

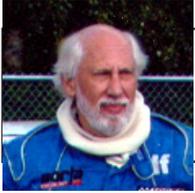


ICSCC MEMO #8 SEPTEMBER 2016

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

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Steward & the R.O.D. Director



FROM THE PRESIDENT

I'm at Thunderhill raceway typing this on my tablet, so its going to be a short article. The 2016 championship races are complete and the 2016 Festival of Endurance on October 15th is the last conference race. This is the time when you vote on the proposed rule changes and we finalize changes at the Fall meeting on November 12. The banquet is also on November 12 where we thank the many Conference volunteers and celebrate our class champions. We also need to fill a couple of critical positions for next year, including a License Director and a ROD Director.

We do need to think about our shrinking car counts. Spokane was the only race that felt better than 2015. Other sanctioning bodies have tried to address this problem with mostly limited success. I would like to us reduce the cost of initial entry to racing and I would like to see us try to non-race participants out on race days. For example, can we have a HPDE. group during the race day. Do we need to limit the number of race weekends? Do we need to only have multiple race weekends? Please give this some thought and send your eboard rep to the Fall meeting with suggestions for improvements in 2017.

Hope to see you at the Banquet

Mike Tripp
ICSCC President



photos by Gerry Frechette



STEWARD'S CORNER

Woohoo! The International Race Drivers Club “Olympic Grand Prix” at The Ridge Motorsports Park was the last points race of the season and as this is written the 2016 ICSCC Championship season is now in the books. Hopefully you spent a lot of weekends at the race track with your Conference family this year or you missed some great racing. There were some compelling stories in several classes leading to a number of season championships still to be decided on the last Sunday of the season. In any tightly contested and well attended class season championships can be won or lost by simple mistakes, inadequate preparation, or simply luck as much as through driving skill. Those that pick up a trophy at the banquet should be celebrated as someone who really invested in the Conference schedule. They drove well, planned well, prepared well, made good decisions at critical points, and were at least moderately lucky. I wouldn't say that I am a big Woody Allen fan but he had a quote that I think is directly applicable that has stuck with me for years: “Eighty percent of success is showing up.” Unless you make yourself available for success, opportunity will never even find your street, much less knock on your door.

In reality a small percentage of Conference drivers complete enough races in a year to even be eligible for a championship. It begs the question – are championships still important to most of our membership? Or perhaps a much bigger question, what IS important to Conference drivers?

Best we just get it out there – attendance is down across the board. The centrally located clubs are working at breaking even. The outlying clubs want to put on quality events but cannot afford to lose money consistently year upon year. Everyone is disturbed by this trend as we were able to hold on pretty well during the economic downturn yet are now struggling when the economy is at least “better” if not “good”. There are lots of theories and some or all of them could be applicable but it is completely possible that there is something that affects the whole dynamic that we haven't even quantified yet. What we do know is that Novice entries are running about half of their traditional levels which is a very disturbing trend.

If you look at the results and points totals for Group 2 available on the Conference website from 2016 you will note that in comparison with 2003 Group 2 is currently somewhere in the range of HALF of the entries. Why is Group 2 so important? It has traditionally been the group that has the lowest barriers to entry for new racers. It is the home to Conference Production which used to be wildly popular and competitive and contained less expensive cars with less allowable modification and basic safety requirements. Group 2 used to be the place where new racers dipped their toe into Conference racing to gauge whether they liked the temperature. If you look at the background of some of the most accomplished and successful current Conference racers you will find a large percentage of them developed their racecraft among the highly educational competition of Group 2. The question now becomes “where are those people now and why they aren't still coming to Conference?” In the past decade there has been a huge growth in what is euphemistically called “crapcan racing” which is closest in cost and modification level to Conference Production. This term is not meant to be derogatory, just to describe the proliferation of organizations that have sprung up to support the demand for \$500 dollar car racing. In reality, none of these types of cars actually cost \$500 as pretty much any safety feature is excluded from the total and it is pretty rare to find a cage that I would be willing to have a wreck in for less than \$1000. A main portion of the appeal is that you can bring your non-racing friends out to the track and if they are reasonably healthy, willing to throw down \$50 bucks, and sit through a half hour lecture on rules and flags they will get a license and an opportunity to jump into a reasonably junky but potentially fun and often very inexpensive rental race car and live the dream of being a race car driver. They feel our training and novice racing requirements are too high. I have done a couple of fact finding expeditions in the form of entering a couple of these races to see how we can attract more of them over to our side. One of my biggest worries was the quality of drivers involved, but that was unfounded – at least some of the time. The best drivers in those organizations would be right at home among the best of Conference drivers and

STEWARDS CORNER CONT'D

some of them WERE Conference drivers in the past who just wanted something cheaper, less formal, or less regimented. At the other end of the scale there are drivers who should be issued a perpetual bus pass and not allowed anywhere near the controls of a motor vehicle whether on the track of public roads but we will assume they are not the ones that we wish to attract. So how do we get the ones we want to be Conference drivers?

That is just one example. Let's expand that – how do we increase participation across the board? Do we combine race groups and redistribute existing classes to make space for completely new classes or groups? More special races? Will changes in our race weekend structure help or hurt? Should we increase, decrease, or leave the same our requirements to become a driver? Are our safety requirements too much or too little? Do we need more races or less? Do we need

more weekends or less? Do we need more tracks or less? Where do we recruit from and how? Can the volunteer base continue to support the schedule we have or want? Do people have too many racing organizations to choose from? Do people just have too many choices of recreational activities overall to choose from?

I realize I have left you with more questions than answers but we are entering into a crucial phase for the continued health and survival of Conference. I would encourage all of you to think about this, talk among yourselves, and get involved with your club and Conference as a whole if you want to continue enjoying this exceptional hobby. To paraphrase Edmund Burke - The only thing necessary for the loss of Conference is for good men (and women) to do nothing.

2016 ICSCC EVENT SCHEDULE

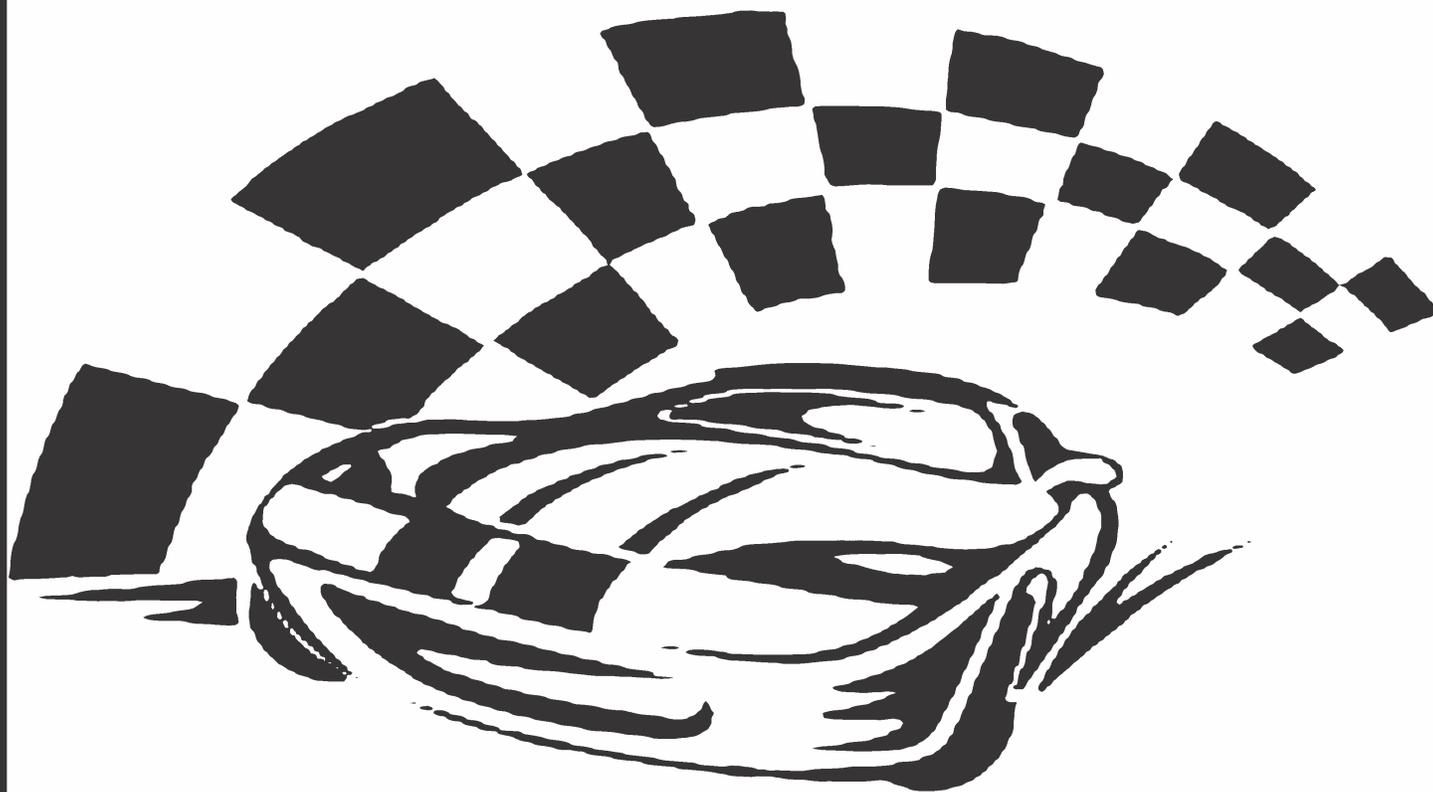
<i>Championship Race Events</i>			
Date		Track	Club
April 30/May 1	(rotn 4)	Portland International Raceway	CSCC
May 14/15	(rotn 5)	Pacific Raceways	IRDC
June 4/5	(rotn 6)	Portland International Raceway	CSCC
June 17/18/19	(rotn 1/2/3)	Spokane County Raceway (triple race)	NWMS
July 9/10	(rotn 4/5)	Mission Raceway Park (double race)	SCCBC
July 23/24	(rotn 6)	Pacific Raceways	IRDC
August 20/21	(rotn 1)	Portland International Raceway	CSCC
Sept 3/4	(rotn 2/3)	Oregon Raceway Park (double race)	TC
Sept. 17/18	(rotn 4)	The Ridge	IRDC
<i>Endurance Events</i>			
April 17		The Ridge	IRDC
October 15		Portland International Raceway	CSCC
<i>Driving Schools</i>			
March 12		Portland International Raceway	CSCC
March 19/20		Oregon Raceway Park	TC
March 20		Mission Raceway Park	SCCBC
April 16		The Ridge	IRDC
April 29		Portland International Raceway	CSCC
May 13		Pacific Raceways	IRDC
June 3		Portland International Raceway	CSCC
June 25/26		Mission Raceway Park	SCCBC
August 19		Portland International Raceway	CSCC
Oct 1		Portland International Raceway	CSCC
Nov 12		<i>CSCC Awards Banquet & Fall Meeting</i>	



Central Racing Association



LIFE IN THE FAST LANE



**Please join us for the annual ISCCC Banquet
at the SeaTac Marriott**

Saturday, November 12, 2016

Social Hour & Photo Booth 5:00 PM

Awards Dinner 6:30 PM



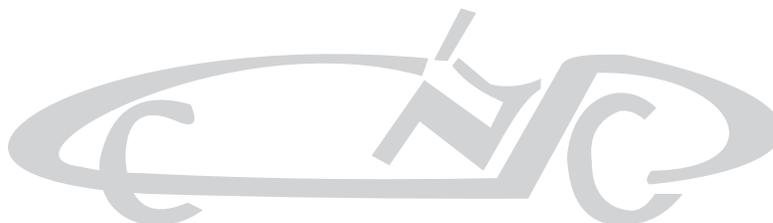


ICSCC CONTEST BOARD RULE CHANGE PROPOSALS

Proposals for Championship Season 2017

YES/NO	Item #	Page #	Club	Section/ Jurisdiction	Proposal
		30	CSCC	703F E/C	<p>Special and/or feature races shall not be scheduled in a manner that interrupts the continuity of the ICSCC championship race program within a race weekend. Special or feature races shall be the last race of the day after all championship / novice races are completed, <u>unless approved by the E Board</u>. Special races may be held on any day of the race weekend. With the exception of ICSCC Novice races, any non-Championship race shall be considered a special race. Championship races shall not be shortened to facilitate special races. <u>Lap times from Special Races (i.e. Sprint Races) where all competitors from all Championship race groups are able to enter, may count as an additional qualifying time at the Member Club's discretion. The Race Announcement must make this clear to the driver's and under no circumstances will a Special Race be the only qualifying session for the Championship race. Rule 714 shall apply, "Cars may be weighed following any timed qualifying session, provided that all cars in the class that participated in the session are weighed."</u></p>
	57		CSCC	1306 A. E	<p>Classifications. ICSCC Formula cars will be classified as follows. Formula Atlantic, Formula Libre, Formula Ford, Formula Club Ford, Formula Vee, Formula 440/500, Formula Continental, and Formula Mazda.</p>
	57		CSCC	1306 B. 2. E/C	<p>Except as provided below, Formula Vee and Formula 440/500 shall meet current SCCA regulations.</p> <p>(a) Cars built to Formula 500 SCCA Specifications shall meet current SCCA Regulations</p> <p>(b) Cars built to Formula 440 SCCA Specifications may continue to compete as Formula 440 under the most recent applicable Formula 440 specifications but may substitute any unmodified 430 to 510 cc 2 cylinder liquid cooled snowmobile engine. Engines may be sleeved and overbored by 1.2mm. Ports may not be modified. Engines may be fuel injected or carbureted with no restriction to throttle body or carburetor bore size.</p>
	57		CSCC	1306 B. 4. (a) E/C	<p>All Formula Ford and Club Ford Cars must comply with all 2009 <u>Current</u> SCCA regulations applicable to Formula Ford. All Club Ford cars must use the "spec" tire and compound number approved for the class. The approved tires are the American Racer Tire Co., compound #133, or equivalent rating number. Any brand of rain tires may be used, provided that the tires were originally designed and produced by the manufacturer as rain tires for use exclusively on a wet track. Dry-track racing tires, other than the permissible "spec" tires, may not be modified for use as a rain or intermediate tire. Nothing may be added to or applied on the Specification tire, which results in a softening of the rubber compound.</p>

YES/NO	Item #	Page #	Club	Section/ Jurisdiction	Proposal
	58	CSCC	1306 B. 4. (b). (2). E/C	<p>An eligible chassis can be one that was either manufactured in stock configuration with the spring/shock assemblies mounted outboard and in the airstream on all four corners, or a chassis manufactured in stock configuration with at least two spring/shock assemblies mounted outboard and in the airstream and has been modified to an all outboard configuration. A chassis manufactured with all suspension components mounted inboard may not be modified and considered eligible for Formula Club Ford. For any chassis manufactured with at least two spring/shock assemblies in the airstream and meeting the production date requirement, the two remaining inboard spring/shock assemblies must be converted to an outboard configuration to be eligible for Formula Club Ford. The spring/shock assemblies must be fully functional and attached such that one end is connected to a chassis location and the other end attached to an outboard suspension location. Vertical mountings that run parallel and next to the chassis are not considered to be within the intent of the rules and shall not be allowed. The relocated spring/shock assemblies must be the primary and only means of suspension damping and control. The use of dummy or secondary spring/shock assemblies is not allowed. The intent of any suspension modification which converts an inboard configuration to an outboard configuration is that of compatibility with older chassis designs. Any attempt to circumvent this intent by manipulating the interpretation of the rules shall be considered outside of the purpose of Formula Club Ford and will not be allowed.</p> <p><u>Exceptions to Section (1) and accepted as Club Fords will be: Lola T-440, Zink Z-10, ADF, Eagle, Van Diemen RF 81, Elden PH-6, Royale RP 24, RP 26, Martyn FEF</u></p>	
	59	CSCC	1306 B. 4. (c). (2). E/C	<p>Coil springs, shock absorbers, anti-roll bars, steering components, and suspension settings are free provided all four spring/shock assemblies remain outboard and in the airstream and the use of titanium is prohibited.</p>	
	59	CSCC	1306 B. 4. (c). (6). E/C	<p>711M blocks or 771M blocks may be used. <u>The Ford racing block, part number M-6010-16K, is permitted as a replacement block.</u></p>	
	59	CSCC	1306 B. 4. (b). (7). E/C	<p>Only 100 Octane LL (Low Lead) general-purpose aviation fuel <u>or commercially available Unleaded gasoline</u> is allowed for racing or qualification purposes.</p>	
	64	CSCC	1314 B. 2. C	<p>The primary CR spec tire is the Hoosier R6/R7/<u>SRF</u> with the tire size of R6/R7 P185/60ZR13 or P205/55ZR14. The Hoosier H2O tire is the designated CR rain tire with the tire size of P185/60R13 or P205/55R14. Shaving of the Hoosier R6/R7/<u>SRF</u> or the Hoosier H2O tire is allowed. Tire grooving is not allowed. It is permitted to use the Hoosier H2O tire as a dry racing tire. Front fender modification is permitted to allow clearance for the 14" Hoosier tires.</p>	



YES/NO	Item #	Page #	Club	Section/ Jurisdiction	Proposal
		30	TC	706. E/C	Drivers Meetings. There shall be a minimum of one mandatory Drivers Meeting held before the first Championship race <u>of the event</u> . There will be a partial random roll call at the start of the meeting. Failure to attend may result in the driver having to start at the back of the grid at the discretion of the Race Steward. There shall be a minimum of ten minutes between the end of the drivers meeting and the 5-minute warning for the first race group.
	47		TC	1107.C E/C	Brake condition and adjustment. All cars must have effective pedal operated brakes working directly on each road wheel. All brake parts must be in perfect working order, and the brake linings must be new or very good. The entrant should be prepared to remove brake drums for inspection.
	63		IRDC	1307 E/C	Add Section "A" under E/C 1307: <u>SM/CSM in ITA and ITS: 1990-2005 SM or CSM class-compliant cars may enter ITA. SM or CSM cars entering as ITA cars must comply with all SM/CSM Class rules except for tires, which must comply with GCR Section 9.3.45 (Tires). All other ITA entries must comply fully with ITA class rules per GCR Section 9.1.3.A 1999-2005 SM class-compliant car may enter ITS. SM cars entering as ITS cars must comply with all SM class rules except for tires, which must comply with GCR Section 9.3.45 (Tires); and restrictor plates, which must comply with GCR Section 9.1.3. All other ITS entries must comply fully with ITS class rules per GCR Section 9.1.3</u>
	28		STEW	701 E/C	Length of events. The length of events at ICSCC championship points races shall be established by the organizing member club as follows: A. Where there are seven (7) or less ICSCC championship points events scheduled for an ICSCC championship points race The length of each event <u>championship points event</u> shall be scheduled to be no less than thirty (30) minutes, provided however, that the length of events at Pacific Raceway <u>or events held during any triple race weekend</u> shall be scheduled to be not less than twenty-five (25) minutes. Race events may, at the organizers discretion, be scheduled for a minimum of twenty minutes in cases where there are eight or more championship points race events within a race program. Race events scheduled for less than thirty minutes will shall be published in the race announcement. Any schedule changes made during the race weekend will be announced at the driver's meeting.
	29		STEW	703 C. E/C	Each Conference race program, whether a single or multiple race weekend, shall schedule practice / and <u>qualifying sessions and Novice races</u> as follows: 1. For Senior Drivers no less than one (1) qualifying session per championship race. All qualifying sessions must be of at least 15 minutes in length. Practice sessions are optional for Senior race events. 2. For Novice drivers: One practice session and one qualifying session of at least 15 minutes each, for each scheduled novice race. <u>On single and double race weekends clubs are required to schedule a minimum of one Novice race. On triple race weekends clubs are required to schedule a minimum of two Novice races.</u> Length of race events shall be defined in Section 702.

YES/NO	Item #	Page #	Club	Section/ Jurisdiction	Proposal
	51		STEW	1112 B. E/C	The car numbers of all cars <u>attaining a sound reading within 3 decibels of the race weekend sound limits during any exceeding 98db on Saturday and Sunday practice and or qualifying session</u> are to be posted along with the qualifying times.
	45		STEW	1106 E/C	<p>C. Numbers must be block numbers at least 40" <u>8" high</u>, width stroke of at least 1 ½". Exceptions due to physical limitations may be made at the discretion of the Race Steward. It is recommended that larger numbers be used if possible. All digits of a number must be of the same size. Numbers should be spaced by a distance of not less than the stroke of the numbers.</p> <p>D. Numbers are required on the front, rear and both sides of all cars. <u>Rear car numbers are recommended.</u> Open wheel cars are not required to have rear numbers</p>
	50		STEW	1111	<p><u>Vehicle Log Books.</u> Log books are available from the License Director or the The Race Steward(s) shall issue and fill out the vehicle description section of all ICSCC vehicle log books.</p> <p>A. Every driver <u>Vehicle owners</u> will <u>may</u> be issued a vehicle log book, which shall remain with the car. If lost, the driver <u>vehicle owner</u> must replace the log book at a cost of \$20.00. Upon <u>purchasing a new</u> changing cars <u>car</u>, or if the technical inspection section of an existing log book is completely filled, a driver <u>vehicle owner</u> may request a new log book at no charge.</p> <p>B. All entrants must present a vehicle log book at tech inspection. either ICSCC or that corresponding to the license under which the entrant has registered. All vehicle information sections in the log book shall be completed. i.e.: make of car, year, model, color, engine, make/model, displacement, horsepower, race group(s), car number(s), class(es), vehicle weight (if applicable) for each class, etc</p>
	56		STEW	1305 E.	S2. This class shall run under current SCCA rules <u>as a C Sports racer (1600cc through 2000cc).</u>

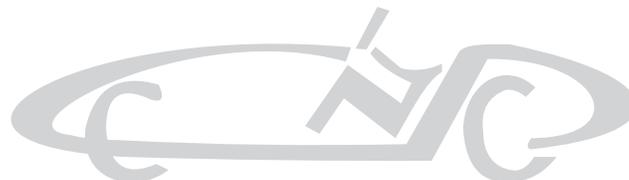


photos by Gerry Frechette

ICSCC OFFICIALS 2016

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

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Email: vice_president2@icscc.com				
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FROM THE ROD DIRECTOR

Another season is almost over – only one more Championship points event to come at the Ridge on September 17 and 18. Time to add up the points and see who are this years' champions. Also time to add up all the votes that the volunteers have made over the season to choose this years' recipient of the Workers' Choice Award. Can't wait to see who it will be this year!

It has been a great year in most respects, with the number of ROD members growing again and as always, I very much appreciate the help that I have had from the ROD representatives for each of the member clubs and the support from all of the ICSCC

E-Board members. However, I have decided that at the end of this season, it is time for me to step down from my position as Director of ROD and look for someone to replace me. I feel honoured to have been able to represent the members for a number of years and in the process to meet so many different people. So please give it some serious thought and let me know if you are interested or need more information on what is involved.



photos by Gerry Frechette



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 # _____	
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 # _____	ICSCC License # _____	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# _____	
1 st Race Group _____	Class _____	2 nd Race Group _____	Class _____	3 rd Race Group _____	Class _____
Number of Races Entered _____			Car Make: _____	Model _____	Color _____
Sponsors: _____					
Name of Event _____		1 st Entry Fee _____	Crew: First 5, list additional on back		
Date of Event _____		2 nd Entry Fee _____	1 _____		
Sponsoring Club _____		3 rd Entry Fee _____	2 _____		
Note: IF MULTIPLE RACE EVENT, FILL OUT FORM FOR EACH RACE DAY		Worker Fund Donation _____	3 _____		
Note: FEE SECTION MUST BE FILLED OUT		Transponder Rental _____	4 _____		
		Passes or Late Fee _____	4 _____		
		Amount enclosed _____	5 _____		
		Amount Pay at Track _____			
Group 1	<input type="checkbox"/> A Prod <input type="checkbox"/> B Prod <input type="checkbox"/> C Prod <input type="checkbox"/> SPU <input type="checkbox"/> SPO <input type="checkbox"/> SPM <input type="checkbox"/> PRO3				
Group 2	<input type="checkbox"/> D Prod <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"/> PRO44 <input type="checkbox"/> CR <input type="checkbox"/> PRO7 <input type="checkbox"/> SM <input type="checkbox"/> CSM <input type="checkbox"/> HT <input type="checkbox"/> ITX				
Group 3	<input type="checkbox"/> CF <input type="checkbox"/> FF <input type="checkbox"/> FA <input type="checkbox"/> FM <input type="checkbox"/> FC <input type="checkbox"/> FBX <input type="checkbox"/> SRX				
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 <input type="checkbox"/> ST <input type="checkbox"/> SE46				
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"/> HIP				
Group 6	<input type="checkbox"/> FV <input type="checkbox"/> FFF/500 <input type="checkbox"/> S-2 <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"/> FLX <input type="checkbox"/> NOW				
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 may 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 further certifies that the car's equipment complies with current ICSCC competition regulations.

Please go to www.icsc.com/reference/forms for Race Entry Forms & Licence Applications

ENTRANT'S LEGAL SIGNATURE: _____ DATE: _____

Memo Commercial Advertising Rates

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

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

Memo Classified Ad Policies:

Non-commercial ads are free to Conference licensed drivers, officials, and workers.

To place an ad in the Memo, contact the Memo editor at memo@icscc.com. Proof your ad when it first appears – it is presumed correct unless the editor is notified in writing.

Ads run for 3 issues then are automatically cancelled unless renewed. Numbers at the end of the ad show when it began: 1/15 means first issue of 2015; that ad will expire after issue #3 of 2015 (3/15). There are 10 issues per year.



Gerry Frechette has photos of your car See them on the internet

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Go to www.gerryfrechette.zenfolio.com and pick a photo album to view. No user name or password needed. From there, follow directions for ordering online or contact Gerry or Sue for further info at 604-734-4721 or gerryf@telus.net.

For photos prior to 2011, continue to view them at DotPhoto, but please do not order from there; instead, contact us directly and we will process your order.

Racing photography by Doug Berger



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

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

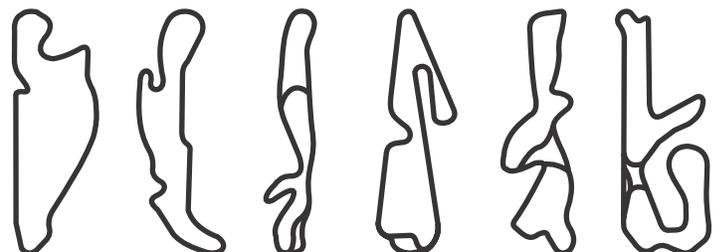


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2016 MEMO PUBLICATION SCHEDULE

memo #2	March 15	IRDC enduro CSCC race 1
memo #3	April 15	IRDC 2 CSCC 3
memo #4	may 15	NWMS 6/8
memo #5	June 1	SCCBC 9 IRDC 10
memo #6	July 15	CSCC 11
memo #7	Aug 1	TC 12-13 IRDC 14 CSCC enduro
memo #8	Sept 15	rule changes banquet info
memo #9	Oct 1	awards banquet
memo #10	Dec 1	approved rule changes

Please allow one week for memo submissions





Memo #8 September 2016

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There are options to beat the heat

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Option #1 – Cool down Now with the TechKewl hybrid sports cool vest worn by Formula One teams such as Ferrari, McLaren, and Red Bull. Worn under your driving suit, the vest keeps you cool for over 1-1/2 hours by utilizing a unique phase change material.



Here's how it works: The vest has pockets for the phase change packets. They look like water but this material freezes solid at 58 degrees Fahrenheit! That mean you can refreeze them in about 20 minutes right at the track by throwing them in your ice chest.

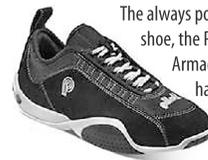
With nothing to install in the car, you can wear one in a formula car or sports racer. And since there are no hoses or ice chests to refill, they are perfect for endurance racing with each driver having his own cooling vest.

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