



ICGCC Memo 2, March/April 2009

The Official Publication of the  
International Conference of Sports Car Clubs

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## President's Message

I would like to thank all the membership for your trust in electing me to the presidency of the ICSCC. My history dates back to the mid sixties working turn two at Westwood and obtaining my racing licence with the instruction of George Sterne. One of the consistent features of ICSCC through out those years is our uncanny ability to stage amateur racing in a highly professional manner. This is something we can all be proud of because every Conference member has a voice and a vote in the business of Conference thru their contest and their executive boards. We operate in two U.S. states and one Canadian province to bring safe, competitive road racing to our respective communities.

The 2009 season will no doubt be challenging for the membership in these uncertain economic times. In the past we have faced tracks closing, oil embargos, previous recessions, border restrictions and even a mountain blowing up and covering us in ash. This year a new racing facility will take its place in the Conference family. We will once again have five member clubs operating from five different race circuits. I am confident that the membership will embrace ORP in Grass Valley.

Each of our five racetracks will be confronted with the economic reality of today. Please help and support your local club to grow their territory and ensure their financial health. We need to attract new volunteers, drivers, entrants and fans to our sport and there are no better sales people to do that than you. The tracks, along with racing oriented businesses, can stage open houses to invite the public and give people an introduction to road racing; drivers should be writing articles on their racing exploits and including their home track schedules to be published in their local newspapers, promoting themselves and ICSCC racing; and we, as individuals should be introducing our sport to our families and friends, encouraging them to become fans and/or volunteers. Conference has printed a 2009 race poster and you need to help your club get these on display in public places such as community billboards and malls along with auto and fan related businesses.

It is likely that many of our members, both racers and volunteers will be challenged to support this Championship season, as they would wish. The most cost effective way that the membership can continue to grow Conference and their territory is to introduce new people into our sport. Our goal should be to have each member club/race venue confident that their events can draw enough entrants and volunteers from within their territory to be a success.

I look forward to meeting you and your new recruits throughout the year.

Kevin Skinner  
ICSCC President

# ICSCC Officials 2009 \*

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

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# CASCADE SPORTS CAR CLUB

Presents

## Rose City Opener XVIII

April 25<sup>th</sup> & 26<sup>th</sup> 2009

This is a **NON- *Chicane*** race run from the Pro Pits  
Entry to PIR will be through Turn 8 only

**The Bridgestone Bridge open from Saturday 7am – 11pm & Sunday 7am – end of day**

This race is sanctioned by ICSCC, under the 2009 Competition Regulations as a championship race, organized by Cascade Sports Car Club and held at Portland International Raceway. Gary Bockman, Race Chairman, may be reached at 503-288-5471 until 9 p.m. or by email at [bsiracing@msn.com](mailto:bsiracing@msn.com)

Online Registration will be available at  
<http://cascade.motorsportreg.com>

<b>ENTRIES OPEN:</b>	Upon receipt of this announcement	
<b>ENTRIES CLOSE:</b>	Postmark or fax by: <b>April 17, 2009</b>	
<b>ENTRY FEES:</b>	<u>ICSCC or others</u> – cash/check/Visa/MasterCard price	\$245.00
	<u>Cascade Members</u> – cash/check/Visa/MasterCard price	\$235.00
	Additional Race Entry	\$135.00
	LATE ENTRY FEE	\$ 55.00
	<b>Pit/Spectator passes</b>	<b>Free</b>

Mail entries to: Registrar CSCC Telephone/FAX: 503-654-0997  
Holly Remington (please no calls after 9:00pm)  
9536 SE Winsor Drive Email: [hollycsc@comcast.net](mailto:hollycsc@comcast.net)  
Milwaukie, OR 97222

**Express Tech:** “If your entry is completed in full, you have no license issues, you do not need a rental transponder, you have an Annual Tech, you are not part of the mandatory presentation group for the weekend and you have prepaid your entry fee, you will be eligible for Express Tech, where after you’re registered your safety equipment will be tech’ed and the weekend tech sticker issued”

**IMPORTANT NOTICE:** Only **ONE** support vehicle OR trailer in your pit area will be allowed. Additional parking is in the grass area. Drivers are responsible for the actions of their crew members: you may be disqualified as a result of their actions anywhere at PIR! The area to the north of the Pro Tower is reserved parking for ICSCC and CSCC officials: please do not park there as you will be asked to move.

### Class Rotation 2 MANDATORY TECH FOR ALL GROUP 1

Grp #1 – A-B-C-D Prod, SPO-M-U, PRO3      Grp #2 – E-F-G-H-I-J Prod, CR, Pro-7, SM, CSM, HC4  
Grp #3 – CF, FF, FL, FA, FM ,FC      Grp #4 – GT1-2-3, AS, ITE, RS, HC1  
Grp #5 – ITA-B-C-S, GTL, E-F-G-H Imp Prod  
Grp #6 – FV, FFF/500, S2, A-B-C-D-E-F SR,VFV, Novice O/W  
Grp #7 – Novice C/W



# CASCADE SPORTS CAR CLUB

Presents

## Rose City Opener XVIII

April 25<sup>h</sup> & 26<sup>th</sup> 2009

### FRIDAY

6:00pm – 8:00pm  
6:00pm – 8:00pm

Registration- Second Floor of the Pro Tower  
Tech- East end of the paddock

### SATURDAY

7:30am - 12:30pm  
7:30am - 2:30pm  
8:00am -  
**8:30am -**  
9:00am - 9:20am  
9:27am - 9:47am  
9:54am - 10:14am  
10:21am - 10:41am  
10:48am - 11:08am  
11:15am - 11:35am  
11:42am - 12:02am  
12:09pm - 12:39pm  
12:40pm - 1:30pm  
**12:55 pm**  
1:30pm - 1:50pm  
1:57pm - 2:17pm  
2:24pm - 2:44pm  
**2:50pm**  
2:51pm - 3:11pm  
3:18pm - 3:38pm  
3:45pm - 4:05pm  
4:12pm - 4:32pm  
**4:20pm**  
4:39pm - 5:09pm  
5:16pm - 5:46pm

Registration  
Tech Inspection  
Novice Track Tour @ base of Pro Tower  
**MANDATORY NOVICE MEETING WITH LICENSE DIRECTOR**

Practice Group 2  
Practice Group 3  
Practice Group 4  
Practice Group 5  
Practice Group 6  
Practice Group 1  
Novice C/W Practice  
GASS Series Qualifying  
**LUNCH !!!**

### **Drivers Meeting MotoX Stand**

Novice C/W Practice  
Group 2 Qualifying  
Group 3 Qualifying

### **MANDATORY NOVICE MEETING WITH LICENSE DIRECTOR**

Group 4 Qualifying  
Group 5 Qualifying  
Group 6 Qualifying  
Group 1 Qualifying

### **Senior Observers to Pre-Grid**

Novice C/W Race  
GASS Series Race

### ***JOIN US FOR AN END OF DAY BBQ SATURDAY***

### SUNDAY

7:30am - 10:00am  
7:30am - 11:00am  
9:00am - 9:20am  
9:30am - 9:50am  
10:00am - 10:20am  
10:30am - 10:50am  
11:00am - 11:20am  
11:30am - 11:50am  
11:50pm - 1:00pm  
**12:10pm**  
1:10pm - 1:40pm  
1:50pm - 2:20pm  
2:35pm - 3:05pm  
3:15pm - 3:45pm  
4:00pm - 4:30pm  
4:40pm - 5:10pm

Registration  
Tech Inspection  
Group 2 Qualifying  
Group 3 Qualifying  
Group 4 Qualifying  
Group 5 Qualifying  
Group 6 Qualifying  
Group 1 Qualifying  
**LUNCH !!!**

### **Mandatory Drivers Meeting MotoX Stand**

Race Group 2  
Race Group 3  
Race Group 4  
Race Group 5  
Race Group 6  
Race Group 1

Grp 1 A-B-C-D Prod, SPO-M-U, PRO3  
Grp 2 E-F-G-H-I- Prod, CR, Pro7,  
SM, CSM, HC4  
Grp 3 CF, FF, FL, FA, FM,FC  
Grp 4 GT1-2-3, AS, ITE, RS, HCl  
Grp 5 ITA-B-C-S, GTL,  
E-F-G-H Imp Prod  
Grp 6 FV, FFF/500, S2, Novice O/W  
A-B-C-D-E-F SR,VFV  
Grp 7 Novice C/W

The 5-minute warning will be given  
approximately 8 minutes before the scheduled  
race time



# CSCC Supplemental Regulations 2009

## **Infractions will result in penalties assessed to the driver.**

1. Open to cars eligible under ICSCC current regulations.
2. This event is organized under 2009 ICSCC Competition Regulations, and all who enter PIR are subject to them. Cascade Sports Car Club reserves the right to refuse entry to this event or to PIR at any time.
3. Alcoholic beverages allowed in the *beer garden area only*, and only after the track closes. **You may NOT bring alcohol into PIR!** This is an Oregon Liquor Commission requirement. Any person caught entering PIR with alcohol will be *removed from the raceway*.
4. Registration Hours: 6:00 pm-8:00 Friday, 7:30 am-12:30 pm Saturday and 7:30 am - 10:00 Sunday
5. Express Tech is available at Registration for those drivers who meet the following: 1. Fully completed their entry form prior to Registration. 2. Prepaid in full. 3. Present to Registration with no license issues. 4. Vehicle has a transponder, and do not require a rental. 5. Have an acceptable Annual Tech inspection noted in their vehicle logbook. 6. Not part of the mandatory Tech presentation group for the weekend. At registration, Express Tech drivers should bring their personal safety gear and vehicle logbook to Registration where your gear will be inspected and a weekend tech sticker issued. Express Tech eligibility is decided by the Registrar. Express Tech hours: 6:00 p.m. to 8:00 p.m. Friday and may be available 7:30 a.m. to 9:30 a.m. Saturday
6. People under 18 years old are not allowed in hot pits, pre-grid or on victory laps. Children under 12 must have direct adult supervision at all times.
7. A current and properly completed minor release form, signed by an authorized adult, must be on record for all minor participants brought into PIR.
8. Competition numbers must be readable: Section 1106 enforced.
9. The scales will be open Saturday from noon and Sunday all day.
10. **No skateboards or scooters allowed in the paddock area. Users of bicycles and small-motorized vehicles may have riding privileges revoked at any time by the Race Chairperson.**
11. Refueling not allowed in pre-grid. Fueling in the hot pits requires a crewmember assigned only to operate a fire bottle. Excess spillage will result in a penalty.
12. *No smoking* allowed in hot pits, pre-grid or *any* PIR building.
13. Only one support vehicle allowed in paddock. Pit and pre-grid roads must remain clear.
14. Noise rule ICSCC 1112 enforced! 103 dB at 50 ft.: *no exceptions!*
15. Oregon State Law requires functioning mufflers to be used at PIR. Functioning mufflers must be capable of reducing sound energy by at least 5dB at trackside. Cars losing mufflers, even if they are still below the sound level, will be black-flagged immediately.
16. Damage to the track, grounds or buildings, regardless of cause, will be charged to the driver responsible. Also, damage to any equipment or devices used by the sanctioning body (ICSCC) or sponsoring club (CSCC) to conduct this race, regardless of cause, will be charged to the driver responsible.
17. Family and crewmembers of drivers are to contact the landline communication person at pre-grid with any questions regarding their driver or car while on track.
18. All entrants for this event shall present at tech inspection an empty, sealable container or containers, marked with the driver's name and license number, capable of holding 2 gallons of liquid. These are to be used to remove all oil, cleaners, brake fluid, etc. from PIR. There will be no drums provided.
19. Anyone caught dumping oil at the raceway will be fined and banned from the raceway. This is a PIR regulation.
20. If entries exceed the number of cars allowed on the track for a particular event, drivers and cars entered as an "additional event" will be restricted from participating, on a first-come, first-served priority based on the date entries were received. This is in order to allow participation by all drivers for whom the event is their primary event, including Novices upgrading to a championship event.
21. NSF checks will be charged an additional \$50 fee.
22. The racing "hot pit" is defined as that area under the control of Hot Pits personnel. This area is located immediately west of the break in the concrete wall half way up the pit lane. Per ICSCC rule #1607, any person over that "pit wall" during practice, qualifying or races shall wear long pants, shirts that cover the shoulders, and shall not be barefoot or wear open-toed shoes. At the one-minute warning, pre-grid becomes a "hot" area. At that time, pre-grid must be cleared of all crew, support personnel and spectators. Notwithstanding the above, ICSCC rule #1607 does not apply to the pre-grid area.
23. All cars that are towed into the paddock area are subject to being dropped off in impound.
24. The 5-minute warning will be given approximately 8 minutes before the scheduled race time
25. Due to recent incidents, extension cord from the pit exit to tech/scales, must use a more secure method other than Duct Tape
26. Staggered start and split start requests shall be submitted to the race steward no later than the end of on-track activity on the day previous to the race.

Thank you – Gary Bockman, CSCC Race Chairman

## 2009 ICSCC Schedule of Events

DATE	EVENT	HOST	VENUE
February 21	Driver Training	Team Continental	Portland Int'l Raceway
February 28	RATS Meeting	ICSCC	Best Western PepperTree
March 7	Driver Training	Int'l Race Drivers Club	Pacific Raceways
March 8	4 Hour Enduro	Int'l Race Drivers Club	Pacific Raceways
March 14	Driver Training	Cascade Sports Car Club	Portland Int'l Raceway
March 20	Driver Training	Team Continental	Portland Int'l Raceway
March 21/22	Driver Training	Victoria Motor Sports Club	Western Speedway
March 28	Track Day	Int'l Race Drivers Club	Bremerton Raceway
April 10/11/12	Driver Training	Northwest Motorsports	Spokane Raceway
April 24	Driver Training	Cascade Sports Car Club	Portland Int'l Raceway
<b>April 25/26</b>	<b>Race #1 rotation 2</b>	<b>Cascade Sports Car Club</b>	<b>Portland Int'l Raceway</b>
<b>May 2/3</b>	<b>Race #2 rotation 3</b>	<b>Int'l Race Drivers Club</b>	<b>Pacific Raceways</b>
May 16	Driver Training	Team Continental	Portland Int'l Raceway
June 5	Driver Training	Cascade Sports Car Club	Portland Int'l Raceway
<b>June 6/7</b>	<b>Race #3 rotation 4</b>	<b>Cascade Sports Car Club</b>	<b>Portland Int'l Raceway</b>
<b>June 20/21</b>	<b>Race #4 rotation 5</b>	<b>Sports Car Club of BC</b>	<b>Mission Raceway</b>
June 26/27/28	Driver Training	Northwest Motorsports	Spokane Raceway
June 27	Driver Training	Team Continental	Portland Int'l Raceway
<b>July 17/18/19</b>	<b>Race #5 &amp; #6 rot'n 6 &amp; 1</b>	<b>Northwest Motorsports</b>	<b>Spokane Raceway</b>
July 19/20	Driver Training	Sports Car Club of BC	Mission Raceway
July 26	Driver Training	Int'l Race Drivers Club	Pacific Raceway
<b>August 1/2</b>	<b>Race #7 rotation 2</b>	<b>Int'l Race Drivers Club</b>	<b>Pacific Raceways</b>
August 14	Driver Training	Cascade Sports Car Club	Portland Int'l Raceway
<b>August 15/16</b>	<b>Race #8 rotation 3</b>	<b>Cascade Sports Car Club</b>	<b>Portland Int'l Raceway</b>
<b>Sept. 5/6/7</b>	<b>Race #9 &amp; #10 rot'n 4 &amp; 5</b>	<b>Sports Car Club of BC</b>	<b>Mission Raceway</b>
September 11	Driver Training	Cascade Sports Car Club	Portland Int'l Raceway
<b>September 12/13</b>	<b>Race #11 rotation 6</b>	<b>Cascade Sports Car Club</b>	<b>Portland Int'l Raceway</b>
<b>September 26/27</b>	<b>Race #12 rotation 1</b>	<b>IRDC</b>	<b>Pacific Raceways</b>
October 3/4/5	Driver Training	Northwest Motorsports	Spokane Raceway
<b>October 9/10/11</b>	<b>Race #13 &amp; 14 rot'n 2 &amp; 3</b>	<b>Team Continental</b>	<b>Oregon Raceway Park</b>
October 16	Driver Training	Cascade Sports Car Club	Portland Int'l Raceway
October 17	Enduro	Cascade Sports Car Club	Portland Int'l Raceway
October 31	Track Day	Int'l Race Drivers Club	Bremerton
<b>November 14</b>	<b>Fall Meetings &amp; Banquet</b>	<b>ICSCC</b>	<b>SeaTac Marriott Hotel</b>



# ICSCC RACE ENTRY FORM

Please type or print Complete all information and sign entry

© ICSCC 2 22 09



DO NOT WRITE IN THIS SPACE	DO NOT WRITE IN THIS SPACE	DO NOT WRITE IN THIS SPACE
CAR # _____	CLASS _____	GROUP # _____
Total amount due _____		
Amount prepaid _____	Amount paid at track _____	Cash _____ Check # _____ Cr. Card tr. # _____

Drivers Name _____		Address _____	
City _____	State/Prov _____	Zip/Postal Code _____	Best Contact # Area Code & Phone Number _____
Email address _____			Cell Phone _____

In case of Emergency Notify _____		At track? <input type="checkbox"/> Yes <input type="checkbox"/> No	Relationship _____	Phone _____
ICSCC Car # _____	Competition License Type <input type="checkbox"/> ICSCC <input type="checkbox"/> CACC <input type="checkbox"/> SCCA <input type="checkbox"/> Other _____		Club Affiliation _____	Preferred NON ICSCC CAR # (Must be a 700 Series #)

Group Entered _____	Class Entered _____	TRANSPONDER # (Mandatory) (if renting fill out rental form & fax or present at registration)
Car Make _____	Model _____	Color _____

Sponsors \_\_\_\_\_

Name of Event _____	Entry fee _____	Crew: First 5, list additional on back 1 _____ 2 _____ 3 _____ 4 _____ 5 _____
Date of Event _____	Worker fund donation _____	
Sponsoring Club _____	Transponder _____	
This is <input type="checkbox"/> First entry** <input type="checkbox"/> Additional Entry	Passes or Late Fee _____	
Number of Races Entered _____	Amount enclosed _____	
<b>**Note: SEPARATE ENTRY FORMS MUST BE SUBMITTED FOR EVERY RACE GROUP ENTERED</b>		Amount Pay at Track _____

Group 1	<input type="checkbox"/> A Prod <input type="checkbox"/> B Prod <input type="checkbox"/> C Prod <input type="checkbox"/> D Prod <input type="checkbox"/> SPU <input type="checkbox"/> SPO <input type="checkbox"/> SPM <input type="checkbox"/> Pro 3
Group 2	<input type="checkbox"/> E Prod <input type="checkbox"/> F Prod <input type="checkbox"/> G Prod <input type="checkbox"/> H Prod <input type="checkbox"/> I Prod <input type="checkbox"/> J Prod <input type="checkbox"/> CR <input type="checkbox"/> Pro 7 <input type="checkbox"/> SM <input type="checkbox"/> CSM <input type="checkbox"/> H 4
Group 3	<input type="checkbox"/> CF <input type="checkbox"/> FF <input type="checkbox"/> FA <input type="checkbox"/> FM <input type="checkbox"/> FC
Group 4	<input type="checkbox"/> GT 1 <input type="checkbox"/> GT 2 <input type="checkbox"/> GT 3 <input type="checkbox"/> AS <input type="checkbox"/> ITE <input type="checkbox"/> RS
Group 5	<input type="checkbox"/> ITA <input type="checkbox"/> ITB <input type="checkbox"/> ITC <input type="checkbox"/> ITS <input type="checkbox"/> GTL <input type="checkbox"/> EIP <input type="checkbox"/> FIP <input type="checkbox"/> GIP <input type="checkbox"/> HIP
Group 6	<input type="checkbox"/> FV <input type="checkbox"/> VFV <input type="checkbox"/> FFF/500 <input type="checkbox"/> S 2 <input type="checkbox"/> ASR <input type="checkbox"/> BSR <input type="checkbox"/> CSR <input type="checkbox"/> DSR <input type="checkbox"/> ESR <input type="checkbox"/> FSR <input type="checkbox"/> FL <input type="checkbox"/> Novice OW
Group 7	<input type="checkbox"/> Novice Closed Wheel

**Failure to submit completed, signed and legible forms will constitute a late entry and late entry fee will be assessed. See Com. Regs. For details.**

The undersigned represents and affirms to the sponsoring club, as well as the ICSCC, that the undersigned has reviewed and agrees to compete under the current ICSCC competition regulations and any supplementary regulations which may be issued by a sponsoring club pertaining to this event.

The undersigned further certifies that the car's equipment complies with current ICSCC competition regulations.

The undersigned certifies that the undersigned has read the race announcement and holds a competition license authorizing the undersigned's participation in this race event.

The undersigned releases unto ICSCC and the sponsoring club the rights to use the undersigned's name and images of both the undersigned and the undersigned's automobile for promotional purposes as deemed fit by the ICSCC and/or the sponsoring club.

ENTRANT'S LEGAL SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_

## Steward's Soapbox

Hello, Drivers!

I'm writing this after completing this year's RATS Meeting, which is an annual event that brings together all the people who make races possible: registrars, workers, tech inspectors, race chairmen, race control staff, sound monitors, scale attendants, and timing and scoring volunteers all attended to discuss and review how races will work. Our experienced volunteers know the ropes really well, but since stewards only serve two-year terms, the stewards need an opportunity to learn how the volunteer staff *really* runs an event.

It's also a great time for anyone involved in racing to express concerns or ask questions about the protocols we'll follow when operating the events. We spent the afternoon having great discussions and exchanging information.

One of the issues that the race workers made resoundingly clear is that they won't tolerate racing under yellow flag conditions. We've all been to drivers' meetings where the issue of speed under yellow flags has come up. The drivers mostly feel that they're slowing down, while the workers insist that they're not quite slow enough.

The rule book says that in response to a yellow flag, drivers will reduce their speed and be prepared to stop. There's no way to quantitatively measure what the rule book is telling us. However, if the workers don't feel safe with the passing traffic, they'll be hesitant to respond or distracted while completing their urgent work.

Certainly, when you become aware of a yellow flag, you should not pass. But not passing is only one small part of a driver's responsibility in a yellow flag zone. You must not be racing in the yellow flag area; this means you must be going no faster than the driver ahead of you, you must have all four tires on the racing surface, and you certainly must not be experiencing any traction slip whatsoever. Setting up a pass by catching another car is absolutely inappropriate in a yellow flag area - this is just racing back to the green. Get it done later in the track, where it's clean.

Obviously, the exercise of choosing a pace for a yellow area on the track is situational. One rule is easy to remember: it's possible to go too fast, but it's hard to go too slow.

We're always stretched thin for volunteers, and if the ones we have don't feel safe at race events, it's going to be hard to go racing. I know I can count on your cooperation in driving safely through yellow problems. Each weekend there are a number of drivers who don't get this message. Given how often the issue of a reasonable pace has been stressed to senior drivers and how strongly the driver training program presents the issue, I'm not going to have any reservations when handing out penalties to drivers for inappropriate speed around yellow flag stations.

I'm very eager to get the season started with the IRDC Six Hour enduro. This is a great tune-up for both our workers and our drivers - and the cars. I'm going to wear my lucky underpants so that we're sure to have great weather. I hope you do, too!

Mike Blaszczyk  
ICSCC Race Steward

# INTERNATIONAL RACE DRIVERS CLUB

PRESENTS

## Military Salute Grand Prix

May 2<sup>nd</sup> & 3<sup>rd</sup> 2009

This race is sanctioned by ICSCC under the 2009 Competition Regulations as a championship race, which is organized by IRDC and held at Pacific Raceways. The Race Chairman Bruce Boyd, may be reached at 425-868-4617 until 9 p.m.

Entries Open: Upon receipt of this announcement  
Entries Closed: Postmark -OR- Fax by April 24<sup>th</sup>, 2009  
Entry Fees:  
IRDC Members: **\$275.00**  
ICSCC or Others Licenses: **\$285.00**  
2<sup>nd</sup> Race Group Entries: **\$150.00**  
Late Entry Fees: **\$50.00**  
Crew Passes: (First 5 Free) **\$5.00**  
Spectator Passes: **\$8.00**  
Military Spectator Passes (W/ID): **\$5.00**  
Children 15 & under, accompanied by adult: **FREE**

Mail Entries To:

**I.R.D.C. Registrar**  
**Debbie Morton**  
**7931 111th Avenue North East**  
**Lake Stevens, WA 98258**

**Phone: (360) 659-7396 \*until 9 PM**  
**E-mail: debbiemorton2@msn.com**

Fax Entries To:

**I.R.D.C. Registrar**  
**Debbie Morton**  
**(360) 659-7396 \*until 9 PM**

### Technical Inspection Hours At Track:

Friday: 5:00PM -8:00PM    Saturday: 7:30AM -4:00PM  
Sunday: 7:30AM -10:30AM

### Registration Hours At Track:

Friday: 4:00PM -7:00PM    Saturday: 7:30AM -1:30PM  
Sunday: 7:30AM -10:30AM

**\*\*RACE ROTATION FOR THIS EVENT WILL BE ROTATION 3\*\***

GROUP 1: Prod. A-B-C-D, SPU, SPM, SPO, PRO 3
GROUP 2: Prod. E-F-G-H-I-J, C R, PRO 7, S Miata, CS Miata, HC4
GROUP 3: CF, FF, FA, FM, FC
GROUP 4: GT1-2-3, AS, ITE, RS

GROUP 5: ITA-B-C-S, GTL, Imp Prod. E-F-G-H
GROUP 6: FV, VFV, FFF/500, FL, S-2, SR A-B-C-D-E-F & Novice Open Wheel
GROUP 7: Novice Closed Wheel



INTERNATIONAL RACE DRIVERS CLUB

PRESENTS

**MILITARY SALUTE GRAND PRIX**

May 2nd -3rd 2009

Friday May 1st, 2009

4:00 PM	-	7:00 PM	Registration
4:30 PM	-	7:30 PM	Technical Inspection

**Saturday May 2nd, 2009**

7:30 AM	-	1:30 PM	Registration
7:30 AM	-	4:00 PM	Technical Inspection
8:00 AM	-	8:30 AM	Novice Track Tour, Meet at License Directors Pit
<b>8:30 AM</b>	-		<b>Novice Meeting (Mandatory)</b>
9:05 AM	-	9:20 AM	Group 3 - Practice
9:27 AM	-	9:42 AM	Group 4 - Practice
9:49 AM	-	10:04 AM	Group 5 - Practice
10:04 AM	-	10:11 AM	Break - Track Clean Up
10:18 AM	-	10:33 AM	Group 6 - Practice
10:40 AM	-	10:55 AM	Group 1 - Practice
11:02 AM	-	11:17 AM	Group 2 - Practice
11:24 AM	-	11:39 AM	Novice CW Practice
11:39 AM	-	12:39 PM	Lunch
<b>11:54 AM</b>	-		<b>Driver's Meeting - Grandstand AA</b>
12:44 PM	-	1:04 PM	Novice CW Practice
1:11 PM	-	1:31 PM	Group 3 - Qualifying
1:38 PM	-	1:58 PM	Group 4 - Qualifying
2:05 PM	-	2:25 PM	Group 5 - Qualifying
2:25 PM	-	2:32 PM	Break - Track Clean Up
2:39 PM	-	2:59 PM	Group 6 - Qualifying
3:06 PM	-	3:26 PM	Group 1 - Qualifying
3:33 PM	-	3:53 PM	Group 2 - Qualifying
<b>3:35 PM</b>	-		<b>Senior Observers to Pre-Grid</b>
4:00 PM	*	4:30 PM	Novice CW Race

**Sunday May 3rd, 2009**

7:30 AM	-	10:30 AM	Registration
7:30 AM	-	10:30 AM	Technical Inspection
9:05 AM	-	9:25 AM	Group 3 - Qualifying
9:33 AM	-	9:53 AM	Group 4 - Qualifying
10:00 AM	-	10:20 AM	Group 5 - Qualifying
10:20 AM	-	10:25 AM	Break - Track Clean Up
10:33 AM	-	10:53 AM	Group 6 - Qualifying
11:01 AM	-	11:21 AM	Group 1 - Qualifying
11:29 AM	-	11:49 AM	Group 2 - Qualifying
11:49 AM	-	12:50 PM	Lunch
<b>12:15 PM</b>	-	12:41 PM	<b>Mandatory Driver's Meeting - Grandstand AA</b>
<b>12:35 PM</b>	-		<b>National Anthem &amp; Color Guard Presentation</b>
12:55 PM	*	1:25 PM	Group 3 - Race
1:33 PM	*	2:03 PM	Group 4 - Race
2:11 PM	*	2:41 PM	Group 5 - Race
2:41 PM	-	2:46 PM	Break - Track Clean Up
2:54 PM	*	3:24 PM	Group 6 - Race
3:32 PM	*	4:02 PM	Group 1 - Race
4:10 PM	*	4:40 PM	Group 2 - Race

\*The "5-minute warning" will be given 9 minutes prior to the start of the race.

GROUP 1: Prod. A-B-C-D, SPU, SPM, SPO, PRO 3	GROUP 5: ITA-B-C-S, GTL, Imp Prod. E-F-G-H
GROUP 2: Prod. E-F-G-H-I-J, CR, PRO 7, S Miata, CS Miata, HC4	GROUP 6: FL, VFV, FFF/500, FL, S-2, ASR, BSR, CSR, DSR, ESR, FSR & Novice Open Wheel
GROUP 3: CF, FF, FA, FM, FC	GROUP 7: Novice Closed Wheel
GROUP 4: GT1-2-3, AS, ITE, RS	

## I.R.D.C. EVENT SUPPLEMENTAL REGULATIONS 2009

1. Open to cars eligible under I.C.S.C.C. and S.C.C.A. current regulations.
2. There will be no starting of any race engines prior to 9:00 a.m.
3. No class changes after 1:00 p.m. on Saturday.
4. Drivers are responsible for properly and completely filling out their entry registration form(s).
5. Multiple Entries: A driver entering the same car in more than one event shall indicate on each entry form whether the entry is for the driver's "primary" or "additional" event. If the entries are oversubscribed for a particular event (entries exceed the number of cars allowed on the track) drivers and cars entered as an "additional" event will be restricted from participating, on a first come, first served priority based on the date the entries are received, in order to allow participation by all drivers and cars for whom the event is their primary event including novices upgrading to a championship event on that week-end.
6. Consumption of alcoholic beverages is **NOT** allowed at any time during the racing event, except in the area covered by the liquor permit issued by the Washington State Liquor Control Board. The time and location is a condition of operation of the track and is enforced by track officials, ICSCC, and IRDC officials or law enforcement authorities.
7. All Entrants shall present at tech inspection empty, seal-able, container(s) marked with driver's name and car number, capable of holding 2 gallons of liquids. These are to be used to remove all oil, cleaners, brake fluid, etc. from P.R. Anyone caught dumping oil at the raceway will be fined and banned from Pacific Raceway. There will be a \$10.00 per tire charge imposed by the track for the disposal of tires.
8. Damage to the track, grounds or buildings, regardless of cause, will be charged to the driver responsible. Any damage to any equipment or devices utilized by the sanctioning body (ICSCC) or sponsoring club (IRDC) to conduct this race, regardless of cause, will be charged to the driver responsible.
9. NOISE RULE I.C.S.C.C. 1112 enforced! 103db @ 50 ft. No exceptions.
10. All persons in pre-grid or in racing hot pits shall wear long pants, shirts that cover their shoulders and no open-toed shoes during all practices, qualifying and races.
11. A Minor Release form is required for **ALL** minors upon entry to the track (NO EXCEPTIONS). Minors must be under direct supervision of an adult at all times. No minors under 18 years of age are allowed in the hot pits or pre-grid. Operation of any type of wheeled transportation (bikes, scooters, motorcycles, skateboards, skates, etc.) is forbidden for anyone under the age of 16 years. A **speed limit of 5 mph** will be enforced in the paddock.
12. All cars will be off trailers for tech inspection.
13. There will be no refunds on prepaid pit passes.
14. Driver must appear in person at registration to add a crew member to the list on their registration form.
15. All participants are required to have and display at all times the appropriate pit, crew, guest, or worker pass issued for this event. Passes are required for reentry to Pacific Raceway during this event.
16. No overnight camping at the track on Sunday night without the consent of P.R. management.
17. There will be no refueling in the grid area unless accompanied by a fire extinguisher and operator.
18. No motorized tow or support vehicles allowed on pre-grid unless authorized by the Grid Marshall or Race Chairman. Support vehicles behind pre-grid must be parked along the fence
19. No open fires are allowed in the paddock, pre-grid or within the track in-field.
20. All gates are locked at 11:00 PM Friday and Saturday nights. The main gate will open at 7:00 AM.
21. Only one support vehicle or trailer is allowed in the pits per competition car.
22. There will be no saving of pit or paddock areas except as required by I.C.S.C.C. regulations with exception of Novice License director or by Race Chairman for cause. All other pit and paddock areas are on a first come, first served basis. Violators of this regulation can be subject to disqualification.
23. The length of scheduled events may be altered by the Race Chairman due to emergency conditions beyond the control of I.R.D.C. personnel.
24. I.R.D.C. reserves the right to refuse entry to this event to anyone.
25. Line formation to enter the track on Friday afternoon shall start at the main registration booth. The waiver sheet must be signed prior to entry into the pits on Friday.
26. No bicycles, scooters, or walking allowed on the access road adjacent to the main straight from the paddock to pre-grid. This is a P.R. rule.
27. Pets must be leashed at all times and owners are responsible for cleaning up animal waste.
28. All in-car timing system transmitter beacons will be placed at a marked location as defined by the Race Chairman. All transmitters outside of the specified area will be confiscated and retained by the Race Chairman.
29. Turn 1 / Pit Out blend line violators will be dealt with by the Race Steward.
30. The "5- Minute Warning " will be given 9 minutes prior to the start of the race to accommodate the average 4- minute pace lap.
31. If you use the escape road at 3A you will be held at the stop sign for a minimum of 10 seconds prior to re-entry under the direction of the worker at turn station 4.
32. All request for split or staggered starts must be made to the Race Chairman & Race Stewart before the end of the events on the day prior to the race.

## Orange-Aid

Fresh squeezed by the ICGCC License Director

It's looking like Conference will have a strong racer turnout in 2009. In addition to a large number of regular license renewals, dozens of people new to racing, and people coming back to racing after absences both short and long, have submitted their 2009 Competition License applications since the beginning of the year. Welcome to those of you new to Conference racing, and to those of you coming back, it's great to see you again.

As of the writing of this column, entries for our first Driver Training program of the racing season at Pacific Raceways had to be cut off at 35 students and instructors, and a waiting list started. That is a great turnout, and thank you senior drivers for instructing, that's the family spirit. Your willingness to give back and mentor new people is what makes Conference special. The spring enduro entries are looking pretty strong, despite the forecast for snow(!?!), and the sprint race season is right around the corner.

I'd like to encourage anyone that is considering not coming to races this season for whatever reason to find ways to come. If you were planning to race, but maybe only have a budget for a few races, please consider attending without your car and volunteering to work a corner, or help out at the scales. Pre-grid can always use extra hands. There are several weekends this season where multiple events are happening simultaneously that will stretch our volunteer ranks, and any help you can give will no doubt be very much appreciated. Or, maybe just help crew for someone, or better yet adopt a novice and help mentor them through a stressful time with your experience. Speaking for myself, the worst day at the track is better than the best day anywhere else.

Lastly, I'd like to suggest an area of emphasis in your pre-season checklist; the driving cockpit. One of the most basic differences between competition driving and driving on the street is the greater sensitivity with which you can and must drive a race car.

In the past, drivers preferred a seating position that straightened the arms when hands were on the steering wheel. Since then, it's been realized that this position uses the deltoid muscles in the shoulders and biceps in the upper arms for steering, and these are not the best ones for the job. Seating position should be close enough to the wheel that the elbows are fairly bent, which will facilitate using the larger muscle groups in the back for steering, which are less likely to become fatigued, and allow a more relaxed grip on the steering wheel which enhances feel. The legs should also be bent, such that pedal control is primarily done with ankle rotation rather than thigh extension.

Most street cars are designed with a layout that makes it impossible to get close enough to the steering wheel without your legs being cramped, so usually some kind of extension on the steering shaft to move the steering wheel towards you is helpful. Some of you may have noticed how close the drivers in NASCAR have the steering wheel (those that will admit watching it, anyway), and it looks almost ridiculous at first glance. The fact is though, that the closer the steering wheel is, the easier it is to use, so long as your arms aren't constricted from being able to turn the wheel almost 180 degrees without releasing grip. It's something to try, maybe...

Randy Blaylock  
License Director#95 GT1/SPO

<i>Race Registrars: 2009</i>	<i>Race Chairmen: 2009</i>
<b>CASCADE SPORTS CAR CLUB:</b> Holly Remington 9536 SE Winsor Drive, Milwaukie, OR 97222 Tel 503-376-9090 / Fax 503-714-9974 - before 9 p.m. Email: hollycsc@comcast.net	<b>CASCADE SPORTS CAR CLUB:</b> Gary Bockman 3824 SW Marigold St Portland, OR 97219 Tel: 503-245-5479 Email: bsiracing@msn.com
<b>INTERNATIONAL RACE DRIVERS CLUB:</b> Debbie Morton 7931 111 Ave NE, Lake Stevens, WA 98258 Tel/Fax: 360-659-7396 Email: debbiemorton2@msn.com	<b>INTERNATIONAL RACE DRIVERS CLUB:</b> Bruce Boyd 24419 N.E. 8th St., Sammamish, WA 98074 Home: 425-868-4617 / cell 206-713-3306 (before 9 pm pls) Email: dboyd1950@comcast.net
<b>NORTHWEST MOTORSPORTS:</b> Rebecca Woodbury Tel: 509) 979-4123 Email: registrar@northwestmotorsports.org	<b>NORTHWEST MOTORSPORTS:</b> Doug Smith 15221 N Shady Slope Rd, Spokane, WA 99208 Phone: 509-466-4612 / Fax: 509-467-9826 Email: dougsmith66@hotmail.com
<b>SPORTS CAR CLUB OF B.C.: (2008 contact)</b> Martin Berryman 1853 Walnut Cres., Coquitlam, BC Canada V3J 7S9 Phone: 939-0072 Email: registrar@sccbc.net	<b>SPORTS CAR CLUB OF B.C.: (2008 contact)</b> Robert Currie 35322 Purcell Ave, Abbotsford, BC Canada V2S 8K8 Phone: 604 854-5797 Email: rbdrc@shaw.ca
<b>TEAM CONTINENTAL:</b> Gayle Kovacs 3278 SE Ankeny St Portland, OR 97214 Tel: 503-232-8600 Email: lotus@europa.com	<b>TEAM CONTINENTAL:</b> Steve Leonard PO Box 80883 Portland, OR 97280 Bus. 503-230-1103 / cell 503-320-1028 racechair@teamcontinental.com

You can post your own  
*non-commercial* ad  
on the ICSCC Forum  
**Buy & Sell board!**

**Go to**  
**[www.icsc.com/forums/index.php](http://www.icsc.com/forums/index.php)**

Before posting, read the guide-  
lines for use of the board.

Please post a notice  
when your item is sold.

*Moving?*

**All ICSCC licensed drivers** must advise the **License Registrar** of a change of mailing address! **Send to (by email is preferred, if possible):**

License Registrar, Karen McCoy      **[license\\_registrar@icsc.com](mailto:license_registrar@icsc.com)**

**Memo recipients who are not drivers**, please advise the Memo Editor of a new address:

Memo Editor, Danielle Baxter **[memo@icsc.com](mailto:memo@icsc.com)**

This applies also to change of name. If you prefer to send by post, please refer to inside front cover for addresses.

**Rainbow Action Imagery has photos of your car 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.dotphoto.com](http://www.dotphoto.com)**; enter username **gerryf** and password **rainbow**; pick a photo gallery to view

From there, follow directions for ordering online or contact Gerry or Sue for further info, at 604-734-4721 or [gerryf@telus.net](mailto:gerryf@telus.net).

## Classified Ads

**For Sale:** 1991 Nissan Sentra SER ITA race car ex SCCA runoffs car, fast and reliable, only 24000 miles, SR-20 powered 145hp, has current log books for SCCA, Nasa, Conference. This car comes with 3 set of spare wheels, 2 set of new rotors, new struts, and many other parts to many to list. Every thing you need to go racing. This is a great car. \$3500.00 OBO call 541-419-5255 or email ms@fmgbend.com 10/08

**For Sale:** 2003 Mitsubishi Evolution VIII Eligible for SPM / ITE 2008 ITE Championship car, unbeaten in 8 races. 2008 Mazda GP Portland, Time-Attack Unlimited Pro Class Runner-Up. 2007 ITE Runner-Up. Reliable 350 h.p. All Wheel Drive Cage by Racetech Fab, Portland. Tuning by Forged Performance, Portland. Turn-key w/spares & loaded TPD 24' trailer \$35,000 Car only \$29,500 Wayne Monahan 503-819-6463 www.patrickracing.us Duck-s a t @ H u g h e s . N e t 2 / 0 9

**For Sale:** Hans Head & Neck Restraint, Model 20, medium, purch. Mar. 2005, like new condition. \$750, New ones are around \$900. Contact: Tom, 503-513-9944, pullent@gmail.com 10/08

**For Sale:** 13 Hoosier slicks – new 26.5 x 11.0 – 15, 2220 compound (soft) \$125 each. **Also** 4 Hoosier slicks – used (3-laps, still have stickers on), same size as above, 2053 compound (hard) \$75 each. **And** (1) Pair CHEVY BOWTIE Aluminum heads with titanium valves, Crower valve springs, etc. Set-up for Jesel rockers. Recently freshened by Loynings Engine Service. \$1800 pr. E-mail arw.racing@comcast.net or call 503-359-3939 workdays, 503-397-7935 evenings, ask for Alan. 2/09

## 2009 ICSCC Memo Submission Deadlines

<b>Issue:</b>	<b>Deadline:</b>	<b>To include:</b>
#2	March 4	Race announcements #1 & #2
#3	April 15	Race announcements #3 & #4
#4	May 27	Race announcement #5/6 & #7
#5	June 24	Race announcements #8 & #9/10 Points Races 1-4
#6	July 22	Race announcements #11 & #12
#7	August 19	Race announcement #13 CSCC Enduro Announcement Points Races 1-8
#8	Sept. 16	Rule Change Proposals Banquet Announcement #1
#9	Oct. 14	Final Points Banquet Announcement #2
#10	Nov. 25	Final Approved Rule Changes 2010 License Application
#1 2010	Jan. 15	2010 License Application IRDC Enduro Announcement

**Deadlines are for *submission of material* for each issue**

### **Commercial Advertising Rates:**

Full page \$80 / issue for full year, or \$110 / issue  
1/2 page \$50 / issue for full year, or \$70 / issue  
1/4 page \$30 / issue for full year, or \$40 / issue  
1/8 page \$20 / issue for full year, or \$25 / issue  
Commercial classified \$10/issue full year or \$12/issue

## Commercial Classified Ads

**For Rent:** Mazda Miatas for Spec Miata, Club SM, ITA, FIP, etc. Also RX7s for Pro7, ITA, HP, SPU, etc. Available for schools, track days, individual Novice races or packages, the season or for an enduro. E-mail me from my web site mazdamanor.com, or call Jeff Clark #07 Group 2 & 5 at 253-537-8075

**Race Cars for Rent:** eight cars to choose from! ITC, CP2/EP, A-Sedan, SPM, even a circle track Dwarf car! Arrive and Drive, Trackside Support, Personal Tutoring. Competition Motorsports, Portland, Oregon, 503-281-1579.

### **Memo Classified Ad Policies:**

Non-commercial ads are free to Conference licensed drivers, officials and workers. **Maximum ad length 100 words: longer ads not accepted.** To place an ad in the Memo, contact the Memo editor at icssc@telus.net. 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: 1/08 means first issue of 2008, and that ad will expire after issue #3 of 2008 (3/08). There are 10 issues per year. **To change an ad you must rewrite it and submit the new wording in its entirety.**

# Armadillo Racing Announces Racer Stimulus Package

## *A Subsidy for All Racers Regardless of Income and Tax Bracket*

*Bremerton Washington March 2009* — Armadillo Racing, the premier service supplier to Conference racers for over 24 years, has just announced their 2009 racer stimulus package designed to help novice racers get started in racing and help veteran drivers protect themselves from injury. "With the economy scaring the fool out of people, there is no need for racers to add to their fears by worrying about a life threatening injury," says Armadillo Andy, President of Armadillo Racing. "Hey, I'm terrified just reading the newspaper each day and I don't want Conference racers to have that same feeling when they are on the track. So we've come up with not only a real money saving stimulus package but one that will make all racers safer. The best part is you don't have to be a bank CEO or an illegal alien to benefit." This package is unprecedented in the racing community. Just look at the details:

- Complete Safety Equipment Package featuring the OMP Trend 2 suit with comfortable 360 degree venting around the shoulders and sharp looking European styling, OMP Speed gloves (of matching suit color if you like), Simpson High Top black suede driving shoes or the very comfortable and popular Piloti driving shoe, fire retardant socks and balaclava with a Bell gear bag to keep it all together. Priced individually at \$966.85. Your 2009 recession fighting cost is just \$900.00. **You save \$66.85 and that's a real subsidy.**

- Add any Helmet (Bell, HJC, or Simpson) and you get a Bell Helmet Bag for FREE (A \$32.95 value)

- **You may qualify for 0% interest for up to 6 months with in-house financing through GE Money. It is easy to apply and takes less than 5 minutes.**

- Royalty Rewards program that allows racers to get 5% back on every purchase

- Further, this stimulus package helps protect all drivers by offering a lower cost on the Sport Series HANS® with sliding tethers as low as \$645 (down \$50 from 2008)! Even more amazing is the super-lightweight Pro Series HANS for just \$1045 (used by all the Formula 1 drivers). Over 100 sanctioning bodies and 75,000 racers world wide are using a HANS for the best head and neck protection in the world.

Armadillo Andy went on to say, "I know racers are vocal about wanting more, so I'm going to add to the package with two subsidies available **ABSOLUTELY FREE** on our website ([www.armadilloracing.com](http://www.armadilloracing.com)): A free report on How to Buy Safety Equipment and, second, a fabulous presentation from our 14th annual high performance racing seminar, Jeff Braun's PowerPoint Presentation on The Free Things in Racing."

This reporter has seen and heard a lot about Congress and the president helping the banks and big business but this is one package that really helps real people, the racers of Conference.

To Claim Your Stimulus Package, Call Armadillo Racing today at **1-888-211-9129** (even the call is free in both the USA and Canada). Hurry – the package expires when Congress votes their next pay raise, or April 15th, whichever comes first.

**New racers may be cautious about doing business with a company making such a bold offer.** Here are what two veteran Conference Racers say about doing business with Armadillo Racing: "The friendly, helpful, usually-has-what-you-need supplier." – **Don Thieman**, 1979 Mustang ● "Excellent customer service and support at every race weekend." – **Frank DiMiceli**, Spec Miata.



## Memo #2, March/April 2009

Return undeliverable mail to:

1770 Front St PMB 337  
Lynden, WA 98264