



## ICSCC MEMO #2 APRIL 2020

*The Official Publication of the  
International Conference of Sports Car Clubs*

### IN THIS ISSUE:

Messages from the President & Steward



### FROM THE PRESIDENT

**H**ello to all of you dedicated racers out there reduced to twitching spasmodically and making “vroom-vroom” noises instead of launching yourself into another eagerly anticipated ICSCC racing season. I seem to have a knack for encountering uncharted waters when I volunteer and looks like being President is no exception! It hardly seems like Spring without the smell of hot brakes and race gas and happily reacquainting ourselves with racing friends! Sadly, I need to report that it will still be a while before you get your fix. Our first double race weekend, **The CSCC Rose City Opener XXIX at Portland International Raceway May 2-3, is cancelled** because the track will still be under mandated shutdown to groups of our size by that date. The second double race weekend, **IRDC at Pacific Raceways May 16-17 is also cancelled** because it is likely that the shutdown will prevent it and the border is closed to those incredible Canadian volunteers that make racing possible. The third weekend of the season, a triple race with **NWMS at Spokane County Raceway June 5-7 is now also officially cancelled**. There are a lot of reasons for this one including uncertainty about whether the shutdown would allow it to occur and the availability of banquet permits for the excellent after race pizza party they always provide and of course access to those dedicated Canadian volunteers. You would think all of that virus related schedule destruction would be enough, but wait – the hits just keep on coming! The Ridge Motorsports Park has been working hard and investing in infrastructure to prepare for their first big Pro Racing Event, MotoAmerica Superbikes in June. With the uncertainty facing a national series on a June date that will likely have more spectators than the Ridge has ever had for a single event and for reasons only fully known to The Ridge and MotoAmerica they have unilaterally chosen to move them to the August date that was contracted by IRDC. The only date offered by The Ridge in exchange was the date MotoAmerica vacated, June 27-28, which holds the same uncertainties and puts the IRDC in the position of holding two races in a row two

weeks apart. Even if the shutdown is lifted IRDC didn't feel this was viable considering how much effort is required to hold an event and how few volunteers are available to help make it happen. As a result **the IRDC double race scheduled for August 29-30 at The Ridge Motorsports Park is also cancelled**. With no acceptable dates offered to replace the one taken the IRDC will not hold any events at the Ridge Motorsports Park in 2020 and hope this will be taken into consideration when negotiations come around for 2021 and beyond.

So as things stand we are looking at an eight race ICSCC season comprised of four double race weekends starting June 20-21 with CSCC at PIR. There are still possibilities of clubs trying to add races toward the end of the year if sanctions are lifted and the races appear viable but at this point, eight races is what we have. Sorry to be the bearer of bad news!

Everyone wants to know what we can do to fix things and when can return to something closer to normal. When we do come back what will we have to do differently or maybe can't do at all anymore? A lot of people are working diligently on your behalf so when we get the go ahead we can proceed as quickly and as safely as possible but truth is this kind of thing is unprecedented and we have no idea how to predict what will hit us and when it will end. I get the feeling that there is a pent up demand and a lack of supply to go racing that may make our first events well attended but conversely there is still the economic hardship that the shutdown has caused and fear of getting back out there too soon if you are in a certain demographic. All I can say is we are looking forward to seeing you and the resumption of our lives and freedoms. Please support Conference as a volunteer and/or entrant as much and as soon as you feel you safely can! A last thought - when you are finally at the track again, think about how much we rely upon these volunteers. Make sure to say “Hi” or “Thank you” when you see one of these elusive creatures. If it is a Canadian argue a bit about the pronunciation of “decal”. They like that.



## STEWARD'S CORNER

When I thought about what the 2020 race season looked like, this was definitely not it. In the meantime, I have been getting everything together in order to be ready once the season starts. I have started outfitting an enclosed trailer to bring to our events that contains all of the necessary steward's gear. I also purchased a used scooter to ride around the paddock, not that I didn't mind peddling around on my mountain bike but at 59 those little seats start to get uncomfortable.

Then came time to have a RATS meeting and reality set in. As many of you already know this was our first event to get cancelled due to COVID-19. Since then distancing and socializing requirements are constantly changing between the states and provinces that our racers and workers are traveling to and from.

What can we do at this time with all of this going on? Try to keep yourself informed with the most current televised news, reviewing our Conference website and Motorsports Reg. This will let you know the latest status on whether an event is still scheduled or cancelled. I know most of us have so much information coming at us that it is hard to determine if you want to register for an event or not. When I was talking to Vince V., (CSCC president) one of his decision-making criteria was that there were not enough entries on motorsports.reg to make the event worthwhile.

This may also be part of the criteria that IRDC will use as well. If you feel like you want to attend an event please sign up so that the clubs can gauge attendance. There may be over ruling circumstances but this will be dealt with by the organizing club and track manager.

Another thing we can do is use this time for car preparation. I'm going to plagiarize this from a friend who I used to autocross with and raced against in Group 2. His name is Greg Fordahl and he prepares high performance cars for a living. His recommendations are to go to each corner of the car and remove the wheel. Then get comfortable and look at every component in front of you. Check torques, look for cracks or damage, re-grease areas that need it, caliper operation and pad thickness or taper and a general overall inspection etc. Then take a look at the engine compartment. Don't be in a rush and take your time and repair what is needed. Also keep in mind what is covered to get your annual inspection when the season starts. Take the time and visit the Conference website and review the 2020 rule changes. There are not many but they may apply to you or your class.

I hope this season will start soon and stay healthy.  
Steward Duane



photo by Kevin Skinner

McLaren M6A, Mark Donohue at USRRC, Seattle Int. Raceway, June 1968



## ENDURO CORNER *by Chris Heinrich*

The ICSCC Endurance racing season was set with a total of eight events comprising the 2020 Northwest Mini Enduro Championship Series (NWMECS). Then COVID19 came! Unfortunately, the virus has made a nice dent in the season. As of today, the first three rounds along with round seven of the series have been cancelled due to the virus. The season is now slated to get started on June 20th at Portland Int'l Raceway for the first one hour mini enduro of the season. From there the series shifts north to Pacific Raceways on July 18<sup>th</sup> which will be the first 2 hour race of the season. Round three is back in Portland on August 15<sup>th</sup> and the final race of the season is a 2 hour race also at Portland on October 17<sup>th</sup>. So, the series is set (at least for now) for four rounds which includes two 1 hour races and two 2 hour races.

The series rules remain the same from last year. Because of the canceled events we have modified the number of races needed to qualify for the championship and the number of races that count for the championship. The 2 hour races count as two races so the series has a total of six races of which one's best four finishes count for the championship.

In order to qualify for the championship, one would need to race in a minimum of three of the six races. 2020 will be the year to make a run for the championship! The series rules and schedule are posted in this issue of the Memo and online.

Additionally, on October 17<sup>th</sup> will be Cascade's Festival of Endurance which again will include a 4 hour race and an 8 hour race to go along with the 2 hour NWMECS finale. There are a couple of TBD's for the event this year. The first is the track configuration (chicane or no chicane). The second is whether the race ends in the daylight or in the dark. Both of these will be determined by popular vote of 8 hour teams who register by June 30<sup>th</sup>. Team captains will be surveyed the first part of July with the results being available soon after. If you have a preference regarding either of these sign up early. Another incentive to enter early will be the substantial early entry fee discounts! Cascade is going RETRO with their entry fees!

Stay tuned for any new updates that may arise due to the COVID19 situation.



**Time to start planning your teams and who will sprint to the car for the Le Mans start! Retro Racing has been a strong supporter of the Enduro over the years, so we thought it would be fitting to thank them by rolling back entry fees to something not seen in 15 years! With these "Retro" fees and over \$10,000 in prize money possible, we're hoping to see you! The 8 hour must have at least 25 entries before any prize money kicks in.**

**Enter early! The first 10 teams who enter the 2/4/8 hour combo will receive \$199 discount (that is an entry fee of \$600 for the team)! MotorsportReg will open on Friday, May 15.**



# 2020 NORTHWEST MINI ENDURO CHAMPIONSHIP SERIES

<b>What is it:</b> Four race series:	<u>DATE</u>	<u>TRACK</u>	
Round 1	5/02/20	Portland Int'l Raceway	Cancelled
Round 2	5/16/20	Pacific Raceways (2 Hour)	Cancelled
Round 3	6/06/20	Spokane County Raceway	Cancelled
Round 4	6/20/20	Portland Int'l Raceway	
Round 5	7/18/20	Pacific Raceways (2 Hour)	
Round 6	8/15/20	Portland Int'l Raceway	
Round 7	8/29/20	The Ridge	Cancelled
Round 8	10/17/20	Portland Int'l Raceway (2 Hour)	

Races are one hour or two hours in length. Two hour races count as two races (single points times 2). Note: Time does not stop for black flags or red flags

Top 4 races count towards the points championship. Must enter a minimum of three races in order to qualify for the championship. With two 2 hour races, there are a total of 6 races.

Each one hour entry shall consist of one or two drivers. Each two hour entry may have no more than four drivers. Drivers may drive in up to two cars per race.

Each one hour race will require a mandatory 60 second pit stop. Each two hour race will require a mandatory two minute pit stop.

Entry fee, qualifying procedure, etc. will be determined by sponsoring club and may be different between events.

**Classes:** ME0 – AP, SPO, SPM, GT1, GT2, GT3, ITE, ST, SST, P0

ME1 – BP, EIP, FIP, GTL, RS, AS, SE46, SPU, P1

ME2 – CP, DP, PRO3, ITS, PRO44, HIP, CT4, P2

ME3 – EP, FP, GP, CR, PRO7, SM, CSM, HT, ITA, ITB, ITC, P3

MSR – SPORTS RACER CLASS (Open to ICSCC eligible Sports Racers)

**Production classes (P0 – P3) – Open modifications as allowed per ICSCC Competition Regulations. Cars are classed by horsepower (HP) and weight to horsepower (WT:HP). If horsepower and WT:HP are in different classes, the Race Steward shall determine class. P0- 225 to 275HP, 10.0-12.0 WT:HP; P1- 180 to 225HP, 12.0-15.5 WT:HP; P2- 135 to 180HP, 15.5-19.0 WT:HP; P3- below 135HP, above 19.0 WT:HP. HP is determined using a Dynojet dynamometer 248/224/424 utilizing standard practices and procedures as described in the ST rules and as outlined in Section 1324.H of the ICSCC Competition Regs. A dyno form is not required. WT is minimum race weight with driver. Cars in Production classes (P0-P3) using tires with a treadwear rating of 180 or higher may move down one class. All other classes listed follow ICSCC rules.**

**Points:** 1<sup>st</sup> – 12, 2<sup>nd</sup> – 10, 3<sup>rd</sup> – 9, 4<sup>th</sup> – 8, 5<sup>th</sup> – 7, 6<sup>th</sup> – 6, 7<sup>th</sup> – 5, 8<sup>th</sup> – 4, 9<sup>th</sup> – 3, 10<sup>th</sup> & lower – 2, Pole – 1 (where applicable / No pole points for 2 hour races). All positions are scored except as noted: DNF/DNS score a maximum of 6<sup>th</sup> place points. Number of laps completed will determine position for DNF's. All DNS's score the same number of points based on the number of cars in class.

Championship trophies will be awarded to class champions in classes that average 0.75 entries.

Championship trophies will be awarded to the top 3 in classes that average 5 entries.

**Eligibility:** Licenses – ICSCC IRR / ENDURO, SCCA, CACC, SOVREN, FIA, ASN, or NASA. All other licenses must be approved by the ICSCC License Director. Novice license holders are not eligible.

## FULL SET OF RULES:

Entry to this race does **not** have to be in conjunction with any other race(s) of the weekend.

Except as noted, the 2020 ICSCC Competition Regulations will apply.

Classes follow ICSCC class rules except for the Production class (P0-P3) which is not an ICSCC class. Production cars should resemble factory production cars and shall follow guidelines outlined on page 1.

Maximum number of drivers per race: 1 Hour Races – two. 2 Hour Races – four. Teams may petition the Race Steward to have additional drivers. Drivers on teams that use more than the maximum number of drivers will receive full points if the driver has driven a minimum of fifteen minutes. Drivers may drive in up to two cars per race.

Car numbers will be assigned on a first come, first served basis.

**Points:** See above (page 1) for point structure. Each driver will receive the same points whether an entry is one or multiple drivers. Example: If a one driver entry wins – 12 points are awarded. If a two driver entry wins – 12 points are awarded to each driver. Pole points will be awarded to both drivers. If a driver drives in two different cars in the same race, they will only receive points for the higher finish if the two cars are in the same class. If the two cars are in different classes, the driver will receive points for both classes. The Series Championship (each class) will be determined by adding a drivers **four** highest point totals together. Ties in final points shall be resolved on the basis of each driver's record of first place finishes; then, if necessary, second place finishes. If two or more drivers have accumulated the same number of first and second place finishes, they shall be considered tied for the Championship. If for example two drivers tie for the Championship, the next driver shall be considered to have finished in third place.

**\*\*Championship points standings available at [www.cascadesportscarclub.org](http://www.cascadesportscarclub.org) and [www.icsc.com](http://www.icsc.com) \*\***

**Mandatory Pit Stop:** Each one hour race will have a mandatory 60 second pit stop to be made between the 20 minute mark and the 40 minute mark of the race for both one driver and two driver entries. Each two hour race will have a mandatory two minute pit stop to be made between the 30 minute mark and the 90 minute mark of the race for both one driver and multiple driver entries. Pit stops may be made before or after the mandatory pit window but will not count towards the mandatory pit stop. The car's ignition must be turned off while refueling as well as when a driver change is taking place. All crew members who have the potential to come into direct contact with gasoline or gasoline vapors during pit stops are required to wear the following safety gear: A fire suit, fire resistant gloves, head sock, and helmet. A fire bottle designee is also required in case of a fire; however, they are not required to wear the same safety gear. No contact with the car is allowed while refueling except for a driver change. Helping a driver get belted in, radios plugged in, and cleaning the front windshield are not considered contact with the car and may occur at the time of refueling if necessary. Pit crew attire: Arms, legs, and feet shall be fully covered.

The Pit lane speed limit and zones shall be determined by the sponsoring club. One crew member is allowed over the wall to signal the car into their pit space. During a Full Course Yellow (FCY), pit lane will be closed. If you are in pit lane at the time of a FCY, you will be released to rejoin the field. Pit lane will not re-open until the entire field has passed start/finish after the re-start of the race. If a FCY or Black/Red flag extends past the mandatory pit window, two green flag laps will be added to the pit window. The clock will continue to run under race stoppage.

**Minimum Penalties:** Pit lane speed violation, fuel spillage over 1 liter – Stop & Go. Improper attire on crew members over the wall, no fire bottle designee – Penalty Box: 30 seconds. Working on car during re-fueling – Penalty Box: 1 minute. Mandatory pit stop window violation: 2 lap penalty (1 hour races), 3 lap penalty (2 hour races). All others – Warning

**Trophies:** One or two in class – 1<sup>st</sup> only; three to five in class – 1<sup>st</sup> & 2<sup>nd</sup>; six or more – 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup>

**MANDATORY DRIVERS MEETING – See schedule. Failure to attend may result in starting at the rear of the field.**

**Each sponsoring club is responsible for setting the qualifying procedure. Qualifying sessions may vary from what is listed below. Check event schedule for the most up to date information.**

## QUALIFYING PROCEDURES

- ~~**ROUND 1 – MAY 2, 2020:**~~ **Cancelled** Pressure qualifying. Either driver may qualify. Qualifying shall consist of one Green flag lap (one out lap and one green flag lap). Qualifying order shall be set by class with MSR first, then ME0, ME1, ME2, and ME3 last. The starting grid shall be set fastest to slowest.
- ~~**ROUND 2 – MAY 16, 2020:**~~ **Cancelled** \*15 minute qualifying session. The starting grid shall be set fastest to slowest
- ~~**ROUND 3 – JUNE 6, 2020:**~~ **Cancelled** 15 minute qualifying session. The starting grid shall be set fastest to slowest
- ROUND 4 – JUNE 20, 2020:** 15 minute qualifying session. The starting grid shall be set fastest to slowest
- ROUND 5 – JULY 18, 2020:** \*15 minute qualifying session. The starting grid shall be set fastest to slowest
- ROUND 6 – AUGUST 15, 2020:** 15 minute qualifying session. Starting grid shall be set fastest to slowest
- ~~**ROUND 7 – AUGUST 29, 2020:**~~ **Cancelled** 15 minute qualifying session. Starting grid shall be set fastest to slowest
- ROUND 8 – OCTOBER 17, 2020:** \*Lemans start – No qualifying, no pole points

\* = No Pole Points (2 hour races)

This series is a great way to get in more racing over the course of a weekend. Race in the series for the championship or race in it to do more racing, either way it is a great opportunity to maximize your track time for the race weekend!



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Presenting

Rose City Open XXXIX Gary Bockman Memorial Race

May 2<sup>nd</sup> and 3<sup>rd</sup> 2020

**CANCELLED  
COVID-19**



INTERNATIONAL RACE DRIVERS CLUB

May 16<sup>th</sup> and 17<sup>th</sup>

**CANCELLED  
COVID-19**



NORTHWEST MOTORSPORTS

June 5, 6<sup>th</sup> and 7<sup>th</sup>

**CANCELLED  
COVID-19**

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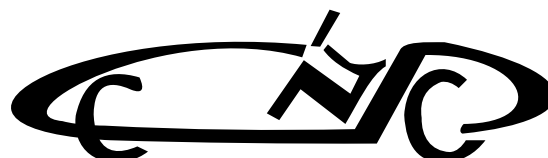
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2020-3

**Please respect our volunteers - no calls or faxes after 9pm**





## 2020 TENTATIVE ICSCC EVENT SCHEDULE

### Championship Race Events

<u>Date</u>	<u>Track</u>	<u>Club</u>
May 2/3 (rotn 5/6)	Portland International Raceway (double race)	CSCC
May 16/17 (rotn 1/2)	Pacific Raceways (double race)	IRDC
June 5/6/7 (rotn 3/4/5)	Spokane County Raceway (triple race)	NWMS
June 20/21 (rotn 6/1)	Portland International Raceway (double race)	CSCC
July 18/19 (rotn 2/3)	Pacific Raceways (double race)	IRDC
August 15/16 (rotn 4/5)	Portland International Raceway (double race)	CSCC
August 29/30 (rotn 6/1)	The Ridge (double race)	IRDC
Sept 26/27 (rotn 2/3)	Mission Raceway Park (double race)	SCCBC

### Endurance Events

Oct 17	Portland International Raceway	CSCC
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### Driving Schools / Test & Tune

March 28	Oregon Raceway Park	TC
April 26	Oregon Raceway Park	TC
May 1	Portland International Raceway	CSCC
May 15	Pacific Raceways	IRDC
June 4	Spokane County Raceway	NWMS
June 19	Portland International Raceway	CSCC
July 17	Pacific Raceways	IRDC
August 14	Portland International Raceway	CSCC
August 28	The Ridge	IRDC
Sept 25	Mission Raceway Park	SCCBC

### ICSCC Awards Banquet, R.A.T's, Spring & Fall Meeting

Jan. 11	Hotel RL Olympia WA	ICSCC
Mar. 14	Race Administration Best Western, Dupont WA <b>CANCELLED</b>	ICSCC
Nov. 7	Fall Meeting & Awards Banquet, Hotel RL Olympia WA	ICSCC

Note: All dates are tentative until finalized at the Jan 11 Spring Meeting



Central Racing Association



## 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](mailto: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.

### 2020 MEMO PUBLICATION SCHEDULE

ISSUE	SUBMISSION DATE	CONTENT
Memo #1	Mar 20	worker fund reports race schedule race officials TC event announcement
Memo # 2	Apr 24	CSCC Race #1#2 – May 2&3 IRDC Race #3&4 – May 16&17
Memo # 3	May 29	NWMS Race #5,#6&#7 – June 5,6&7 CSCC Race #8&#9 – June 20/21
Memo # 4	July 10	IRDC Race #10&#11 – July 18/19
Memo # 5	August 7	CSCC Race #12#13 – June 15/16 IRDC Race #14&#15 – Aug 29/30
Memo # 6	Sept 18	SCCBC Race #16&#17 – Sept 26/27
Memo # 7	October 9	CSCC Enduro – Oct 17 rule changes banquet & hotel info
Memo # 8	October 30	awards banquet & hotel info Nov7 Request bid for memo editor/officers
Memo # 9	December 4	approved rule changes Request bid for memo editor/officers

Please allow one week for memo submissions



Gerry Frechette

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### 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:



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INTERNATIONAL CONFERENCE  
OF SPORTS CAR CLUBS



**Memo #2**  
**April 2020**

**USRRC, Seattle Int. Raceway, June 1968**

photo by Kevin Skinner



**Largest selection of in-stock safety equipment in the NW**

## “Time to Gear Up for the New Season”

**Driver's suit getting old, faded and looking a little worse for the wear?** How about treating yourself to a new stylish, cool, light weight and comfortable suit from OMP.



**Gloves worn out and seams coming apart?** Chose from traditional, anatomical grip (pre-curved for reduced stress), seams on the outside for comfort and different grips on the palm. We have the glove that meets your needs.



**Driving shoes don't give you the pedal feel you want?** OMP shoes give you great feel and are comfortable.

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