing process, including the elimination of AREA licenses, the assignment of guaranteed numbers for cars, the introduction of a permanent 4-digit identification number for each driver, and changes in medical expiration dates based on driver age. By all accounts, these changes were deemed to be successful and so will continue into 2016.

Just a few quick reminders and notes . . .

1. Your **2015 ICSCC Competition License expires 12-31-15**. If you are planning to compete in a race before our season officially begins, you should get your application in early. All the **2016 forms** (License Application, Medical History, and Physical Exam) have been updated and can be downloaded from the ICSCC website (here: <http://www.icsc.com/forms.php> Ed). Please **check your 2015 license for your 4-digit driver identification number and medical expiration date**. And don't forget to **use the checklist** at the bottom of the license application form to ensure your application will be received as complete.
2. The 2016 ICSCC Competition License fee is still \$85. Expedite fees for late applications will remain at \$75.
3. All ICSCC Club Membership cards must expire no earlier than November 30, 2016. **Renew early**. You will need to send me a copy of your 2016 card, a motorsportreg receipt, or email verification from your club to obtain a license. (You will not have to show your membership card at registration.)

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
2016 ICSCC License Registrar
license_registrar@icsc.com

ICSCC Officials 2015

Please respect our volunteers. No calls after 9:00 p.m.

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ICSCC Publicity Report 2015

By Scott Faris

Two thousand fifteen has been a successful year for Conference racing. One of our challenges is communicating that success to people both currently and potentially involved with our sport and our unique organization to boost our success.

Since Conference is only as good as its member clubs, it's important to note the clubs had some impressive successes in promoting their clubs and events in 2015. For example, Cascade Sports Car Club had a great turnout and raised significant funds for the charities benefiting from the Dash for Kids race in August. Northwest Motorsports had some televised coverage of racing at Spokane County Raceway as did Team Continental at their track, Oregon Raceway Park.

As your PR Director, I attempted to add to that coverage through the UK producers of Mobil One The Grid. That program was on my radar because they have a regular segment on grassroots motorsports that reaches an international audience. Can you think of a better organization than ICSCC to represent grassroots racing? I had many promising email and phone conversations with the producer but in the end they were not able to include a trip

to the Pacific Northwest in their filming schedule logistics. That was 2015. The good news is that they were quite interested to come to the PNW as this part of the world is an area they want to cover, given the right circumstances. In anticipation of a successful pairing in 2016, I hope many drivers will display their Mobil One decals next season to show our support for the program's major sponsor.

In the social media realm, the Race Official's Division (ROD) continues to have a very active Facebook presence and Conference itself now has a page with over 200 "Likes". However, there is scant content on the Conference page so I am seeking some additional help from social media savvy drivers, crew or workers to put Conference on that map.

I welcome your thoughts and energy in helping promote Conference racing. Volunteers including marketing mavens please contact me at pr@icscc.com. If you have videos, photos or comments also please remember to include ICSCC in your posts.

Scott Faris
ICSCC Public Relations Director
pr@icscc.com





GREG COFFIN

2015 Driver of the Year!

Congratulations, Greg!



JULIE & DAVE RIEHL

2015 Workers of the Year!

Congratulations, Julie & Dave!



ENDURO CORNER

By Chris Heinrich

The 2015 ICSCC racing season is complete as is the 2015 Northwest Mini Enduro Championship Series. Congratulations to the NWMECS Champions – Brian Bogdon in ME0, Chuck Hurley in ME1, Gamaliel Aguilar-Gamez (aka Gama) in ME2, and Dave Dunning in ME3. Planning for the 2016 season will begin soon!!



Cascade's October enduro saw a lower than expected entry count. The weather turned out to be better than expected, but the forecast may have contributed to the low turnout. The Iron Team trophy designed and crafted by Dave Dunning again went to Team Bimmerworld. Besides the cool trophy came a FREE entry to next year's race. Congratulations to all the class winners in all three races!

For 2016, there is talk about bringing prize money back to the Cascade Enduro!! Decisions will be made early in the year regarding this so stay tuned.

Enjoy the Holidays and the off season! The 2016 race season will be here before we know it!



COREY PETERS

G. B. Sterne Novice Driver of the
Year!

Congratulations, Corey!

A Quick Trip to COTA for Formula 1

By Armadillo Andy Collins

After telling everyone who asked, "Are you going to the F1 race in Austin" and telling them, "No I'm going to my 45th high school reunion," I discovered that the reunion was the same weekend as the race at the Circuit of the Americas. This I discovered when the airfare to Austin was a shocking \$800 round trip. This can't be, since I fly to Austin about 4 times a year to visit my mom. Research showed it was true but why? Couldn't be University of Texas football as the team sucks this year although they did manage to beat Oklahoma. I found if I travel Saturday and return back to SeaTac on Tuesday October 27th the price of the ticket was just \$348 (a good deal). Still didn't explain why, until I looked harder and found it was the race. Alright, a trip to visit with my old high school buddies, see momsy and do Formula 1 along with a special after race concert with Elton John, all at the same time.

Those of you around long enough to remember the first F1 race in Austin in 2012 might also remember the article I wrote concerning the event and the 5 mile hike from the shuttle bus drop off point to the track. 2015 was significantly different from the inaugural event when the parking lots weren't finished so nearly everyone had to take the free bus. This year it was everyone taking the \$25 bus because the parking lots were either flooded or mud so thick that they were similar to the La Brea Tar Pits. In fact I think there is still an old MG or Lotus Elan stuck out there. But I'm ahead of myself in this saga.

Arriving at 5:30PM Saturday, my buddies Robert and William picked me up to head for El Mercado a Mexican restaurant where the A.N. McCallum class of 1970 were celebrating our 45 years of freedom from teacher's dirty looks. At the reunion I visited with my friend Tom Dalrymple who runs a race prep shop taking care of clients racing Spec Racers. He is down to just 4 cars which he says is manageable.

Then Bob Rollins showed me a pix of him in his Spec Racer at the Detroit GP as support for the F1 race a long time ago. Ha, and you though my high school was just football.

Did I tell you it was raining Saturday night? Well as it turns out, it was raining Friday as well so not being at COTA was a good thing. Just ask Scott Faris who stayed all day Saturday only to leave late in the afternoon when all racing was suspended due to the torrential downpour. Scott left a few minutes too early as they opened the garages for a pit walk, right after he left. Man they NEVER do that unless of course you buy the really high dollar tickets. Scott wasn't very happy.

Also there Saturday was John Parker, his dad Gary "BBQ2U" Parker (who as it turns out attended my high school although according to Gary many years after I graduated), and James Crivelloni. They stayed and helped push cars out of the mud in the parking lots and did the pit walk. They also attended Huxton's party in town where a number of F1 drivers showed up. Despite the rain they had fun. Look, I may not quite have all these facts right but just stay with me here it is the story that counts.

"So what time do we have to catch the bus in the morning?" Robert asked. "Oh....you know...about 7AM," I said as quietly as I could. "7AM?!" What the...." So at 6:15 Robert and William arrived with Robert's wife asleep in the back seat. Her job was to drive the car back from the bus stop. She is NOT a morning person. So standing in the rain and wind we waited and caught the 3rd or 4th bus heading for the track. Now I know that some of you are waiting to hear how I'm going to exaggerate the 10 mile hike from the bus to the track. Really! No the bus dropped us off only

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A Quick Trip to COTA for Formula 1 (continued)

minutes from the main entrance and we waited in the wind and rain for the track to open at 8AM. We hustled in and set up our folding chairs at the turn 19 general admission section and hunkered down in the rain to wait. Oh we did our best to stay dry but there were rivers of water running down the paved walk ways and all non-paved areas were mud (like the La Brea Tar Pits and the parking lots).

William and I made the obligatory trip to the souvenir stand where I scored an event cap, t-shirt, coffee mug (gift for a friend) and a jacket for Armadillo Ana who was smartly staying warm and dry back home in Bremerton, WA. William and I spied some wonderful sounding track food, a fried avocado taco. Two for just \$12, such a deal. When they arrived and I looked at the two miniscule corn tortillas with a ¼ slice of a small avocado, I asked if I wasn't supposed to get 2 Tacos. It was pointed out that there were actually 4 corn tortillas there and I was getting more than I paid for. Eating those hurt my eyes trying to find them on the plate. Did I mention that it was still raining?

Finally they had some qualifying sessions but due to rain it was decided that they would just have Q1 and Q2 as no one was going to improve on their time in Q3 due to rain. Now the vintage F1 cars came out for their race. There were several of my SOVREN friends there with their cars, very cool. They had a few warm up laps behind the pace car and the announcer stated they would start racing any moment. To quote Iceman from Top Gun, "Bulls**t." Of course they weren't going to race these priceless cars in this rain. So after about 5 laps behind the pace car, they finished up and we settled in trying to stay warm waiting for the next "race."

Next up was the Porsche GT3 Cup race. Starting on the front row was Alex Ribaris of the Heart of Racing team. This is the European arm of Team Seattle. You know the brain child of Don Kitch (former Conference

Driver of the Year, past president of IRDC and owner of the ProFormance Racing School at Pacific Raceways) to raise money for Seattle's Children Hospital. Well, Alex made a bold pass for the lead on about lap 5 and won the race! Outstanding and I saw Dapper Don Kitch on the big close circuit screen as they celebrated a big win.

LUNCH BREAK. All this meant was that we waited for the race to start about 2PM. Certainly I didn't have enough cash for more food. Let's see \$12 for two micro tacos, so a meal that would actually be satisfying would be about the price I paid for souvenirs, \$250. Oh and I didn't mention right after making my souvenir purchase the bank shut off my debt card. Seems making a purchase at a race track in Austin is "highly suspicious." This being Sunday I couldn't deal with the bank until Monday.

Anyway, the rain stopped, the sun came out sorta and the wind slowed slightly. The Parker's and Crivelloni found us and we visited about their adventures. They had great barbecue and were having the time of their life. Yes even in the rain, we were all having fun. My little brother Walter and his wife Mirsa were there too. Walt and I hooked up through an organization called Big Brothers of America. This was in 1975 and we've been friends ever since. He used to go to autocrosses with me back in the days of the Texas Spokes Sports Car Club. Anyway, Mirsa wasn't happy about the cold and rain in this her first F1 race. I convinced her to stay for the start explaining how truly exciting a standing start is. Walt complained that his \$25 VIP bus ticket got him a ride on a school bus. Gee Walt, we were on a tour bus.

Finally the race came and it was a great one. Who would have thought the Toro Rosso team would be running 2 and 3 at the start. Anyway it was a great race and we enjoyed it thoroughly. Mirsa stayed and she loved it, but when it was over, Walt and Mirsa headed

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A Quick Trip to COTA for Formula 1
(continued)

home to get warm and dry. Robert, William and I headed for the Elton John concert in turn 9. You are perhaps familiar with the Bataan Death March from WWII. This was similar.

Thousands of people, a long trek (at least 3 miles or it seemed that way), reminiscent of the shuttle bus trek in 2012, and the mud. We got there along with about 35,000 other fans. Elton didn't disappoint. Fantastic and we loved it. He played nearly every hit song he had and there were lots of them. Finally he ended with a great rendition of Crocodile Rock where the crowd sang the chorus.

Show over at 8PM and we had to make the trek to the main entrance to catch the shuttle bus. A short walk from turn 9, just about 6 miles. Hey, COTA is 3.4 mile in length. We got there only to have to search for the end of the line to get on the shuttle bus. Oh there is the end of the line, WAY over there. So we got in line and waited for 1 hour and 50 minutes to get on the bus. Cold, wet feet, clutching my souvenirs and totally happy. What a day, what a race, what a concert and what a wait for the bus. Can't wait for next year.



DICK BOGGS

Is recognized for his many years of
service to Conference!
Thanks so much, Dick!



MICHAEL LENSEN
2015 Worker's Choice
Second Year in a Row!
Congratulations, Michael!!!

ICSCC CONTEST BOARD RULE CHANGE PROPOSALS
Proposals for Championship Season 2015

YES	NO	Item #	Page #	Club	Section/ Jurisdiction	Proposal
44	328	1	5	VMSC	1A.F E/C	No person except for the Race Steward and any other ICSCC Official who must request the Race Steward to submit the proposal, may place any item on the Contest Board agenda that does not have the majority approval of at least one member/affiliate club. ICSCC officers may submit rule changes pertaining only to their jurisdiction. If a proposal does not have the approval of at least one member/affiliate club, it cannot appear on the Fall Contest Board Agenda. <u>The Race Steward(s) shall not propose themselves but may point out contradictions and/or errors in the rules and proposals to the Executive and Contest Boards for them to take remedial action as they deem fit.</u> (Cross Reference - PPM, 6.1.5).
31	341	2	18	VMSC	502.A C	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 <u>and take the chequered flag.</u> 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 both cases if an odd number of laps, round to the next lower number. In the event of a red flag race, see 702.

139	233	3	18	CSCC	502.A C	<u>All positions are scored except as noted: DNF/DNS score a maximum of 11th place points. The number of laps completed shall determine position for DNF's. If two or more cars DNF, but complete the same number of laps, they shall be awarded the same points. All DNS's score the same number of points.</u> 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. 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 both cases if an odd number of laps, round to the next lower number. In the event of a red flag race, see 702.																																												
139	233	4	18	CSCC	502.B C	Points will be awarded per the chart below: <table border="0"> <thead> <tr> <th>Position</th> <th>Points</th> <th>Position</th> <th>Points</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>25</td> <td>10</td> <td>13</td> </tr> <tr> <td>2</td> <td>22</td> <td>11</td> <td>12</td> </tr> <tr> <td>3</td> <td>20</td> <td>12</td> <td>11</td> </tr> <tr> <td>4</td> <td>19</td> <td>13</td> <td>10</td> </tr> <tr> <td>5</td> <td>18</td> <td>14</td> <td>9</td> </tr> <tr> <td>6</td> <td>17</td> <td>15</td> <td>8</td> </tr> <tr> <td>7</td> <td>16</td> <td>16</td> <td>7</td> </tr> <tr> <td>8</td> <td>15</td> <td>17</td> <td>6</td> </tr> <tr> <td>9</td> <td>14</td> <td>18</td> <td>5</td> </tr> <tr> <td></td> <td></td> <td>19/lower</td> <td>4</td> </tr> </tbody> </table> DNF = 3 POINTS DNS = 1 POINT	Position	Points	Position	Points	1	25	10	13	2	22	11	12	3	20	12	11	4	19	13	10	5	18	14	9	6	17	15	8	7	16	16	7	8	15	17	6	9	14	18	5			19/lower	4
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77	317	5	25	NWMS	703.E E/C	Race groups 1-6 may be combined into 4 groups (A-D) for practice, qualifying, and non-championship races. Combined groups will consist of three closed wheel groups and one open wheel / sports racer / novice open wheel group. Combined for practice, qualifying, and non-championship race groups A_D will be set by the Executive Board. Combined 4 group events will be published in the race announcement.																																												
158	236	6	25	CSCC	703.F E/C	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 / novice races are completed, unless approved by the E Board. Special races may be held on any day of the race weekend. With the exception of ICSCC Novice races, any non-Championship race shall be considered a special race. Championship races shall not be shortened to facilitate special races. Lap times in Special Races, when only one driver is able to drive the car, may count as an additional qualifying time at the Member Club's discretion. The Race Announcement must make this clear to the driver's and under no circumstances will a Special Race be the only qualifying session for the Championship race. Rule 714 shall apply.																																												

53	341	7	28	VMSC	712 C	Retirement. A car which exits the race course and enters the paddock area during a race shall be considered to have withdrawn from the race and may not re-enter the race course. <u>The car will be scored as DNF in the official results.</u>
5	389	8	28	VMSC	714 E/C	All class winners shall be weighed when applicable and where possible when the scales are present and functioning. When the class winner is weighed, it is recommended that at least second and third place finishers in the class be weighed as well. Cars may be weighed following any timed qualifying session, provided that all cars in the class that participated in the session are weighed. Each club is to make sure the scales are accurate and in good working order throughout the racing event. Scales shall be manned by competent personnel of the sponsoring club at least one hour before and during all timed qualifying sessions and one hour before and during all racing sessions. Failure of finishers designated by the Race Steward to report directly to the scales at the end of their race will result in disqualification. All cars except Formula, Super Production and Sports Racers are strongly encouraged to display an ICSCC Minimum Race Weight Sticker or an appropriate substitute as per ICSCC Competition Regulation 1106L. Any car required to weigh at the end of a race that does not meet the required minimum weight, will be disqualified

389	5	9	28	Stew	714 E/C	All class winners shall be weighed when applicable and where possible (<u>where possible is defined as the scales are in proper working order and the vehicle is able to be pushed onto the scales</u>). When the class winner is weighed, it is recommended that at least second and third place finishers in the class be weighed as well. Cars may be weighed following any timed qualifying session, provided that all cars in the class that participated in the session are weighed. Each club is to make sure the scales are accurate and in good working order throughout the racing event. Scales shall be manned by competent personnel of the sponsoring club at least one hour before and during all timed qualifying sessions and one hour before and during all racing sessions. Failure of finishers designated by the Race Steward to report directly to the scales at the end of their race will result in disqualification. All cars except Formula, Super Production and Sports Racers are strongly encouraged to display an ICSCC Minimum Race Weight Sticker or an appropriate substitute as per ICSCC Competition Regulation 1106L. Any car required to weigh at the end of a race that does not meet the required minimum weight, will be disqualified.
5	367	10	35	VMSC	1002.D E/C	(Appeal to Executive Board.) All ballots shall be returned to the ICSCC President, who shall publish a decision. A copy shall be mailed and postmarked within 30 days of the original appeal. <u>If a reply has not been delivered to the appellant by the expiry of the 30 day time limit. The appeal shall be deemed upheld and remedial action requested in the appeal be implemented</u>
368	0	11	43	CSCC	1108.Q E/C	Closed cars shall run with both door windows fully open, <u>unless the car came from the factory with a fixed, non removable Lexan or polycarbonate window(s).</u>
262	0	12	50	NWMS	1306.A E	Classifications. ICSCC Formula cars will be classified as follows Formula Atlantic, Formula Continental, Formula Libre, Formula Ford, Formula Club Ford, Formula Vee and Formula 440/500. All Formula Cars constructed prior to January 1, 1998, shall be grandfathered in their original roll bar/cage/chassis design so long as they are competing as an ICSCC licensed entry with an appropriate ICSCC logbook. Grandfather provisions notwithstanding, the top of the roll bar main hoop shall extend two (2) inches above the driver's helmet, seated normally and restrained by seat belt/shoulder harness. Additionally, a straight line drawn from the top of the main hoop to the top of the front hoop, shall pass over the top of the driver's helmet. New cars constructed after January 1, 1998, shall have front hoop/rear hoop conforming to Section 1105.

262	0	13	50	NWMS	1306.B.3 C	Formula Libre will consist of all open wheeled vehicles not aforementioned (i.e., Formula 5000, Formula Continental , Formula Super Vee, Formula B, etc.).
372	0	14	52	NWMS	1306.B.6 E/C	Formula Continental - All Formula Continental cars shall conform to SCCA regulations applicable to Formula Continental <u>except for minimum weights as specified below:</u> <u>Minimum weight for Formula Continental with driver shall be as follows:</u> <u>(1) Pre-1990 pinto powered cars 1175 lbs</u> <u>(2) 1990 to present pinto powered cars 1190 lbs</u> <u>(3) Ztec powered cars 1200lbs</u>
5	356	15	56	VMSC	1313 C	Super Production cars shall compete in 3 classes, over 4.0 litres or 20B rotary powered (SPO), 2.0 – 4.0 litres or 13B rotary powered (SPM), and under 2.0 litres or 12A rotary powered (SPU). Super Production cars shall compete in 3 classes based on engine capacity: SPO - over 4.0 litres piston engines or forced induction 20B Mazda rotary; SPM - 2.0 - 4.0 litres piston engines or 12A Mazda rotary forced induction, 13B Mazda rotary forced induction or normally aspirated and 20B Mazda rotary normally aspirated; SPU - under 2.0 litres piston engines or 12A Mazda rotary normally aspirated SP cars shall meet the safety requirements of Section 1303. A. with no minimum weight and will resemble a production car in appearance. Cars fitted with superchargers and/or turbochargers shall use a displacement factor of 1.4 to determine classification. Cars fitted with forced induction (turbochargers or superchargers) shall multiply their engines nominal displacement by a factor of 1.5 to determine correct classification, the only exception shall be the Mazda rotaries listed above.
132	44	16	56	BMWCC A	1313 C	Super Production cars shall compete in 3 classes, over 4.0 litres or 20B rotary powered (SPO), 2.0 – 4.0 litres or 13B rotary powered (SPM), and under 2.0 litres or 12A rotary powered (SPU). SP cars shall meet the safety requirements of Section 1303. A. with no minimum weight and will resemble a production car in appearance. Cars fitted with superchargers and/or turbochargers shall use a displacement factor of 1.4 1.3 to determine classification.

372	0	17	56	CSCC	1314.B.2 C	<p>The primary CR spec tire is the Hoosier R6/<u>R7</u> with the tire size of P185/60ZR13 or P205/55ZR14. The Hoosier H2O tire is the designated CR rain tire with the tire size of P185/60ZR13 or P205/55ZR14. Shaving of the Hoosier R6/<u>R7</u> is allowed. Tire grooving is not allowed. It is permitted to use the Hoosier H2O tire as a dry racing tire. Front fender modification is permitted to allow clearance for the 14" Hoosier tires.</p> <p>The use of the previous spec tires Toyo Proxes RA1 and Toyo Proxes R888 are allowed in the tire size of 185/60R13 or 205/55R14. Toyo tires manufactured after 2012 are not allowed. Shaving of the Toyo Proxes RA1 and Toyo Proxes R888 is allowed.</p>
144	224	18	68	NWMS	1316.B.3 (a) C	<p>The dashboard pad must be retained. <u>Fabricated steel, aluminum, and or composite replacements may be used.</u> If fabricated dashboard is used it must resemble factory dimensions and run full width of the vehicle. <u>Fabricated dashboards must be painted black or be color matched to the car.</u> Glove box lid and any console component secured entirely to the floor may be removed. Any steering wheel may be used other than a wooden one. Any shift knob may be used. Gauges may be replaced or added. The wiring harness may be removed or modified provided it serves its original purpose. Window, mirror, computer display/switches, and associated wires may be removed. Any locking mechanisms for doors, trunk and fuel filler may be disabled and/or removed. Climate control knobs may be removed or replaced. Hoses, plumbing, and heater core (including the housing and fan unit) may be bypassed or removed. An auxiliary fan or blower may be added for the expressed purpose of defogging the windshield and/or rear window. Any interior mirror may be used. Air bag systems shall be removed.</p>

Happy New Year to our Conference family!



Santa is bringing you a new Memo Editor for 2016!

I've enjoyed my time as Editor, but now it's someone else's turn to have all the fun of preparing the newsletter for your reading pleasure. Thanks so much to our great contributors!! It's been my pleasure to work with you!

Karen

Memo Commercial Advertising Rates

Full page \$80 / issue full year, or \$110 / issue
1/2 page \$50 / issue full year, or \$70 / issue
1/4 page \$30 / issue full year, or \$40 / issue
1/8 page \$20 / issue full year, or \$25 / issue

Commercial classified \$10/issue full year
or \$12/issue

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: 1/15 means first issue of 2015; that ad will expire after issue #3 of 2015 (3/15). There are 10 issues per year.



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.



"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.

Racing photography by Doug Berger



Photographic prints, digital copies, t-shirts, mugs, phone/tablet covers, water bottles, mouse pads, yadda yadda, yabba dabba do.

We offer the largest selection of photos from ICSCC events, visit us online at:

 **dbpics**
.com

E-Mail: doug@dbpics.com



Memo #10 December 2015

4703 SW Greensboro Way, #137
Beaverton OR 97078

"One day can change your life forever"

21st annual High Performance Racing Seminar Saturday, Feb. 20, 2016 in Tacoma, WA

Getting out and spending the day with outstanding professional coaches and like-minded racers will create in you a positive change that you'll never get sitting at home.

You've heard about it and NOW is the year 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 2016 season than by registering to attend the 21st annual High Performance Racing Seminar Saturday, February 20, 2016 in Tacoma, WA

Neil Roberts, race engineer and author of *Think Fast the Racer's Why to Guide to Winning*, will be speaking on aerodynamics. His practical applications to aero can be used by any car to improve efficiency and performance. **Bob Earl**, former Chief Driving Instructor for the Bob Bondurant School, and champion driver in Formula Atlantics and IMSA GTP cars, will speak on advance driving techniques. His talk a few years ago about how to drive the Ridge (before the Ridge was even finished) was spot on and gave all who listened a huge advantage over those who stayed home eating bon bons. Lunch time guest speaker, **Steve Nickless**, was the editor for *On Track Magazine*, the finest road racing magazine ever written, will share his fascinating stories and adventures. Stories will include his work with former world driving champion Keke Rosberg (father of Nico). This is one talk you'll not want to miss.

One or two additional speakers will be added soon. This seminar is your one chance to spend a whole day thinking and working on your race program with the help of the best coaches in America. It will be fun and possibly life changing. **Register now** so that next season you won't have to lament that you didn't go and are now sad. **Last chance for an early bird discount too, so don't delay.** Just read (on the right) what participants from last year's seminar had to say about the value they received from the event. With our money back guarantee, you have nothing to lose but seconds off your lap times.

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 December 31st and receive an additional \$10 early bird bonus. Add it up and you can have it all for just \$185 but you must act now.

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

On Track With All Your Racing Needs • 1-888-211-9129 • Toll Free USA and Canada • www.armadilloracing.com

**Early Bird
Discount Expires
Dec. 31st**

In Their Own Words...

"Darrick Dong's presentation about braking systems was by far the most informative presentation I've witnessed in motor sports, hands down." **Dave Haire** – *GTI Stock Car*

"I haven't been to one of Andy's seminars for a while and had forgotten how much I learned at the last one. I'm looking forward to some quality time in the shop next week applying what I learned today." **Jim Johnson** – *March 729 FF*

"You are only as good as who you hang with and this seminar gave me an insight into a much bigger fish bowl. The speakers are from the highest level!" **Craig Blood** – *Performance race shop owner*

"Darrick Don was worth every bit of the seminar. One of the best seminars I've attended. Jeff Braun – both worth every bit." **Dick Boggs** – *Stohr WF-1*

"Best ever! Lots of good information, very entertaining, very worthwhile." **George Doran** – *Formula Mazda*

"I got my money's worth in the first 15 minutes, and that was just the start!! Best investment anyone interested in racing can make." **John Rankin** – *Beach Mk 4B*

"Fantastic speakers, great stories, great food! Couldn't possibly ask for more!!" **Eddie Nakato** – *BMW M3*

