



ICSCC MEMO #8 AUGUST 2022

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

IN THIS ISSUE:



FROM THE PRESIDENT

Hello all –

Firstly – to make sure everyone knows. Race #18, the one-day Team Continental event at ORP on September 25th has been cancelled. Team Continental noted the light participation at some early races and decided that trend didn't give them a lot of confidence in the potential success of a one-day, long tow event. I know some drivers were excited about the possibility of getting back to ORP but check with TC for Time Trial Events there.

If you missed the last couple of races, you missed a lot! CSCC has seemingly found a formula for putting together very efficient and successful events at PIR. I would like to have seen even more of our members attend the 30th “Chicane Challenge” but lots of Pro3, Spec Miata, CT4, and CC4 cars made for some great racing. That race was followed by the IRDC “Spectacular Extravaganza” featuring a celebration of 20 years of Pro3 including a special Pro3 only race that gridded over 50 cars! Lots of noteworthy past racers, including some champions that I hadn't seen in a while made this a special event. Chuck Hurley, Andrew Newell, and Corey Peters were able to break the draft of the huge E30 chain early and race incredibly hard and clean amongst themselves to finish on the podium in that order. Add to that the much anticipated return of the Canadians and this was one of the best attended and best raced weekends in the last few years.

On a completely different subject - I was able to miss our very patient Memo editor's deadline by so much last issue that he finally had to publish without my submission. I apologize to both him and the reader(s?) that eagerly await my disjointed ramblings each monthWhat? Nobody noticed? OK then, literary aspirations dashed, dang it! Seriously though, last month was kind of emblematic of Conference's volunteer problem reaching a critical point. The Memo was a bit light on official content last month but CSCC E-Board rep Chris Heinrich saved the day with a report and rules for the Enduro series – Thanks Chris! The Memo lacked submissions from the President, the Steward, and the License Director primarily because none of us are retired, each of us has a more than full time job, and after exerting the time and effort to support our fellow

ICSCC racers in the heart of the race season it seems we just ran out of available time.

That is my not so subtle segue into an important subject. We have reached a point where the membership needs to have some serious and thoughtful conversations about the future of Conference. Event cost is constantly rising, attendance has mostly been falling, and maybe worst of all – volunteers are getting scarce!

ICSCC and its member clubs all struggle to get enough volunteers to properly plan and operate their motorsports events. As time goes by fewer drivers see themselves as involved club members who volunteer if they can and more and more see themselves as customers.

I have found volunteering in various positions with IRDC and then ICSCC to be very fulfilling personally and I wouldn't have done it if I didn't feel I could enjoy it on its own merits. Chuck Hurley was a fantastic Treasurer for IRDC and did me a huge favor by agreeing to be Conference Treasurer when I desperately needed one four years ago and we are very lucky to have him. I thought Bill Ecker was doing an excellent job of running IRDC's driver training and he helped me out a bunch by agreeing to fill the critical ICSCC License Director role two years ago. We had no Steward committed for this year and Brad Greco was willing to step in at the last minute with minimal training and has done a fantastic job but he will be returning to racing next year and we have no Steward for 2023. With the exception of Brad I haven't even asked the rest of them yet what their intentions are for next year but all have served multiple years in Club and Conference positions and have no shortage of other things to do including racing more! Lastly, I have had the honor of doing a sub-par job as your President for the last four years and I think it would be wise to consider replacing me with someone who has more time to focus on what it will take to preserve Conference's legacy into the future. Now is the time to be identifying the next crop of Conference leadership, thinking about ways to make Conference more efficient and agile, and communicating that to your ICSCC E-Board rep. Thanks for listening and hope to see you at the remaining races!



FROM THE LICENSE DIRECTOR

Now we are past the halfway point of the season. By the numbers, we have already seen 36 new faces enter Conference as new novices, and 6 completing the program and promoting to senior drivers. Enthusiasm is high and so far retention seems to be very good. The four-step progression from Novice to Senior driver still remains the gold standard for preparing amateur club level drivers to race. While I believe there is always room for improvement, by and large we are doing a good job as drivers providing input and feedback to the novices after qualifying and racing.

At the morning briefing on Saturday, we review the primary objectives of a novice race day: demonstrating capable driving skills (predictability), situational awareness, good judgment, and sportsmanship. I believe those are the pillars that a solid foundation to becoming member of the senior driving ranks is built on. Most of the race weekends have run with a schedule where the novices, even the new novices, are put directly into the Sr. run qualifying groups. Finding the balance between putting in their best laps and remaining respectful and 'sporting' to the championship drivers has been a real focus this year. My process has been to look over the entries for the weekend for the championship races, compare the group sizes with the entries as novices, and try to use the novice group to fill out the lower subscribed groups, when possible. This means that almost never will novices show up in G1 or G4. As with all things, there will be exceptions, but that's the general idea. At Pacific in July there were as many novices in G2 as senior drivers, and from what feedback I got, it made for some good racing all the way around.



photos by Doug Berger

As always, I am receptive to any and all feedback on the program, the drivers, or my typing skills. Also, I'll throw out a reminder that at the end of the year, Conference recognizes the Novice of the Year at the awards banquet. I am keeping my own notes, however I would appreciate any suggestions from the driver and worker community as well.



photos by Doug Berger



PHOTOS BY DOUG BERGER



photos by Doug Berger



photos by Doug Berger



photos by Doug Berger



photos by Doug Berger





CASCADE SPORTS CAR CLUB

Presents

The Dash XXXVIII

August 13th and 14th, 2022

This is a Double Race – Chicane event

No early entry on Friday until after 1:00pm unless signed up for Friday's Test and Tune or HPDE

The Bridge is open from Saturday 7am – 7pm & Sunday 7am – end of day

These races are sanctioned by ICSCC, under the 2022 Competition Regulations as two separate championship races, organized by Cascade Sports Car Club and held at Portland International Raceway. Mike Smith, Race Chairman, may be reached at 360 518-3986 until 9 p.m. or by email at mikes@patriotfire.com

Online Registration will be available at

<http://cascade.motorsportreg.com>

ENTRIES OPEN: Upon receipt of this announcement

ENTRIES CLOSE: Postmark by: **August 10th, 2022**

ENTRY FEES:	<u>ICSCC or others</u> – (Saturday and Sunday)	\$375
	<u>Cascade Members</u> – (Saturday and Sunday)	\$355
	Nostalgic Series (Cascade Members - \$375)	\$395
	Saturday Only or Sunday Only	\$250
	ICSCC or others (3 Races – Saturday & Sunday & Mini Enduro)	\$495* 3-1 combo
	<u>Cascade Members</u> (3 Races – Saturday & Sunday & Mini Enduro)	\$475* 3-1 combo
	Additional Race Entry (Saturday or Sunday or BOTH)	\$165
	Mini Enduro (1 Hour)	\$190
	HPDE	\$150**
	Time Trials	\$180**
	Late Entry Fees	\$ 50
	Pit/Spectator Passes	FREE
	* = GREAT VALUE	
	** = Includes \$25 early entry discount if entered by July 15th	

Registrar Contact: Jamie Anderson Email: registrar@cascadesportscarclub.org

Express Tech: Once you have registered and if you have an “Annual Tech”, you may present your completed and signed “Tech Form” and logbook at Express Tech and receive your weekend “Tech Sticker”. Safety gear no longer needs to be presented at “Express Tech”.

Class Rotation: Group 2

Grp #1 - A-B-C Prod, SPO-M-U, PRO3		Grp #6 - FV, FL, B-C-D-E-F SR, CC4, Novice O/W
Grp #2 - D-E-F-G Prod, SM, CSM, CR, PRO7, HT, ITX, PRO44	***	Grp #7 - Novice Closed Wheel
Grp #3 - CF, FF, FA, FM, FC		Grp #8 - Mini Enduro (1 Hour)
Grp #4 - GT1-2-3, AS, ITE, RS, SST, ST, SE46		Grp #9 - Nostalgic Series
Grp #5 - ITA-B-C-S, GTL, CT4, E-F-H Imp. Prod	***	Grp #10 – HPDE/Time Trials
		Novice C/W – See clas\$ box schedule



CASCADE SPORTS CAR CLUB

The Dash XXXVIII

August 13th and 14th, 2022



FRIDAY

5:00pm - 7:00pm Registration- 2nd Floor of the Tower
5:00pm - 8:00pm Tech

SATURDAY

7:30am - 1:30pm Registration
 7:30am - 2:30pm Tech Inspection
 7:30am - Novice Track Tour @ base of Tower
8:00am - MANDATORY NOVICE MEETING WITH LICENSE DIRECTOR
 9:00am - 9:15am Group 10 – HPDE/Time Trials
 *9:20am - 9:35am Qualifying Group 9/Group 7 Practice
 9:37am - 9:52am Qualifying Group 2 * = NO TRACK CROSSING AFTER SESSION
 *10:00am - 10:15am Qualifying Group 4
 10:17am - 10:32am Qualifying Group 5
 *10:45am - 11:00am Qualifying Group 6/3
 11:02am - 11:17am Qualifying Group 1
 11:25am - 11:45am Group 10 – HPDE/Time Trials
11:30am MANDATORY Novice Meeting Moto X Grand Stand
11:45am - 12:40pm LUNCH !!!
11:45am MANDATORY Drivers Meeting MotoX Grand Stand (Group 8 Meeting right after)
 12:40pm - 1:00pm **Race Group 9**
 1:05pm - 1:25pm Group 10 – HPDE/Time Trials
 1:35pm - 2:00pm **Race Group 2**
 2:05pm - 2:30pm **Race Group 4**
 2:40pm - 3:05pm **Race Group 5**
 3:10pm - 3:35pm **Race Group 6/3**
 3:45pm - 4:10pm **Race Group 1**
 4:15pm - 4:35pm **Race Group 9**
 4:45pm - 5:00pm Qualifying Group 8
 4:45pm Novice Debrief w/License Director
5:00pm BBQ DINNER!!!

Grp 1 A-B-C Prod, SPO-M-U, PRO3
Grp 2 D-E-F-G Prod, CR, PRO7, HT, SM, CSM, PRO44, ITX
Grp 3 CF, FF, FA, FM, FC
Grp 4 GT1-2-3, AS, ITE, RS, SST, ST, SE46
Grp 5 ITA-B-C-S, CT4, GTL, E-F-H Imp Prod
Grp 6 FV, FL, B-C-D-E-F SR, CC4, Novice O/W
Grp 7 Novice C/W *
Grp 8 Mini Enduro
Grp 9 Nostalgic Series
Grp 10 HPDE/Time Trials

* Novices in Group 7 have a Saturday morning practice session in with Group 9. In with Groups 1-5 for all other sessions. Groups will be assigned by the License Director.

Note - Start times are when the first car is released from grid, end times are checkered flag times

SUNDAY

7:30am - 10:30am Registration
 7:30am - 11:00am Tech Inspection
8:00am MANDATORY Novice Mtg
 9:00am - 10:00am **Race Group 8**
 10:10am - 10:30am **Race Group 9**
 *10:40am - 10:55am Qualifying Group 2
 10:57am - 11:12am Qualifying Group 4
 *11:20am - 11:35am Qualifying Group 5
 11:37am - 11:52am Qualifying Group 6/3
 12:00pm - 12:15pm Qualifying Group 1
12:15am - 1:10pm LUNCH !!!
12:30pm MANDATORY NOVICE MEETING WITH LICENSE DIRECTOR
 1:10pm - 1:30pm **Race Group 9**
 1:40pm - 2:10pm **Race Group 2**
 2:20pm - 2:50pm **Race Group 4**
 3:00pm - 3:30pm **Race Group 5**
 3:40pm - 4:10pm **Race Group 6/3**
 4:20pm - 4:50pm **Race Group 1**

2022 NORTHWEST MINI ENDURO CHAMPIONSHIP SERIES

What is it:		<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: 1st – 12, 2nd – 10, 3rd – 9, 4th – 8, 5th – 7, 6th – 6, 7th – 5, 8th – 4, 9th – 3, 10th & 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 6th 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 ****

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

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 or [Race Entry Forms & Licence Applications](#)

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

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**

Tour our website and you can see all the photos from an event in one place, pick the ones you like, and order them online.

To see your photos:

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

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

Racing photography by Doug Berger



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

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



E-Mail: doug@dbpics.com



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

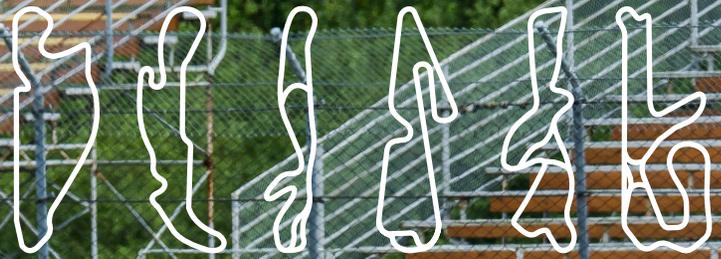
2022 MEMO PUBLICATION SCHEDULE

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 #8
Aug 2022



photos by Doug Berger

Now you have great options...

Stay Cool in the Heat of the Summer

The Standard used by many racers

The compact Cool Shirt Club 12 System provides the advantage of system for those racing applications that have limited space and is perfect for road racing — a favorite among ICSCC and SOVREN drivers! The compact Cool Shirt Club 12 System keeps you cool and alert so you look and feel your BEST even when track temperatures exceed 100V F. The 12 quart system complete with ice chest, pump, hoses, mounting tray, and black cotton shirt is specially priced at just \$700, a savings of \$20 off MSRP.



COOL SHIRT



Techniche Hybrid Vest

Get cool and stay cool with the Techniche Hybrid Vest

Now you have a low-cost option to stay cool for over an hour with the Techkewl vest that utilizes frozen packets of a phase change material. Unlike any cool vest you've seen before, the packets freeze at 58 degrees which means you just throw them in your ice chest and in 20 minutes they are frozen solid.

Personally tested at the Spokane ChumpCar race by Armadillo Andy: "It was about 85 outside and 100 in the car. I wore the vest under my suit and after my 1-1/2 hour stint the vest still had some frozen material. The vest kept me cool so I could focus on not being hit by other ChumpCars."

Complete vest and phase change packets **only \$219.95**. In stock and ready to keep you cool. Officials, Turn Marshals and Crews — You have not been forgotten. Try the Techniche Evaporative Cooling Towels. Just soak in water and you'll stay cool for hours. **Only \$10.95**



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