



# ICSCC MEMO #5

## MAY 2022

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

Messages from the President, Steward,  
Announcements & Schedule

### IN THIS ISSUE:



## FROM THE PRESIDENT

Hello Conference Faithful –

**T**he long anticipated return to the joys of speed and competition are nearly upon us. As I put my meandering thoughts to paper the first race of the 2022 ICSCC Championship Season is five days away! Total competition licenses are being processed at a brisk rate, novice applications are up, and the Border is finally open, so we expect to welcome some of our Canadian friends for the first time in two years!

As usual, if you were lazy over the winter and didn't prepare for the month of May you have the potential to miss a lot of racing. Entries are looking relatively strong for the April 30<sup>th</sup>-May 1<sup>st</sup> Cascade Sports Car Club “Rose City Opener XXX” double race weekend. Just two weeks later the International Race Drivers Club will hold the May 14<sup>th</sup> and 15<sup>th</sup> “2022 Tribute to the Volunteers” double race followed by the greatly anticipated return of Northwest Motorsports triple race at the newly renamed QlipseRaceway Park operated by the Kalispel Tribe of Indians. That is seven out of 18 championship races planned for 2022 (39%) before we get out of May! Translated that means – get your car prepped and out to the track early and often so you don't miss out on all the fun.

Because of unavoidable work commitments it looks like Wes Hill will be unable to serve as Assistant Steward this season. Some previous Stewards will be assisting Steward Brad Greco as he gets up to speed starting the year but we need to identify some future Steward candidates to insure the continuation and consistency of our racing programs. Feel free to send me any suggestions that you might have and the E-Board will review them.

2021 Championship Trophies are still happening! We ran into a two headed problem getting this done – there have apparently been shortages in the Awards industry just like everywhere else and because of the quantity we order, getting enough trophies that match has been a problem. Additionally Cheryl Gilbert, who has volunteered to

arrange, order, and help hand out our awards for many years has moved from the Kirkland area to Las Vegas while trying to finish the process. I hope to have them to distributed soon and I will write an article immortalizing all the winners in the next memo! Thanks to Cheryl for her years of service, we hate to see friends and dedicated volunteers move away but wish her the best in her new adventures.

I have failed woefully to get the Enduro only license up as an online application on MotorSportReg. I am still trying to make that happen but if you want an Enduro only license before that happens please contact myself, the License Director (Bill Ecker) or License Registrar (Linda Bostrom) and one of us will get you the necessary paperwork and approvals to obtain that license if you qualify.

Many drivers are going to arrive at Conference races in the month of May, 2022 without as much practice, experience, and skill development as they would have had over a normal two year period. The last two years were nothing like normal so anticipate having a bit more rust than you remember to go with higher car counts and drivers eager to race. PLEASE look out for each other and make this season a safe and fun one while you work your skills back into shape. Let's help get Steward Brad started right by not keeping him busy for a while. Thanks and hope to see you in Portland, Seattle, and Spokane!



photos by Doug Berger



## STEWARD'S CORNER

As your reading this, most conference racers are working on final touches to their cars in preparation for the upcoming IRDC race at Pacific Raceways on May 14<sup>th</sup> and 15<sup>th</sup> and we have already held the 1<sup>st</sup> races of the season at Portland a week ago. It was great to see a good turnout and all the smiling faces enjoying the sport we all love. Most folks played nice in Portland, but we had a few passes under yellow (more than I would like to see) and I want to make sure all drivers know and understand this rule.

### Per ICSCC 2022 Competition Regulations E/C 1501.C Yellow Flag

1. Steady: Take care, Danger. SLOW DOWN, NO PASSING from the flag until past the incident or until the next station not displaying the yellow flag.

(a) Displayed at all turns. Indicates a full course yellow without the deployment of a pace car.

2. Waved: Extreme danger. SLOW DOWN, be prepared to stop. **No passing from the flag until past the incident or the next flag station not displaying a yellow flag.**

3. A one lap penalty will be assessed for a flagrant violation of the yellow flag rule.

4. Double Yellow: Displayed at all turn stations. Indicates full course yellow with the imminent deployment of the Pace Car during a race.

(a) Where local conditions do not allow racing to continue, the Pace Car will enter the circuit and lead the competitors around in a single file at reduced speed. Every station around the circuit will display the double yellow flag. A waving yellow flag will be displayed previous to the incident(s). In addition, the Starter shall display a sign reading "Pace Car" until the race is slowed behind the Pace Car. A waving white flag will be displayed at the turn station preceding emergency vehicles and/or the Pace Car on the track, backed up with a steady white flag at the previous turn station. No car shall pass the pace car, except when directed to pass by an Official in the Pace Car. The Official in the Pace Car may wave cars by until the

leader is behind the Pace Car. When conditions permit, the Pace Car will exit the track and the Starter will permit the race to continue with a green flag. All cars shall hold their position until the green flag is displayed.

Please make sure you read and understand these rules, as passing under yellow can be very dangerous to yourself, your fellow drivers and to our volunteers on the corners and will not be tolerated. At the same time, remember we are all competitive out there and want to put ourselves in the best position to win or be ahead of a fellow competitor, but make sure you are making a smart – clean pass. We don't want to see bent or wrecked race cars. I know I would much rather spend my time and money driving my race car than fixing it!!

Conference is also excited to go back to Spokane to run at Qlispe Raceway Park (Formally Spokane Raceway Park) There was a lot of work put in by many of the members of Northwest Motorsports to help keep the track viable for racing, so hopefully everyone can attend the 3 day race weekend coming up on May!

Brad Greco  
2022 ICSCC Race Steward



photos by Doug Berger

TRACK FORMERLY KNOWN AS THE  
SPOKANE COUNTY RACEWAY

# THE SPOKANE RACE IS BACK FOR 2022

**3 Days of Championship Racing  
on the Long Course**

**This is a conference race only. This  
will not be a joint race with Sovren.**

**MAY 27, 28, & 29  
THURSDAY TEST AND TUNE  
SATURDAY NIGHT PIZZA PARTY**

Please note: This Friday, Saturday, and Sunday fall on Memorial weekend. West side Racers will have Monday as a Travel Day to get home. Registration opens soon with more details to come. Any questions can be answered by calling Bryce Scott at  
(509) 928 -8989





# SPOKANE RACING 2022

May 27 - 29

## Qlispé Raceway Park

Formerly known as Spokane  
County Raceway

Check out this link:

<https://qrpracing.com/>

Any questions can be answered by  
emailing [NWMSSpokane@gmail.com](mailto:NWMSSpokane@gmail.com)



Northwest Motorsport  
registration will be  
open soon at  
[MotorSportReg.com](http://MotorSportReg.com).

All registration and  
payment will be completed  
at [MotorSportReg.com](http://MotorSportReg.com).

The logo for Qlispé Raceway Park is circular with a red border. The word 'Qlispé' is written in a stylized, italicized red font with a white outline. Below it, the words 'RACEWAY PARK' are written in a bold, yellow, sans-serif font with a black outline.



# 2022 NORTHWEST MINI ENDURO CHAMPIONSHIP SERIES

<b>What is it:</b>		<u>DATE</u>	<u>TRACK</u>
Seven race series:	Round 1	4/30/22	Portland Int'l Raceway
	Round 2	5/14/22	Pacific Raceways
	Round 3	5/28/22	Spokane Raceway
	Round 4	6/18/22	Portland Int'l Raceway
	Round 5	8/14/22	Portland Int'l Raceway
	Round 6	8/27/22	The Ridge
	Round 7	10/15/22	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 5 races count towards the points championship. Must enter a minimum of four races in order to qualify for the championship. With one 2 hour race, there is a total of 8 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/ ARR/ 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 2022 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. In all other cases a driver must drive in the race to score points unless the car DNF's. Drivers may drive in up to two cars per race. Where a driver is found racing without registering, the team will at a minimum be disqualified.

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 five 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 on [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.



# NOSTALGIC SERIES

## TOURNAMENT AND CHAMPIONSHIP

EVERYONE'S VIEW OF NOSTALGIC IS A LITTLE DIFFERENT SO EXPECT A WIDE ARRAY OF CARS !!

A 3 WEEKEND, 12 RACE SERIES  
FEATURING NOSTALGIC RACE  
CARS THAT ARE AT LEAST 20  
YEARS OLD

APRIL 30 / MAY 1

JUNE 18 / 19

AUGUST 13 / 14

ALL RACES ARE HELD AT  
PORTLAND INT'L RACEWAY



ICSCC  
SCCA  
SOVREN  
LICENSES  
ACCEPTED



THE CLASSES: FOUR PRODUCTION CAR CLASSES, A FORMULA CAR CLASS, AND A SPORTS RACER CLASS ALL COMBINED INTO A SPECIAL "NOSTALGIC" GROUP WHERE CONTACT IS STRICTLY FORBIDDEN AND THE GOAL IS TO HAVE FUN WHILE SHOWCASING SENTIMENTAL CARS FROM THE PAST. EACH WEEKEND WILL HAVE A TOURNAMENT STYLE COMPETITION WHERE THE FOCUS IS ON COMPLETING LAPS AND FINISHING RACES. THE DRIVERS WHO DO THAT THE BEST WILL BE REWARDED WITH FUTURE NOSTALGIC ITEMS aka TROPHIES AND CHECKERED FLAGS!

FOR COMPLETE INFO, VISIT THE "RACING TAB" AT: [www.cascadesportscarclub.org](http://www.cascadesportscarclub.org)

## 2022 ICSCC EVENT SCHEDULE

### Championship Race Events

Date	Track	Rotation	Club
April 30, race 1	Portland International Raceway	3	CSCC
May 1, race 2	Portland International Raceway	4	CSCC
May 14, race 3	Pacific Raceways	5	IRDC
May 15, race 4	Pacific Raceways	6	IRDC
May 27 race 5	Spokane County Raceway	1	NWMS
May 28, race 6	Spokane County Raceway	2	NWMS
MAY 29, race 7	Spokane County Raceway	3	NWMS
June 18, race 8	Portland International Raceway	4	CSCC
June 19, race 9	Portland International Raceway	5	CSCC
July 16, race 10	Pacific Raceways	6	IRDC
July 17, race 11	Pacific Raceways	1	IRDC
August 13, race 12	Portland International Raceway	2	CSCC
August 14 race 13	Portland International Raceway	3	CSCC
August 27, race 14	The Ridge	4	IRDC
August 28, race 15	The Ridge	5	IRDC
Set 17, race 16	Mission Raceway Park	6	SCCBC
Sept 18, race 17	Mission Raceway Park	1	SCCBC
Sept 24, race 18	Oregon Raceway Park	2	TC

### Endurance Events

Oct 15	Portland International Raceway	CSCC
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### Driving Schools / Test & Tune

April 2	Oregon Raceway Park	TC
April 29	Portland International Raceway	CSCC
May 13	Pacific Raceways	IRDC
June 3	Spokane County Raceway	NWMS
June 18	Portland International Raceway	CSCC
July 16	Pacific Raceways	IRDC
August 13	Portland International Raceway	CSCC
August 27	The Ridge	IRDC
Sept 3	Mission Raceway Park	SCCBC
Sept 25	Oregon Raceway Park	TC

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

March 19	RATS Virtual @ 9:00 AM	ICSCC
Nov. TBA	ICSCC Awards Banquet	ICSCC



Central Racing Association



Please go to [icscc.com/forms/17\\_race\\_entry.pdf](https://icscc.com/forms/17_race_entry.pdf) or [Race Entry Forms & Licence Applications](#)



# ICSCC OFFICIALS 2022

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photos by Doug Berger

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

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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.



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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.

**Racing photography by Doug Berger**



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



E-Mail: [doug@dbpics.com](mailto:doug@dbpics.com)



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**2022 MEMO PUBLICATION SCHEDULE**

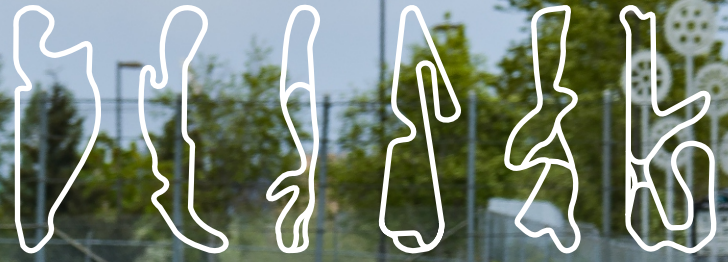
ISSUE	SUBMISSION DATE	CONTENT
		<i>memo publication date the first day each month</i>
Memo #2	Feb 1	race schedule race officials & Officer Reports CACC Race 1 & 2 - Apr 30/May
Memo # 3	Feb 25	Officer Reports CACC Race 1 & 2 - Apr 30/May 1 IRDC Race 3 & 4 - May 14/15
Memo # 4	Mar 25	Officer Reports IRDC Race 3 & 4 - May 14/15 NWMS Race #5, 6 & 7 –May 27/29 CSCC Race 8 & 9 - June 18/19
Memo # 5	April 25	Officer Reports NWMS Race # 5,6 & 7 – May 27/29 CSCC Race 8 & 9 - June 18/19 IRDC Race 10 & 11 - July 16/17
Memo # 6	May 25	Officer Reports IRDC Race 10 & 11 - July 16/17 CSCC Race #12 & 13 - August 13/14
Memo # 7	June 25	Officer Reports CSCC Race #12 & 13 - August 13/14 IRDC Race #14 & 15 - August 27/28 SCCBC Race # 16 & 17 - Sept 17/18 TC Race # 18 - Sept 24 rule changes banquet & hotel info
Memo # 8	July 25	Officer Reports SCCBC Race # 16 & 17 - Sept 17/18 TC Race # 18 - Sept 24 CSCC Portland Enduro - Oct 15 awards banquet & hotel info TBA7 Request bid for memo editor/officers
Memo # 9	August 25	Officer Reports CSCC Portland Enduro - Oct 15
Memo # 10	Sept 25	Officer Reports Request bid for memo editor/officers

Please allow one week for memo submissions





**Memo #5**  
**MaY 2022**



photos by Doug Berger

*Incredible offer to keep you racing*

## “Your helmet is outdated and may not pass tech.”

Is the make and model of the SA2020 helmet you want backordered? Don't panic. Order any helmet and if it isn't available by the time you need it, we'll loan you a new one to keep you racing.



### *More products and services to keep you racing*

Racers, crews and fans wear the Alpinestars Meta shoes in the paddock. If you're at the track then you should have the perfect pit and paddock shoe. An extremely comfortable sport casual shoe with a single-piece mesh upper for minimal build material construction and high levels of breathability. The unique proprietary mid sole offers cushioning and support, while the outer sole is oil-resistant for optimized levels of performance.



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- **Mary Zeitner** – RX7

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