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Subject: Armadillo Racing #587 - On To The Next Book

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Weekly Newsletter

Greetings!



Greetings and welcome to our weekly newsletter. This is our opportunity to stay connected with our clientele and share my thoughts about racing. Please be encouraged to respond if an article motivates you and if you are willing, I'll share your comments in a future newsletter. If there is an area of interest that you would like me to touch upon, please share that as well. Thanks for joining us.

If you want to contact us, please use our toll free number to call. It works in both the USA and Canada.

1-888-211-9129

Yours for Racing,

Armadillo Andy

Armadillo Racing Inc

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On To The Next Book

Abbreviation Listing - To ensure all who read the enews know what the abbreviations used in the enews mean, a list is provided at the end of the enews. Reminds me of the T-shirt with the meaning of the flags in which the definition of the blue flag is "There's a race going on and you're not in it."

In This Week's Enews

The Rant

Title - One book read and now on to the next

Racing News - Sebring and F1

Other News -

1. How to Buy Exceptional Safety Equipment Report update
2. Andy passes the physical and can go racing

3. Time spent at Pacific Raceways

Racing Humor of the Week - Date Night
Lulu gets the last word

Opening Rant

Happens every year, as Armadillo Racing is gearing up to go racing, the weather. Now with much work to do out in the Armadillo Racing mobile showroom, it is too cold to get work done. Thankfully there are many projects that require decent weather and certainly painting is one of them. Well we did get the new LED lights in the trailer with a day or two of good weather so that is done. As we move stuff around in our little store, there is so much work.

We like to start the season with a clean trailer (it is the only time of the year that it is clean) and when we move boxes out of the trailer for the winter then we see how much work needs to be done. Naturally, Ana finds many new projects to be done and there is the time and effort to get these done as well.

How does the carpeting floor get so dirty? What? Wooden panels are falling off again. We simply must sell off some things that have been on the trailer for a long time and they are great projects only racers aren't motivated to buy them yet. So how do we deal with those items?

Oh Andy just put on a big coat and get out there and clean stuff up. But I don't like freezing out there. As I grew up and climbing mountains I was OK with feeling cold. Ever done any winter climbing? We did one in 1974 in Colorado on Christmas weekend, climbing Mt. Audubon at 12,600 feet nearly Rocky Mountain National Park. It was about 4 degrees. On the summit, **Roach Young's** nose was frozen. Well I thought it was frozen as it was white. Never again would I climb in winter.

At the race track, we move fast to get our store set up so you don't notice the cold. Ah nothing like a day or two at the track with the temps in the 40's. All you people at the track with those big motor homes. Lucky. At least when you are in the race car, it is warm or will be as soon as you get moving. Now someone wants a radio mic installed. The last time I did this in the fall, it was so cold I could barely get the job done. When we are set up, and need to count something for an order, it is too cold.

Oh, then there is the wind. I really don't like the wind as there is concern that the canopy on the trailer might blow over. In fact it has on two occasions and luckily we were able to put it back together. Nothing like a 20 pound block landing on top of the trailer. I look at other teams and wonder how they keep the canopy down. A few times last year, the wind blew so hard at the Ridge that we had to put everything away and just helped people as they came by everything was put away. Ever tried to find an invoice when it blew off the wall and disappeared somewhere. Ana hates the wind and is concerned that the canopy will blow over again. Just trying to keep Ana happy in the wind is another challenge.

Now there is work to be done on the race car and that too presents a problem as arrangements have to be done to get the car out of the trailer and make sure that it is ready. No big deal for most of you unless you are also running a racing business at the same time. Just adds more work to be done.

So what, we will get the mobile showroom up and ready and the race car ready as well because that is what we do. I just don't like doing it in the cold and don't like doing it at the track when it is windy. And we haven't even talked about the rain.

OK we are racers and we'll get er done. If you don't like the rain, then stay at home. Ooooh that was harsh. How do you run in the rain? By doing it a lot. When **Eddie Cheever** was racing, he lived in Phoenix, AZ and any time it rained, his dad took him out of school so he could learn to practice racing in the rain. Oh sorry, for you millennials, Cheever raced Formula 1 and had at least a one podium a few times with Renault in the 1990s (I think). With that, let's get on with it so I can go out and freeze in the trailer getting ready for the 2025 season.

Title

Ta Ta, I finished the **Mark Raffauf** book - *IMSA 1990 - 1999 The Turbulent Years of American Sports Car Racing*. This coffee table book shared the 10 years of IMSA racing in the 1990s. Sheez, they had 4 owners of the series from **Mike Cone** and **Jeff Parker** in the early 1990s; **Charles Slater** about 1993, **Andy Evans** in 1996, **Mike Gue**, **Ray Smith**, **Doug Robinson**, and **Tom Milner**, **Don Panoz** in 1999, and in the epilogue we see that **Jim France** of NASCAR took over in 2014 and the rest is where we are today. Best part of the book is all the great cars from the Ferrari 333SP world sports cars, to Riley and Scott's MK III. To quote the book, the Ferrari and the MK III became the American half of "Ford vs. Ferrari."

This book isn't as good as the first book on IMSA and yet told great stories of drivers and cars that were fast and fun. Here are a couple of pix -



Rob Dyson in the Riley and Scott Mk III



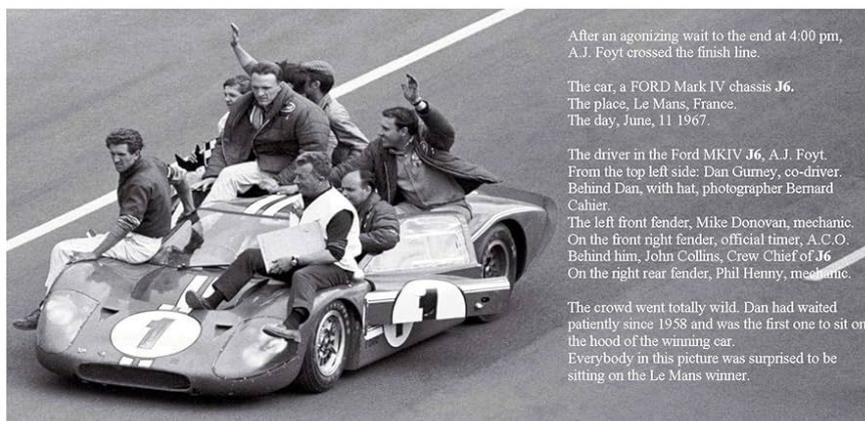
Gianpiero Moretti in a Ferrari 333SP

This book filled in lots of what was happening in the 1990 at IMSA and is a great read. This year at the 24 Hours of Daytona, I met **Martin Raffauf**, Mark's brother, who worked for many IMSA teams including Garretson Enterprises in Palo Alto, CA and still works for IMSA today. **Dick Barbour** won a championship with Garretson and one of the Westinghouse guys I worked with in Sunnyvale, CA was their tire guy. Can't remember his name and yet he had a good story.

He hung out at Garretson and was asked if he'd like a part time job on the race team. He said yes and they told him he would be the tire guy. He admitted that he knew nothing of tires and was told that he would learn. Guess so. He never got paid, and yet expenses were paid where ever the team went including LeMans. A good gig for a part time job.

Next up is the new book from **Martin Rudow** and **David Gaddis** called *One Last Turn*. This book is about the mechanics who worked on Can-Am cars in the 1960s through the 1970s. I'm already learning about guys I never heard from and yet were the guys that made the cars go. Some of these guys are still here in the NW like **Larry Webb** who works with J&L Fabrication in Puyallup.

It isn't too late to meet and learn a little about their lives. Come on out to a SOVREN race and you can get to know these racing legends. For example, **Tom Lemming** who just retired from racing, worked on **P.L. Newman's** Datsun at Bob Sharp racing. Or how about getting to know **Jay Ivey** and his wonderful work keeping all the Formula Ford engines going around the world. Or **Phil Henney** who worked at LeMans for Carroll Shelby in 1967 when **Gurney** and **Foyt** one. These guys are old and yet the stories are great.



After an agonizing wait to the end at 4:00 pm, A.J. Foyt crossed the finish line.

The car, a FORD Mark IV chassis J6.
The place, Le Mans, France.
The day, June, 11 1967.

The driver in the Ford MKIV J6, A.J. Foyt.
From the top left side: Dan Gurney, co-driver.
Behind Dan, with hat, photographer Bernard Cahier.

The left front fender, Mike Donovan, mechanic.
On the front right fender, official timer, A.C.O.
Behind him, John Collins, Crew Chief of J6
On the right rear fender, Phil Henney, mechanic.

The crowd went totally wild. Dan had waited patiently since 1958 and was the first one to sit on the hood of the winning car.
Everybody in this picture was surprised to be sitting on the Le Mans winner.

*1/6 of my friend & team mate
Phil Henney
with all the very best*

Dan Gurney
Team Driver



Phil Henney on the back of the GT40 on the left of the car with his hands raised

The only problem with these books is that they are coffee table books so taking them on an airplane to read isn't a good idea. So don't just race, get a book and learn about racing from the people who were there. You'll be glad when you meet them at the track and can shake their hand and know something about them.

Racing News

Finally I remembered that Sebring was Saturday and I was able to see some of it on TV. Now the big part about the track is that it is an old airport course and many of the turns aren't paved so the track is rough. Raffauf's book noted that there was possible paving planned and everyone said don't pave Sebring as it will ruin the track.

Penske was back on top in GTP with **Felipe Nasar** as one of the main drivers. In other GTP news, my friend **Alex Riberas** driving the new Aston Martin finished 9th just ahead of my other friend **Colin Braun**. In GTD Pro, the Heart of Racing from Seattle finished 3rd.

Way down south in Australia, the wild and crazy F1 season opened in the rain. Wow what a crazy event with 4 of the 6 rookies crashed including Isack Hadjar a 20 year old rookie who crashed on the pace lap! Well it was raining and even **Fernando Alonso** crashed during the event. If you haven't seen it, you might want to check it out as there were lots of interesting events going on with the rain and sun and rain. Sheez. **Lando Norris** started from the pole and won with old Max Verstappen 2nd. Max just keeps coming. Next up is the China GP this weekend.

Other News

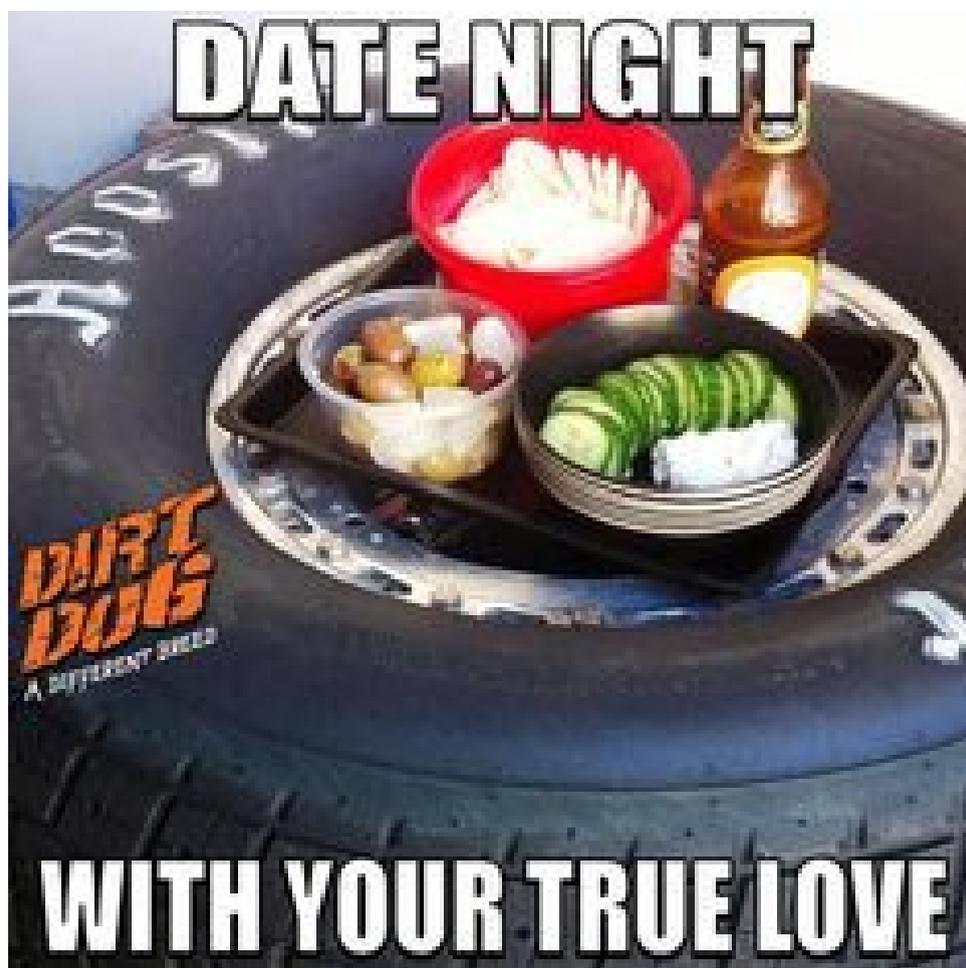
* Each year we write an update to our report *How To Buy exceptional Safety Equipment to be Safe, look Professional, and be Comfortable when you go Racing*. Yesterday I updated that report. If you would like to know more about safety gear, this is a good resource and is available on our website (well soon in a day or so) or you can write and ask. This is 9 single spaced pages that tells you about Conference, SCCA, SOVREN, LuckyDog and SVRA rules. Every year there are changes and this report helps a new person learn about and decide what to get to go racing. There is good stuff for experienced racers as well.

* It has been a long time coming and now I've passed the physical and it looks like I'm going racing this year. My family doctor is all about the rules. Had to go to the eye doc to get approval that I can see as the family doc can't do that since I have this mono contact lenses so with one eye I can see close and the other eye is distance. Then the cardiologist had to approve my afib issues which are minor but had to be dealt with all before I got the physical exam. Now we are ready to start to go racing. More as there are more things to do.

Just so you know, I plan to race with SOVREN (and the Pacific Raceways invitation) right now as it will be difficult to race with others if I'm trying to run a business and go racing. If you would like to run a great well groomed racing business call now while the rates and prices are good. Hey if I can run a race while working and do it full time for 30+ years you can too.

* I was out at Pacific Raceways this past Friday doing business about our drag store. They will soon be painting the new guard rails so they will be ready to go racing. Work continues to find sponsors and like everything we do in racing, it is about finding more money. You will love the new track when you are there.

Racing Humor



The End

The time sure does go fast when there are lots of things to do. This week with the *How To* report, the monthly *Victory Lane* article and Ana being sick (it is school and all the kids are sick) and me trying to not be sick, going to Pacific Raceways and coming home from AUSTX, it was a busy time. Like everything, we need to focus and get things done. With that, lets watch more F1 this week and see what is happening with Mad Max and how about the rookie with Mercedes **Andrea Kimi Antonelli** a rookie taking 4th place. Sheez. Until next week stay tuned for Lulu -

where we hear Lulu say, "A rookie is someone who hasn't tried my chili yet. Hope he/she is ready to warm things up a bit."

Abbreviation Listing

1. AUSTX - Austin, Texas
2. AZ - United States Post Office abbreviation for Arizona
3. IMSA - International Motor Sports Association
4. NASCAR - National Association of Stock Car Racing
5. NW - Northwest
6. SOVREN - Society of Vintage Racing Enthusiast
7. TV - Television
8. USRRC - United States Road Racing Championship

About Us

Armadillo Racing services the NW Racing community from our 28 ft. mobile showroom. Information on products, a calendar of events and much more can be found on our website ArmadilloRacing.com . We hope you'll come visit. If you would like to email me directly you can just reply to this enews or write me at Andy@ArmadilloRacing.com.

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