



## ICSCC Memo #10, December 2007

The Official Publication of the  
International Conference of Sports Car Clubs

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- Race Results IRDC Enduro
- Rule Change Vote Results for 2008 Season
- Competition License Application & Medical Forms for 2008

## President's Message

Time flies when you're having fun – isn't that how the saying goes? I can't believe another year of racing has been checkered, and it's almost 2008!

The Fall meetings and 51<sup>st</sup> Annual Championship Banquet took place at the Sea-Tac Marriott on November 10<sup>th</sup>. More than 200 people attended this year's awards celebration. Kudos go out to Sonjia Smethers, Peggy Walker, Cheryl Gilbert, Don Smethers, Gerry Frechette and George Burgess for putting together all the makings of an enjoyable evening. And Mike Blaszczyk, rumored to be next year's Assistant Steward, added his own special humor to the festivities.

During the awards presentations, James Blackwell was recognized for earning a Formula Atlantic championship trophy, something he had done 25 years earlier in the same car. What I didn't know at the time was that Bob Hillison, Cascade's E-Board Rep, had accomplished something equally amazing. Did any of you know that Bob won a Formula Super Vee championship in 1976 running his Lola T252, the same car he ran this year to win the Formula Libre championship? Now that's ICSCC history!

**Congratulations to all the 2007 championship award winners.** This year's perpetual trophies were presented to **Scott Ahrens** – ICSCC Worker of the Year, **Dave Haire** and **Rod Powell** – ICSCC Novice Drivers of the Year, and **Gary Bockman** – ICSCC Driver of the Year.

The Contest Board also met on the 10<sup>th</sup> and voted on 58 rule change proposals for 2008. Results are included in this Memo. Several class changes were approved by the E-Board. Honda Challenge 1 was eliminated as a provisional class. A proposal to move Formula Libre from Group 3 to Group 6 was approved by the E-Board, and a proposal to move Novice Open Wheel into Group 6 was also approved. This change should provide better training for our OW Novices. It also means Group 8 (Novice Open Wheel) will be eliminated from the 2008

schedule. The extra track time could be used by clubs to better maintain the published schedule, to give more time to the remaining groups on Saturday, or to run a special race group. I think both clubs and drivers will benefit from this change.

At the conclusion of the Fall meeting, elections were held for the 2008 Race Steward, License Director, and President. Hal Hilton will be your 2008 Race Steward and Greg Miller will continue as License Director. As for President, well, I'm sticking around for one more year too. I want to personally thank all our officials for their hard work and dedication to Conference. You are the reason we continue to be successful.

The 2008 License Application and Medical forms are included in this Memo. And at the top of the License form you will notice a new name. Yes, after four years of masterfully taking care of all the drivers of ICSCC, Olivia Muro has decided to pass the torch to someone new. Thank you, Olivia, for the positive impact you have had on us all. You will still see her at the track crewing for Ron, who can finally return to racing again after a two-year stint as a Steward.

The new License Registrar is Karen McCoy, and she comes with registration and licensing experience. Karen has been a part of the Northwest racing community for a long time and she will be a great addition to our team. Drivers - how about welcoming Karen by sending in your fully completed applications as early as possible. I know she will appreciate it. (Reminder: New licenses are not mailed out until after March 1<sup>st</sup>.)

Finally, the Heinrich household wishes you and yours the merriest of holiday seasons and a healthy and successful New Year.

See you in 2008.

Linda Heinrich  
ICSCC President

# ICSCC Officials 2007

**A full list of the ICSCC Officials for 2008 will be published beginning with Memo #1 2008. In the meantime, please note that we have a new License Registrar. In addition, for questions pertaining to technical matters for the season ahead, please contact our new Race Steward.**

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

President	Linda Heinrich Racing2132@aol.com	3020 SW 66th Ave	Portland, OR 97225	503 297-8118
Vice President	Dick Boggs bdboggs@aol.com	13749 97th Ave. N.E.	Kirkland WA 98034	425 823-4883
Vice President	Bob Spreen rwspreen@comcast.net	42805 SE 164th St	North Bend, WA 98045	425-888-5343
Advisor	Dennis Peters dennislpeters@earthlink.net	7645 Ray Nash Dr. NW	Gig Harbor, WA 98335	253-851-2801 res. 253-405-2648 cell
Secretary	Lynn Coupland icscc_sec@hotmail.com	5670 SW Menefee Dr.	Portland, OR 97239	503-246-3511 res 503-701-3547 cell
Treasurer / Advisor	Dan Heinrich Racing2132@aol.com	3020 SW 66th Ave.	Portland, OR 97225	503 297-8118
Race Steward (2008)	Hal Hilton hshilton2@msn.com	1483 24 <sup>th</sup> Avenue NE	Issaquah, WA 98029	425-452-3820 bus
Assistant Steward (2008)	Mike Blaszcak mike@screwylizardracing.com	5458 East Mercer Way	Mercer Island, WA 98040-5118	425-753-6793 cell 206-275-0973 fax
License Director	Greg Miller licensedirector@speakeasy.net	8443 NE 138th St	Kirkland, WA 98034-1744	425 823 1177 res 425 820 8660 bus
<b>License Registrar (2008)</b>	Karen McCoy	13702 SW Hall Blvd, #4	Tigard, OR 97223	503-730-9007 cell 503-684-0976 fax
Sound Control	OPEN			
Memo Editor & Website	Danielle Baxter icscc@telus.net	P.O. Box 219	Fort Langley B.C. V1M 2R5	604 882-8078
Race Officials Div.	Lynn Rimmer lynnrimmer@shaw.ca	8620 154th Street	Surrey, BC V3S 3N6	604 501 1503
Points Keeper	Mike Blaszcak mike@screwylizardracing.com	5458 East Mercer Way	Mercer Island, WA 98040-5118	425-753-6793 cell 206-275-0973 fax
Medical Officer	Doug Jennings jennings47@comcast.net	467 Solnae Place NW	Bremerton, WA. 98311	360-692-6244
Legal Advisor	Charles Denkers	4208 SE Harrison	Milwaukie, OR 97222	503-222-6102 bus.
Insurance Advisor	Scott Adare sadare@aol.com	1112 E Woodcrest Ct.	Spokane, WA 99208	509-230-0929 res. 509-466-4776 fax
Historian	Gerry Frechette gerryf@telus.net	2356 West 5th Ave.	Vancouver, B.C. V6K 1S5	604 734-4721 tel & fax
PR North / South	POSITIONS OPEN			
Banquet Facilitator	Sonjia Smethers sonjia@smethers.com	31180 SW Riverlane Rd	West Linn, OR 97068	503-656-2237
Banquet Support	Peggy Ann Walker peggyw@99westtrailers.com	6327 SW Hiawatha Ct.	Lake Oswego, OR 97034	360-537-9103 bus.

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**4 HOURS OF PACIFIC RACEWAYS  
INTERNATIONAL RACE DRIVERS CLUB  
KENT, WASHINGTON  
OFFICIAL ENDURO RESULTS**

**Sanction # ICSCC  
Track Length: 2.12 MILES**

**OCTOBER 20, 2007**

POS	O/A	CAR	1ST DRIVER 3RD DRIVER	TOWN TOWN	MAKE 4TH DRIVER	COLOUR	SPONSOR TOWN	2ND DRIVER	TOWN	LAPS	FASTLAP
<b>P-0</b>											
1	5	13	Andrew Foley	Portland	Panoz GTS	Grey	Pirate Racing	Matt Crandell	Wilsonville, OR	125	1:31.719
2	14	17	Stuart Dye	Tacoma	280Z	White/Blue	DND Fabricating	SJ Giamberardini	Kennewick, Wa	121	1:36.434
3	25	29	Bob Styan	W. Vancouver, BC	Grand Prix	Wht/Blue/Red	Nitro Lube	Gerald Paetz	Surrey, BC	109	1:34.066
DNF	DNF	28	Tim Brown	Vancouver, BC	Cobra R	Red	Brown Bros Ford Lincoln	Peter Baljet	Duncan, BC	123	1:30.219
<b>P-1</b>											
1	1	6	Wes Tipton	New Castle, WA	M-3	Yellow	RTG Limited/ Pat's Autosport	Pat Boyle	Auburn, Wa	129	1:38.409
2	4	34	Eric Krause	Woodinville, WA	Porsche 96	Red/White	EKR	Steve Adams	Woodinville, Wa	125	1:38.601
3	7	18	Sam Moses Mike Helton	Bellevue Bellevue, WA	M Coupe	Silver	GTG, LTD	Doug Mill	Bellevue, WA	125	1:41.339
4	11	1	Randy Robertson	Randy Robertson	Porsche 91	Slate Blue		Julie Komarow	Covington, Wa	122	1:43.919
5	16	11	Rick Edwards	DesMoines, WA	BMW 325is	White	Ego Racing	Ron Gabel	Federal Way, W	120	1:47.478
6	18	22	Tom Miller Bob Hillison	Sherwood, OR Tualatin, OR	Fiero	Red/Wht/Blue		Dean Miller	Newberg, OR	119	1:33.039
7	19	36	Harry Cadell	Seattle	Porsche 91	Yellow	3 Guys Garage	Steve Laughlin	Seattle, WA	118	1:38.893
8	27	5	Will Hunholz	Redmond, WA	BMW M3	White	Speedtrizz/ WX Signs	Kate Fleming	Redmond, WA	107	1:37.668
9	29	9	Ian Lambert Omid Manouchehri	Vancouver No. Vancouver, BC	RX-7	White	Bohdi Fitness & Lifestyle, Theodore Investmen	Hamilton Muirhead	Vancouver, B C	102	1:31.820
10	30	8	Leo Redavid Greg Staff	Vancouver, BC BC	RX-7	Green/White	Krangle Auto, Staff Auto, Endz Studio Adam Lambert	Frank Redavid	Vancouver, BC	92	1:39.673
DNF	DNF	31	Bob Boyer Craig Hillis	Sammamish, WA Woodinville, Wa	Porsche 94	White	Pipkin Construction	Arnie Pipkin	E. Wenatchee, W	107	1:30.160
DNF	DNF	14	Jack Eby	Seattle	RX-7	Yellow		Jim Eby	Redmond, WA	0	---
<b>P-2</b>											
1	2	3	Jeff Vanlierop	Olympia, Wa	BMW 325i	Wht/Grn/Blk	Country Green Turf/ Adare Motorsports	Randy Blaylock	Kirkland, WA	128	1:41.756
2	3	2	Manfred Duske	Covington, WA	240Z	Silver	Diamond Village/Bowman-Morton Mfg.	Scott Morton	Lake Stevens, W	126	1:41.299
3	6	12	Andrew Newell Kevin Doyle	Bellevue Bellevue, WA	BMW 325is	White/Blue	Strictly BMW	Will Diefenbach	Kirkland, WA	125	1:40.148
4	9	23	Ted Anthony Jr.	Kenmore, WA	BMW 325is	Yellow/Black	ELA Motorsports	Ian Alexander	Sammamish, Wa	122	1:38.950
5	13	10	Bob Mearns	Woodinville	BMW 325i	White	Low Commotion Motorsports	Toby Basiliko	Seattle, WA	121	1:44.872
6	20	25	Bill Spornitz	Sammamish, WA	BMW 325is	Orange	Ray's Boathouse	Tom Olsson	Seattle, WA	118	1:43.105

COMMENTS: **Revised results - Fast lap may not be correct for some cars due to manuall timing for some cars.**



STEWARD: \_\_\_\_\_

November 6, 2007 9:14:20 PM

TIMING & SCORING: \_\_\_\_\_

**4 HOURS OF PACIFIC RACEWAYS  
INTERNATIONAL RACE DRIVERS CLUB  
KENT, WASHINGTON  
OFFICIAL ENDURO RESULTS**

**Sanction # ICSCC  
Track Length: 2.12 MILES**

**OCTOBER 20, 2007**

POS	O/A	CAR	1ST DRIVER 3RD DRIVER	TOWN TOWN	MAKE 4TH DRIVER	COLOUR	SPONSOR TOWN	2ND DRIVER	TOWN	LAPS	FASTLAP
7	21	15	Fred Wright	Sammamish, WA	BMW 325i	Silver/Black	Team Reaper	Dale Buening		117	1:38.353
8	22	16	Robert Dunn	Seattle	Neon	Blue/White	Car Tender	Kevin York	Charlotte, NC	117	1:43.197
9	23	37	Hugh Golden	Seattle, WA	BMW325is	Silver/Orange	Race Care Red Inc.	Ron Craig	Portland, OR	116	1:39.949
10	24	26	Frank Greif	Seattle, WA	BMW 325is	White/Orange	StratagicIntent.com	David Lightfoot	Redmond, WA	115	1:43.507
11	26	32	Hank Moore	Spangle, WA	Rabbit	Black/Silver	Cornwell Tools/Adare Motorsports	Randy Buell	Deer Park, WA	107	1:46.734
12	28	30	Lance Richert	Bellevue, Wa	BMW 325is	White	Auburn Foreign Car	Stephanie Richert	Bellevue, WA	102	1:44.016
13	31	38	Darren Dilley	Hillsboro, OR	RX-7	White/Green	Cheap Fast Racing	Bert Dilley	Hillsboro, Or	68	1:40.381
DNF	DNF	7	Rick Gulstrom	Bellevue	E301	Red/White	GMS Architectural Group, Power Quality Equip	Jim Millet	Shoreline, WA	117	1:44.281
DNF	DNF	19	Darren Bach Rick Payne	Surrey Maple Ridge, BC	RX-7	White	Pacific Coast Marine Windshields	Kyle Oberndorf	Surrey, BC	77	1:47.344
DNF	DNF	93	James Wetter	Wa	Neon	Black		James Eli	Blaine, Wa	2	1:48.330
<b>P-3</b>											
1	8	20	Jeff Clark	Puyallup, WA	Miata	Red	Jeff's Auto & Friends 1	Mark Keller	Snohomish, WA	123	1:43.707
2	10	4	Bill Bachofner	Battle Ground, WA	Miata	Black	Raven Racing	John Backofner	Battle Ground,	122	1:44.952
3	12	21	John Walker	Milton	Miata	White	Jeff's Auto & Friends 2	Sean Hester	Bellevue, WA	121	1:44.383
4	15	24	Mike Blaszcak	Mercer Island, WA	Miata	Silver	MC Autobody	Mark Cockle	Sammamish, Wa	120	1:40.757
5	17	27	Richard Whittemo	Portland, OR	Miata	Red/Blue	TC Motorsports	Dean Conti	Kent, WA	119	1:46.084
DNF	DNF	33	Branko Turic Robert Johnston	Abbotsford, BC Abbotsford, BC	CRX si	White	Wanes Custom Woodwork	Martin Berryman	Pitt Meadows, B	25	1:58.339
DNF	DNF	35	Peter Skinner John Paul Skinner	Abbotsford, BC Aldergrove, BC	Civic	Green	Driving Unlimited/The Ad Works	Kevin Grey	New Westminst	19	1:48.773

**TOTAL IN GROUP= 39**

COMMENTS: **Revised results - Fast lap may not be correct for some cars due to manuall timing for some cars.**



STEWARD: \_\_\_\_\_

November 6, 2007 9:14:21 PM

TIMING & SCORING: \_\_\_\_\_

# Steward's Soapbox

## A Quick Look Back...

As the new in-coming Race Steward for 2008, I would like to say a big "hello" to all of my beloved Conference racing friends... that's right, friends. I mean, where else are you going to find such quality of people who come from far and wide to spend an entire weekend together racing and working? I have been a Conference member since as far back as 1985 and it has never been as good as it is right now. Enjoy it, be a part of it, and make it even better.

This last year was a transitional time for me. Working as the Assistant Steward was a tremendous change as I am so used to being behind the wheel racing with most of you, instead of visiting you at your paddock area helping you come to terms with a "passing under the yellow". However, you all made it easy for me. And I would like to publicly acknowledge Ron Muro for his outstanding service as our 2007 Steward. Both his dedication and preparation were truly inspiring, and I hold a debt of gratitude to him for his friendship and fine mentoring. I am more prepared for this coming season because of Ron.

For the very most part, the racing was close and clean... just what I like to see. And yet, there were some occasions where better judgment was discarded (or completely ABSENT) and that came back to bite those drivers along with some others nearby. And even further yet, we had quite a bit of severely bent sheet metal along with some injuries...albeit, those who did have such have recovered nicely. It is these types of major incidents I wish to put into our collective rearview mirrors, and hopefully move towards close and clean racing as our model to pursue and achieve. You're going to hear that from me a lot this coming season... Close and Clean Racing!

Now would also be a good time to take a look back yourself and evaluate where you can improve your own performance for the coming year. Do you need to spend additional time this off-season in preparing your car with newer and safer equipment? How about your physical training? It never hurts to become more fit as it in turn helps your focus and endurance while racing, which will reduce your mistakes. Do you need to work on your racing technique? It might be a good idea to get involved with one of the clubs' driving schools and take some cues from an experienced senior license holder. Or look in your library of racing books for those written to give you some insight into improving your mental and driving technique. It can also be a good idea to invite someone who has some long-standing racing experience over to your car's garage to have them thoroughly go through your car and equipment, asking them to share their advice with you. And then, finally for this particular message, spend some time carefully reading our Conference Competition Regulations... you know, the rule book... paying special attention to driver conduct, race procedures, technical and safety inspections and flagging rules. By doing these things you will be a better, safer and more informed racer than ever before... and even quite possibly a faster and more consistent one!

I am looking forward to serving all of you as your Steward for 2008. And I would certainly like to welcome this year as my new Assistant Steward, Mike Blaszcak. We hope to see you all at the 4-Hour Enduro at Pacific Raceway in March.

Hal Hilton  
2008 ICSCC Race Steward

## 2008 ICSCC Memo Submission Deadlines

**Issue: Deadline: To include:**  
 #1/08 Jan. 16 (tent.) 2008 race schedule, license application & medical forms

Full 2008 ICSCC Memo schedule will be published in Memo #1/08.

**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

Memo Editor: Danielle Baxter  
 P.O. Box 219  
 Fort Langley, BC V1M 2R5  
 604-882-8078 or icsc@telus.net

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

**Go to [www.icsc.com/discus/...](http://www.icsc.com/discus/)**

Please read the guidelines for use of the board.  
 Please post a notice when your item is sold

Boyhood, like measles, is one of those complaints which a man should catch young and have done with, for when it comes in middle life it is apt to be serious.

-PG Wodehouse

### Photos on the 'Net!

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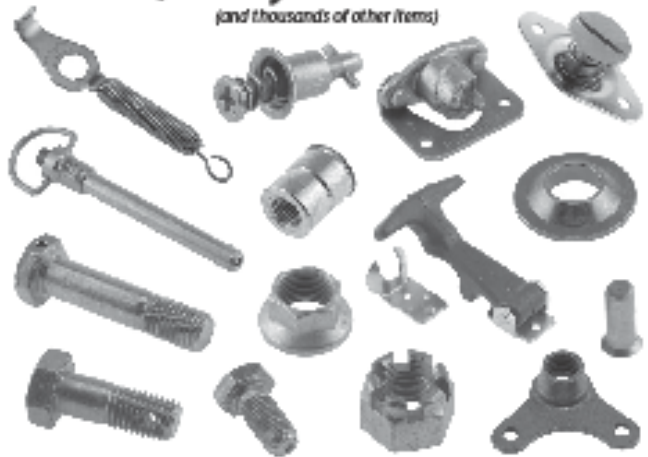
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Dr. Bob Hubbard, known to the racing world as the inventor of the Head and Neck Support or HANS®, will be joining driving coach Bob Earl on February 28, 2008 in Tucson for the 12th annual High Performance Racing seminar hosted by Arrowfly Racing. You do not want to miss this event in a lifetime event.

Dr. Hubbard will be sharing his expert knowledge about driver safety and providing information you can use to make your racing safer. If you currently wear a HANS® device or are just thinking about it, you'll want to know the theory and practice of driver safety as well as his priority to design and safety equipment being studied for the future. Plus you'll learn ways to improve your current driver restraint system.

Joining Dr. Hubbard will be arguably America's most experienced driving coach, Bob Earl was the chief driving instructor at the Frankfort School, wrote the curriculum for the Darrel Dally school and has been actively involved in training and coaching both novice and successful professional drivers. His proven teaching techniques enable you to lower your lap times, easily and quickly. Additional technical seminars will complete the day's activities. To Register or for details, please go to [www.arrowflyracing.com](http://www.arrowflyracing.com) or call 1-888-211-8128.

"An irreplaceable source of information in any place, at any time."

- Don Murco, NSU Formula SAE

"Excellent. Not a dull moment..." - AJ Marvey 1963 Mazda

"If I can retain 50% of the info, I'm 100% ahead of my competition who didn't come." - Russ Craig, Kohn Team Racing BMW



Guarantee: If after the morning session you are not 100% satisfied with the knowledge you've gained, I'll refund your registration fee plus \$25 for sending your time. You have nothing to lose except records off your lap times.

\$197 Registration fee is less than the price of 2 race fees.

**2007 ICSCC CONTEST BOARD RULE CHANGE PROPOSALS**

YES	NO	ABS	Item #	Page	Club	Section/ Jurisdiction	Proposal
444	0	0	1	34	Stew	Apropos of 703 E E/C	<i>Proposal: Moving Formula Libra class to Group 6. Moving Novice Open Wheel class on-track activities to Group 6.</i>
181	263	0	2	34	BMW- CCA	Apropos of 703 E & 703 F E/C	<i>It is our recommendation to the E Board and Competition Committees, per the authority granted in rules 70 .E and 703 F that they consider combining group 6 into group 3 on a trial basis for the start of the 2008 season. Recent and continued drops in car counts for the open wheel and sports racing classes have made for under-subscribed run groups in both groups 3 and 6, while sedan car counts continue to climb in groups 1, 2, 4 and 5. It is our belief that combining the two groups will allow for: 1) the possibility of an available run group to move a couple of the largest sedan classes into, helping to ease the load on the currently over-subscribed groups, or 2) allowing for longer sessions if ICSCC drops to the 5 remaining groups at those facilities where scheduling is tight, or 3) alternatively allowing for additional 'special' run groups or races to help raise additional entry fees to offset the increased costs in facility rental.</i>
117	327	0	3	35	Stew	706 E/C	<p>Drivers Meetings. There shall be a mandatory Drivers Meeting held after completion of practice and before the first Championship race. 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.</p> <p><u>The Race Steward may hold an Emergency Drivers Meeting, at any time during the event, providing this meeting is based on safety concerns. Drivers shall be given ample notification of an Emergency Drivers Meeting.</u> There shall be a minimum of <del>ten</del> <u>fifteen</u> minutes between the end of the any Drivers Meeting and the 5-minute warning for the first race group.</p>
298	146	0	4	36	CSCC	709. E/C	Starting procedures. All classes shall utilize the rolling start. . . . THERE WILL BE A <u>SINGLE DOUBLE</u> STANDING YELLOW FLAG SHOWN AROUND THE CIRCUIT FOR THE INITIAL PACE LAP. . . .
428	16	0	5	37	Stew	714 E/C	All class winners shall be weighed when applicable and where possible. . . . All cars except Formula, Super Production and Sports Racers must have an <u>ICSCC Minimum Race Weight Sticker signed and dated race weight signed by the Race Steward, Assistant Race Steward, or Tech Steward presented at the scales. To properly present/display the ICSCC Minimum Race Weight Sticker, it must be placed on both sides of the car in the upper and rearward most corner of the front fenders (for sedans) and along both sides nearest the cockpit opening for formula cars.</u> Any car required to weigh at the end of a race that does not meet the required minimum weight, will be disqualified.
226	218	0	6	42	Stew	906 E/C	<p>A. A fee of <del>\$50.00</del> \$100.00 must accompany any protest against a car or driver <del>providing such protest does not require teardown of the car.</del></p> <p>B. <del>\$100.00</del> must accompany any protest involving a teardown.</p>

**2007 ICSCC CONTEST BOARD RULE CHANGE PROPOSALS**

							<del>C.</del> <u>B.</u> At the Race Steward's option, an additional bond may be required on any protest involving a mechanical teardown.
392	52	0	7	46	Stew	1101 <u>D.</u> E/C New	<u>The tech sticker shall provide the following information: date of the inspection; initials of tech person; class or classes entered; approved car number or numbers.</u>
15	429	0	8		VMSC	1105 D E New	<b>Proposal to the E-Board: to replace 1105 D in its entirety with the following:</b>  <u>Helmets and Goggles.</u> <u>Beginning January 1st, 2008, all helmets shall conform to or be equal to Snell Foundation specifications and meet SA Certification. All helmets shall be no older than 10 years from the manufacturer's date shown on the helmet. For open cockpit cars, full face helmets shall be worn. For closed cockpit cars, all helmets shall be worn with a full face shield, approved goggles, or approved safety glasses. A 1" X 1" tamper proof decal with the initials "ICSCC", and the current year date, provided by ICSCC, shall be attached to the left exterior of the helmet by an ICSCC appointed official, certifying that the helmet has been inspected and passed by ICSCC. Helmet stickers from other approved sanctioning bodies (SCCA, CACC, etc.) will be accepted in lieu of the ICSCC sticker. Helmets of all drivers entering the track on a race weekend must have a valid ICSCC sticker or approved equivalent.</u>
338	106	0	9	51	Stew	1106 <u>K</u> E/C New	<u>For each competition class requiring a minimum race weight, those cars must display an ICSCC Minimum Race Weight Sticker in the upper and rearward most corners of both front fenders (for sedans) or along both sides nearest the cockpit opening for formula cars. The car number, class and corresponding minimum weight must be displayed on both sides of the car when going through scales following a qualifying session or race. The sticker will allow for 3 different car numbers, 2 competition classes and 2 minimum race weights. The sticker may only be signed and dated by the Race Steward, Assistant Race Steward, or Tech Steward using a permanent ink marker and be consistent with the race weight(s) noted in the car's log book. It is the responsibility of each competitor for the accuracy of his/her minimum race weight(s). If the weight is incorrectly displayed and/or noted in the car's log book, the competitor may be disqualified by the Race Steward.</u>
8	436	0	10	56/57	IRDC	1112 <u>C</u> E/C New	<u>No car may be black flagged for noise violations which result from changes to atmospheric conditions during the course of the race. This includes changes from wet to dry conditions, dry to wet conditions and a reduction or increase in the ceiling height of cloud cover.</u>
8	420	16	11	59	IRDC	1301 <u>C.</u> E New	<u>All championship classes must meet an annualized average car count of 2.5. This rule change shall be implemented starting with the 2009 competition season. Cars competing in such deleted classes may be reassigned by the Race Steward to such classes as are appropriate for their engine displacement, level of preparation, and compliance with applicable requirements.</u>



## 2007 ICSCC CONTEST BOARD RULE CHANGE PROPOSALS

279	165	0	12	61	Stew	1303 B 3 E/C	Weights: Improved Production car weights shall be the same as the published weights in the current SCCA production car specifications. Race weights, including driver, shall be recorded in the vehicle log book. <u>Also an ICSCC Minimum Race Weight sticker shall be properly displayed on both sides of the car (see Section 1106 K).</u> This weight must be signed by the <u>Race Steward, Assistant Race Steward, or Tech Steward.</u> Proof of race weight shall be supplied by the competitor at the time of signing.
153	274	17	13	67	BMW- CCA	1307 E/C	Improved Touring A (ITA), Improved Touring B (ITB), Improved Touring C (ITC), Improved Touring S (ITS). These classes shall run under <del>current year SCCA rules.</del> <u>the previous year's SCCA rules.</u> That is, the ICSCC 2008 season shall use the GCR from 2007 without including any 2008 SCCA-published addendums from <i>FastTrack</i> .
326	109	9	14	67	TC	1309 E/C	American Sedan. This class shall run under current <u>or immediately prior year</u> SCCA rules.
326	0	118	15	75	CSCC	1314 D 5 C New	<u>Fuel Injection: Stock Factory Bosch CIS Injection system complete from '77-'84 Rabbit models.</u>  <u>a. Air induction/ orifice size(s) shall not be altered, and no new orifices shall be created by disconnecting standard equipment. All air entering the intake manifold must pass through the fuel injection air inlet.</u>  <u>b. External throttle linkages to the standard fuel injection may be modified or changed.</u>  <u>c. Air filters are limited to aftermarket that directly fit into factory air box.</u>  <u>d. The air box may be modified below the filter. A fresh air intake hose may be routed to the air box provided that no holes are cut in the body or firewall.</u>  <u>e. The intake manifold must be a VW factory unit found on 77-84 Rabbits. Vacuum fittings may be plugged. Coating or painting of the manifold is not allowed.</u>
172	146	126	16	77	CSCC	1314 G 1 C	<del>Transmission are restricted to options are:</del> <u>a. 1975-1978 U.S. Rabbit (gas) 4 speed. The VW part number is stamped on the lower outside edge of the bellhousing/case and begins with the letters GC followed by a 4 digit number. The last three digits are the month and year of mfg. which need to be between 084 and 088. The mandatory gear ratios are 1<sup>st</sup> (3.45), 2<sup>nd</sup> (1.94), 3<sup>rd</sup> (1.37, 4<sup>th</sup> (0.97) and the final drive (3.89).</u>  <u>b. VW 5-speeds with the vw part number beginning with 2h, or 4k, with no restriction to the year of manufacturing. The mandatory gear ratios are: 1<sup>st</sup> (3.45); 2<sup>nd</sup> (2.12); 3<sup>rd</sup> (1.44); 4<sup>th</sup> (1.13); 5<sup>th</sup> (2h = 0.91), or 5<sup>th</sup> (4k = 0.89); and final drive (3.94).</u>

## 2007 ICSCC CONTEST BOARD RULE CHANGE PROPOSALS

172	154	118	17	77	IRDC	1314 G 1 C	Transmissions are restricted to 1975-1978 U.S. Rabbit (gas) 4-speed. The VW part number is stamped on the lower outside edge of the bellhousing/case and begins with the letters GC followed by a 4 digit number. The last three digits are the month and year of mfg. which need to be between 084 and 088. The mandatory gear ratios are: 1 <sup>ST</sup> (3.45), 2 <sup>ND</sup> (1.94), 3 <sup>RD</sup> (1.37), 4 <sup>TH</sup> (0.97), and final drive (3.89). <u>Alternate transmissions are VW 5-Speed with the VW part number beginning with 2H, OR 4K no restriction to the year of manufacturing.</u> The mandatory gear ratios are: 1 <sup>ST</sup> (3.45), 2 <sup>ND</sup> (2.12), 3 <sup>RD</sup> (1.44), 4 <sup>TH</sup> (1.13), 5 <sup>TH</sup> (2H=.091), OR 5 <sup>TH</sup> (4K=0.89), and final drive (3.94).
318	8	118	18	77	TC	1314 G 1 C	Transmissions are restricted to 1975-1978 U.S. Rabbit (gas) 4 speed. . . .and final drive (3.89). <u>Alternate transmissions are VW 5-speeds with the VW part number beginning with 2H, or 4K, with no restriction to the year of manufacturing.</u> The mandatory gear ratios are: 1 <sup>st</sup> (3.45), 2 <sup>nd</sup> (2.12), 3 <sup>rd</sup> (1.44), 4 <sup>th</sup> (1.13), 5 <sup>th</sup> (2H = 0.91), or 5 <sup>th</sup> (4K = 0.89), and final drive (3.94).
400	0	44	19	86	BMW- CCA	1316 A 2 C	Body Styles - All 1984 –1991 <del>2</del> BMW E30 series sedans, coupes and wagons fitted with the 2499cc M20 B25 BMW 6-cylinder motor, from here on referred to as E30 325i cars. <del>Additional series BMW cars may be added with their own specifications as interest dictates. These specifications will be voted on by the licensed Pro-3 drivers, and if accepted, amended into the class rules.</del>
341	59	44	20	86	BMW- CCA	1316 B 1 a C	E30 325i - Other than those items specifically allowed by the rules, no other part or component may be modified, removed, or disabled. . . . 1984 - 1988 325E vehicles wishing to run as a 325i are required to use the complete "i" engine, <u>including included but not limited to intake</u> , wiring harness and ECU.
400	0	44	21	87	BMW- CCA	1316 B 2 b C	Doors, hood, trunk, and fenders must be stock. . . . Hood and trunk <u>latches and release mechanisms may be modified or removed, and/or retaining pins may be installed.</u> The car must run with hood, doors, and trunk completely closed and secured.
400	0	44	22	87	BMW- CCA	1316 B 2 c C	Windshield must be OEM or equivalent glass. Windshield clips are allowed. <u>Door glass and related assemblies may be removed from driver and front passenger doors. Side, rear door (if applicable) and rear glass may be replaced with plastic if secured with appropriate clips, straps and retainers.</u>
341	59	44	23	87	BMW- CCA	1316 B 3 a C	The dashboard pad must be retained. Glove box lid and any console component secured entirely to the floor may be removed. <del>Airbags must be removed or disconnected.</del> Any steering wheel may be used other than a wooden one. Any shift knob may be used. Gauges may be replaced or added. The wiring harness may be removed or modified provided it serves its original purpose. Window, mirror, computer <u>display/switches, and associated wires may be removed.</u> <u>Any locking mechanisms for doors, trunk and fuel filler may be disabled and/or removed.</u> Climate control knobs may be removed or replaced. <del>Functional heater core and plumbing is required.</del> <u>Hoses and plumbing to heater core may be bypassed or removed.</u> Any interior mirror may be used. <u>Air bag systems shall be disarmed and may be removed.</u>
<b>Amended:</b>							Due to safety concerns, last sentence amended by E-Board to read: Air bag systems shall be removed.

## 2007 ICSCC CONTEST BOARD RULE CHANGE PROPOSALS

400	0	44	24	88	BMW-CCA	1316 B 3 b C	The driver's seat and/or passenger's seat may be replaced with any other seat. Sun visors, <u>passenger and rear seat and associated hardware, carpeting, insulation, headliner and sunroof trays, interior lamps, radios, speakers and trim panels may be removed. . . .</u>
341	59	44	25	88	BMW-CCA	1316 B 3 c C	Interior door and quarter panels, rests, <u>and handles and latches</u> may be removed. If removed, such gutting must be done with keeping a nice appearance in mind, and leave no sharp or <u>hazardous edges. Functional latch and release mechanisms must remain in front doors, but may be modified or removed from rear doors if applicable. Factory intrusion bars must remain in all doors.</u>
341	59	44	26	88	BMW-CCA	1316 B 4 a C	A minimum weight for cars with driver will be honored at all times. <u>Ballast is allowed, but must be located in the passenger foot well no further rearward than the stock seat bolt holes of the passenger seat. Ballast must not be stacked higher than three inches and must be securely fastened to the car. Ballast is allowed, but must be located on the passenger floor, aft of the firewall and no further rearward than 1" of the rear stock seat bolt holes of the front passenger seat. Ballast shall be in segments no heavier than 50 lbs, and shall be capable of being removed to be weighed apart from the car. Each segment shall be fastened securely to the floor with a minimum of two (2) bolts, SAE grade 5 or better with locking nuts, with large-diameter, load distributing washers.</u>  E30 325i minimum with driver is 2,650 lbs.
400	0	44	27	88	BMW-CCA	1316 B 5 a C	The engines used in Pro-3 will be stock BMW engines correct for the series in which they are installed. No internal engine modifications will be allowed except for those outlined in <del>the SCCA-IT specifications.</del> <u>these rules.</u> Engines may be bored to a maximum of .040 inch over standard bore size. <u>Factory replacement pistons or their equivalent (with the exception of diameter) must be used. Cast or forged equivalent pistons shall provide the same dome/dish/valve relief configuration, ring groove width and spacing, pin height relationship, and weigh no less than factory standard bore pistons. Piston rings are unrestricted. Valve guide material is unrestricted. Where a factory specification for original cylinder head thickness can be proven, a tolerance of .025 inch less than the service limit will be permitted. Under no circumstances may the compression ratio be increased by more than one-half (.5) point. The application and/or use of any painting, coating, plating, impregnating substance (e.g., anti-friction, thermal barrier, oil shedding coatings, chrome, anodizing, etc.) to any internal engine surface is prohibited. Factory or OEM equivalent rocker arms must be used but may be de-burred and/or polished to remove casting imperfections and improve reliability. Removal of material (lightening) beyond the minimum to accomplish this task is prohibited. All engine components not otherwise listed in these rules shall meet factory specifications for stock parts. One (1) engine stayrod may be added. The ECU chip may be modified or replaced with a performance chip. 'Piggy-back' systems may be used, as long as they are integrated with the original harness. On-board data acquisition and storage of engine parameters <u>is allowed.</u> <del>as well as on-board</del> On-board adjustability of these parameters is not allowed.  E30 325i required engine is the <u>North American specification 2499cc M20 B25 injected 6-cylinder.</u></u>

## 2007 ICSCC CONTEST BOARD RULE CHANGE PROPOSALS

341	59	44	28	89	BMW-CCA	1316 B 5 b C	The alternator, power steering (if so equipped), and crankshaft pulleys must remain their stock diameter and material. Accessory drive belt shall remain the stock V-belt design. The alternator must be working and must be charging according to the manufacturer's specifications while the vehicle is running.
400	0	44	29	89	BMW-CCA	1316 B 5 c C	Balancing and blueprinting are allowed. Lightening of parts beyond the minimum required to balance is prohibited. <u>Cylinder head port matching is permitted, but no material may be removed further than 1 inch in from the manifold mounting face(s).</u>
400	0	44	30	89	BMW-CCA	1316 B 5 e	Any engine lubricant may be substituted; any lubricant additive is unrestricted. Oil pans, <u>pan baffles, skid plates</u> , windage trays, oil lines and filters are unrestricted. . . .
400	0	44	31	89	BMW-CCA	1316 B 6 c C	<del>A fuel cell may be used, but must be installed according to SCCA IT category specifications.</del>  <u>A fuel cell may be used, but must be constructed and certified in accordance with FIA FT-3 or higher specifications. All safety fuel cells shall consist of a foam-filled fuel bladder enclosed in a metal container of .036 inch steel or .059 inch aluminium that fully surrounds the bladder. Internal body panels may be modified to accommodate the installation of fuel cells as long as the modifications server no other purpose. There must be a metal bulkhead between the driver/passenger compartment and the compartment containing the fuel cell. The fuel cell must not be installed any closer to the ground than 6 inches, unless enclosed within the bodywork or OEM floor pan. The fuel cell may not be installed forward of the factory fuel tank. The installation of more than one cell is permitted, however total fuel capacity is restricted to no more than twice the volume of the original factory OEM fuel tank. A positive locking fuel filler cap shall be used. Fuel filler lines, pickup and return openings and breather vents shall be designed and installed so that if the car is partially or totally inverted, fuel shall not escape.</u>
400	0	44	32	89	BMW-CCA	1316 B 6 d C	Fuel injection manifold(s) shall not be replaced with manifold(s) from a different model, type, or engine size. <u>Fuel injectors shall remain stock.</u> External throttle linkage to the standard fuel injection may be modified or changed.
400	0	44	33	89-90	BMW-CCA	1316 B 7 a C	Air cleaner assemblies, intake hoses, tubes, pipes, resonators, intake mufflers, housings, filters, etc., located ahead of the air metering/measuring device (i.e., air flow meter assembly) may be modified, removed or replaced. Velocity stacks, ram air or cowl induction is not allowed unless fitted as original equipment. Air measuring/metering devices (i.e., air flow meter, <del>air mass meter</del> ) may not be modified or replaced. <u>The stock intake manifold shall be used. No internal polishing or coating of the manifold is permitted, and port matching is restricted to no more than 1 inch in from the cylinder head mounting face(s).</u>
400	0	44	34	90	BMW-CCA	1316 B 8 b C	Exhaust manifold(s)/header(s) are unrestricted. Exhaust tubing design is unrestricted, as long as the exhaust exits behind the driver, directed away from the car.

**2007 ICSCC CONTEST BOARD RULE CHANGE PROPOSALS**

400	0	44	35	90	BMW-CCA	1316 B 11 a C	Any radiator may be used provided it fits in the stock location and requires <del>no</del> body or structural modification to install. Fans may be removed or added. Manual/automatic fan switches may be modified or removed. Thermostats are open. Oil coolers may be added, modified or replaced. A/C systems and components may be disabled or removed.
341	59	44	36	92	BMW-CCA	1316 B 14 a C	Wheels are specifically restricted to 14" or 15" diameter and maximum width of 7", <u>with a minimum weight of 9.5 lbs each.</u> Manufacturer is free. . . .
400	0	44	37	92	BMW-CCA	1316 B 15 a C	All cars must use the correct stock rotors and calipers available for the model. . . . Air ducts may be used for brake cooling. <u>Anti-lock Brake Systems must be disabled or removed.</u> <del>All brake-related traction control systems and devices must be removed or disabled.</del>
400	0	44	38	93	BMW-CCA	1316 B 16 C	<u>Suspension and Steering</u>
400	0	44	39	93	BMW-CCA	1316 B 16 a C	<del>Suspension modifications are restricted according to SCCA IT category specifications. Sway bars, strut housings, shocks, bushings, strut tower braces, camber plates, spring and spring perches, may be modified or replaced in accordance with these specifications. Minimum ride height shall be 5" measured from the flat of the rocker panel, not including the pinch weld, jack points, or suspension mounting hardware.</del>  <u>Power steering components may be disabled or removed.</u>
400	0	44	40	93	BMW-CCA	1316 B 16 b C New	<u>Shock absorbers may be replaced provided they attach to the original mounting points. The number and type of shock absorbers shall be the same as stock. The interchange of gas and hydraulic shock absorbers is permitted. Remote reservoir shock absorbers are prohibited. External adjustments of shock control shall be limited to two (2). No shock absorber may be capable of adjustment while the car is in motion. MacPherson struts may use substitute struts, and/or may use alternate inserts. Spring seat ride height location may be altered from stock. Remote reservoir struts and/or inserts are prohibited. Springs of any origin may be used, provided they are of the same number and type as originally fitted, and that they shall be installed in the original locations using the original system of attachment. The joining of two or more coil springs by any means is prohibited. Devices to limit droop are permitted as long as it is the only service they provide. Spacers, including threaded units with adjustable spring seats, may be used with coil springs. Coil-over threaded body/struts are permitted. Minimum ride height shall be 5" measured from the flat of the rocker panel, not including the pinch weld, jack points, or suspension mounting hardware.</u>
400	0	44	41	93	BMW-CCA	1316 B 16 c C New	<u>Any anti-roll bar(s) may be added or substituted, provided their installation serves no other purpose. The mounts for these devices may be welded or bolted to the structure of the vehicle. Heim rod ends may be fitted. Bar attachment and pivot points on the chassis and control arms shall remain stock, except as provided for in these rules.</u>

**2007 ICSCC CONTEST BOARD RULE CHANGE PROPOSALS**

400	0	44	42	93	BMW-CCA	1316 B 16 d C New	<u>MacPherson strut front suspensions may decamber the wheels by the use of eccentric bushings at control arm pivot points, and/or by the use of slotted adjusting plates at the top mounting point. If slotted plates are used, they shall be located on existing chassis structure and may not serve as reinforcement for that structure. Material may be added or removed from the top of the strut tower to facilitate installation of the adjuster plate. Caster may be adjusted by means of shims or eccentric bushings, and/or at the upper strut mounting point/plate. Independent rear suspension mounting holes may be slotted and reinforced for purposes of camber and/or toe adjustment. Bushing material, including that used to mount a suspension subframe to the chassis, and spherical bearings, is unrestricted. No other relocation of any suspension component or mounting point is permitted. Hardware items (nuts, bolts, etc.) may be replaced by similar items performing the same fastening function(s).</u>
400	0	44	43	93	BMW-CCA	1316 B 18 a C	Cars may update/backdate components as long as components come from <del>the same make and body type</del> vehicles covered in 1316.A.2 and 1316.B.1.a (example: a 1989 car may use 1987 bumpers, but E30 M3 brake components can not be adapted for use on an E30 325i).
276	59	109	44	94	IRDC	1323 A C	Make of Car 1990 – 1993 Miata 1600cc @ <del>2300lbs</del> <u>2325lbs (with driver)</u> 1994 – 1997 Miata 1800cc @ 2350lbs (with driver) Ballast must be mounted on the pan in the area normally under the passenger seat. 1994 – 1995 1800cc cars must use a 47mm throttle restrictor. Mazdaspeed, <b>Part # 0000-06-9947</b> . 1996 – 1997 1800cc cars must use a 45mm throttle restrictor. Mazdaspeed, <b>Part # 0000-06-9945</b> . <ol style="list-style-type: none"><li><u>Stock replacement parts may be obtained from sources other than the manufacturer provided they are the exact equivalent of the original parts. The intent of this rule is to allow the competitor to obtain replacement parts from standard industry outlets e.g., Auto-parts distributors rather than from the manufacturer. It is not intended to allow parts that do not meet all dimensional and material specifications of new parts from the manufacturer.</u></li><li><u>Hardware items (nuts and bolts) may be replaced by similar items performing the same fastening function.</u></li></ol>
<b>Amended:</b>							Amended by Contest Board / approved by E-Board: 1990-1993 Miata 1600@2300 lb (with driver)
335	0	109	45	99	IRDC	1323 N 7 C	Hood <u>and trunk</u> clips are permitted. Stock hood <u>and trunk</u> latches may be disabled or removed.
154	172	118	46	100	IRDC	1323 P 1 C	Welded or bolt-in cage with up to maximum of 8 mounting points per Improved Touring/Showroom Stock Specifications of the GCR, Section 18, <u>and/or roll cages shall meet all requirements of GCR section 9.4.2 for showroom stock cage configuration, tubing size, and material. Regardless of car weight, all Club Spec Miata automobiles may be constructed to the requirements for a less than 2200lb car.</u>
187	257	0	47	111	CSCC	1501 A E/C	Green or National Flag-; <del>Used to start race.</del>

**2007 ICSCC CONTEST BOARD RULE CHANGE PROPOSALS**

178	266	0	48	111	CSCC	1501 A 1 E/C	<del>Green or National flag shall be held after start and after white or yellow flag has been displayed to indicate the course is clear.</del> displayed waving by Starter to indicate that the course is clear <u>and the session is underway.</u>
171	273	0	49	111	CSCC	1501 B 1 E/C	<del>Steady: Ambulance and/or other official vehicle or slow competitor is on the course. First lap of any practice session to be standing white at all manned stations. Pass with caution. slow moving vehicle(s) ahead.</del>
238	206	0	50	111	CSCC	1501 B 1 a E/C New	<u>displayed at a turn station previous to a waving white flag.</u>
222	222	0	51	111	CSCC	1501 B 1 b E/C New	<u>displayed at all manned turn stations for the first lap of any practice session.</u>
<b>Failed:</b>							Proposal fails on tie vote.
171	273	0	52	111	CSCC	1501 B 2 a E/C New	<u>while the course is at full course double yellow: displayed for the pace car and last car in the group behind the pace car until the entire group has formed up.</u>
172	272	0	53	111	CSCC	1501 B 3 E/C	(Delete entire if 1501.B.2.a. is voted into effect)
245	199	0	54	111	CSCC	1501 C 1 c E/C New	<u>displayed when personnel, or animals are in an unsafe or unprotected area of the course.</u>
<b>Overtured:</b>							Vote overturned by E-Board based on ROD recommendation - proposal fails.
195	249	0	55	111	CSCC	1501 C 4 E/C	Double Yellow: Displayed at all turn stations. Indicates full course yellow with the deployment of the Pace Car <del>during a race.</del>
170	274	0	56	112	CSCC	1501 C 4 a E/C	Where local conditions do not allow racing to continue, the Pace Car will enter the circuit and lead the competitors around in a single file at reduced speed. Every station around the circuit will display the double yellow flag. A waving yellow flag will be displayed previous to the incident(s). In addition, the Starter shall display a sign reading "Pace Car" until the race is slowed behind the Pace Car, <u>unless prohibited by supplemental regulation, tire scrubbing is allowed except in the area of the waving yellow flag.</u> <del>A waving white flag will be displayed at the turn station preceding emergency vehicles and/or the Pace Car on the track, backed up with a steady white flag at the previous turn station.</del> No car shall pass the pace car, except when directed to pass by an Official in the Pace Car. The Official in the Pace Car may wave cars by until the leader is behind the Pace Car. When conditions permit, the Pace Car will exit the track and the Starter will permit the race to continue with a green flag. All cars shall hold their position until the green flag is displayed.

## 2007 ICSCC CONTEST BOARD RULE CHANGE PROPOSALS

203	241	0	57	113	CSCC	1501 G 3 E/C	Unfurled with word ALL: <del>Race</del> Racing has been stopped. Used with waving black flags on all corners turn stations. Reduce speed, no passing, <del>under waving black flag. Complete lap at reduced speed and return</del> Proceed safely to the hot pit area.
0	444	0	58	114	IRDC	1504 E/C	Responsibility in overtaking. <del>Under all conditions, both the passed and the passing car shall be equally responsible for the safe passing of one by the other.</del> All contact is avoidable and is subject to both or all drivers having to report to the black flag station immediately. Failure to report to the black flag station will result in the car not being timed or scored from the lap on which the contact occurred.

Congratulations to the 2007 ICSCC Honourees!

Driver of the Year:

Gary Bockman

Novice Driver of the Year (jointly):

Dave Haire & Rod Powell

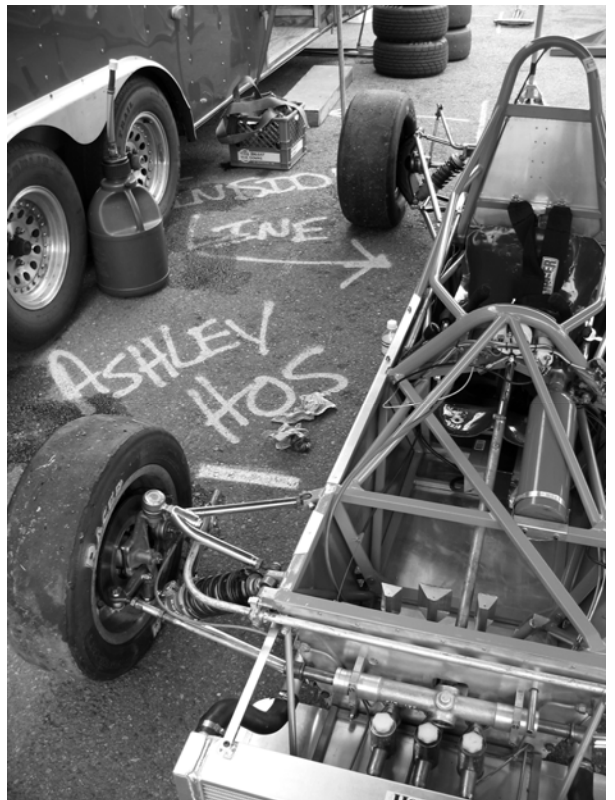
Worker of the Year:

Scott Ahrens





These photos and more on another page further on in this issue are from the ICSCC 50th Anniversary DVD presented at the banquet, Nov. 10.



# Orange-Aid

Fresh squeezed by the ICSCC License Director

## Orange Marmalade (Winter Preserves)

Racing season 2007 is over and, except for working on the car and catching up on the "honey do" list, what else is really important? How about some activities to improve your race craft?

Within every budget there's something to do that will improve your skill over the winter months.

1. Read about race craft – Local author/racer Ross Bentley has several books that cover various aspects of the sport. There are several "old standards" out there to be found as well. Go to the ICSCC Drivers Forum and ask "What books have you read that helped you with track skills?" and get lots of sage input.

2. Attend seminars – During the off season there is usually a local seminar or two that you can attend to learn more about your craft and your car.

3. Go carting. There are several indoor cart tracks. Call a few friends and have some fun!

4. Keep your vision and reaction skills finely honed through winter sports such as skiing and snowmobiling.

5. Video games also keep your reaction times honed and your senses tuned for opportunities. Now's the time to get friendly with the friend or relative who has the latest and greatest race game setup.

6. Volunteer with your local car clubs for skills day schools, instructor clinics, or car control clinics. This is a win-win deal. You get track time, even if it's in the right seat, and you make the roads safer, one driver at a time. Many of these schools are in the fall and spring outside race season. During race season your race budget and/or schedule may force you to miss an ICSCC; sometimes these "club track days" allow you to stay "tuned" for free or cheap.

7. Head South for some winter track time or instruction. Year round tracks and instruction programs are only a short flight away. Wouldn't it be nice if Santa brought you a day or two at a track in California or Arizona?

Take that new big screen TV and put it in the garage or in the end of your enclosed trailer. Place your race car up on stands facing the TV. Now play some of your race video while you sit in your car in full safety gear, with a heater blasting in the windows. Drive your line! Try this with the engine off so you don't asphyxiate yourself (and call me when you do this so I can get some video for You-Tube!).

Bottom line – the ICSCC season may be on winter break, but you can stay preserved and continue to learn while winter passes and the race budget grows like winter wheat.

Greg Miller, PRO3 #120  
License Director 2007

**Editor's Note:** southerner that he is, our esteemed License Director has overlooked another winter skill-honing activity: ice racing. Great for improving car control, and a nice counterpoint to a long five on pre-grid in August.

## Aluminum Race Radiators

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## WHAT A PARTY!

The house was full this year for our banquet. Yes, all the rowdies were sitting together on one side of the room. (There was a survey taken, and Mike Blaszczak was selected as the Head Rowdie.)

Many thanks to all who helped put the whole evening together for us. It is a *really* big job on several levels. I would like to thank Karen Stimson and Jon Bonforte for presenting the ROD Awards this year, and George Burgess, for presenting the Worker of the Year. We truly enjoy having the drivers take part in the recognition of the volunteers.

I would be remiss though, in not extending all of our thanks to the member clubs and drivers, for their appreciation and support shown to us throughout this past season.

Over 50% of the ROD Membership earned awards this year, and we could not have had such a successful year without the dedication of all. Congratulations to each and everyone! Get rested and ready to go for 2008!

Lynn Rimmer, ROD Director

### 2007 ROD Award Recipients

#### GOLD

Thomas Liesner  
Jim O'Keefe  
Lynn Rimmer

#### SILVER

Scott Ahrens  
David Bell  
Richard Breen  
Rob Jacobsen  
Ken Killam  
Ali Montgomery  
Holly Remington

#### RED

Bonnie Healy  
Adam Jacobsen  
Mark Miller  
Tasma Wooton

#### BLUE

John Bradshaw  
Jerry Coughran  
Cathy Frasier  
Gary Frasier  
Ralph Hunter

**JUNIOR ACHIEVEMENT AWARD:** Sabryna Ahrens

**WORKER OF THE YEAR:** Scott Ahrens





The editor doesn't have photo credits for these shots, taken from the ICSCC 50th Anniversary DVD. This should not be mistaken for a lack of appreciation!





# ICSCC 2008 COMPETITION LICENSE APPLICATION

## Application Fee: \$75 U.S. Funds

**ICSCC LICENSE REGISTRAR**  
**Karen McCoy**  
 13702 SW Hall Blvd. #4  
 Tigard, OR 97223  
 Cell: 503-730-9007  
 Fax: 503-684-0976  
 Email: [karen.mccoy@netzero.net](mailto:karen.mccoy@netzero.net)

**ICSCC LICENSE DIRECTOR**  
**Greg Miller**  
 Home: 425-823-1177  
 Email: [gmliller@pgei.com](mailto:gmliller@pgei.com)  
 No calls after 9 p.m. Thank you.

**DO NOT WRITE IN THIS SPACE**

Date Received: \_\_\_\_\_ GRP/License #: \_\_\_\_\_  
 Fee: \_\_\_\_\_ GRP/License #: \_\_\_\_\_  
 Check/Cash: \_\_\_\_\_ GRP/License #: \_\_\_\_\_  
 Photos: \_\_\_\_\_  
 Date Issued: \_\_\_\_\_ Approved By: \_\_\_\_\_

**APPLICANT: PLEASE PRINT LEGIBLY AND SIGN: Return to the LICENSE REGISTRAR** (address listed above left)

NAME		STREET ADDRESS	
CITY	STATE / PROVINCE	ZIP / POSTAL CODE	AREA CODE / TELEPHONE NUMBER
DATE OF BIRTH	DRIVER'S LICENSE NUMBER	STATE / PROV	EMAIL ADDRESS (if applicable)
CLUB AFFILIATION (REFLECTS CONTEST BOARD VOTE)	COMPETITION LICENSE #	ISSUED BY	TRANSPONDER #
CAR MAKE and MODEL		CAR COLOR(S)	

**YOUR GROUP AND CLASS CHOICES ARE (Mark with an "X"):**

<b>GROUP 1</b>	<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"/> SPM <input type="checkbox"/> SPO <input type="checkbox"/> PRO-3
<b>GROUP 2</b>	<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"/> SPEC MIATA <input type="checkbox"/> CR <input type="checkbox"/> PRO-7 <input type="checkbox"/> CLUB SPEC MIATA <input type="checkbox"/> HONDA 4
<b>GROUP 3</b>	<input type="checkbox"/> CF <input type="checkbox"/> FF <input type="checkbox"/> FA <input type="checkbox"/> FM
<b>GROUP 4</b>	<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
<b>GROUP 5</b>	<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
<b>GROUP 6</b>	<input type="checkbox"/> FV <input type="checkbox"/> FFF/500 <input type="checkbox"/> FL <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"/> NOVICE OPEN WHEEL
<b>GROUP 7</b>	<input type="checkbox"/> NOVICE CLOSED WHEEL

3 NUMBER CHOICES/GROUP		
1ST	2ND	3RD

YOUR CHOICES FOR NUMBERS ARE:	IRR: 00 - 199	ARR: Use Original Novice #	NOVICE C/W or O/W: 300 - 499
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<b>IF SHARING A CAR WITH ANOTHER DRIVER, PLEASE SUPPLY THE FOLLOWING IF KNOWN:</b>	NAME						
	PRIMARY #		GROUP		SECOND #		GROUP

APPLICANT'S LEGAL SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_, 200\_\_

**CHECK LIST:**

- |  |   |
|--|---|
| <input type="checkbox"/> Money order or check (U.S. funds) for \$75.00<br><input type="checkbox"/> Two photos - 1" X 1" <b>(Current photo ID size ONLY)</b><br><input type="checkbox"/> Form signed and dated<br><input type="checkbox"/> <b><u>Proof of valid club membership</u></b> (Receipt of payment) <b>(This is your Contest Board Vote)</b> | <input type="checkbox"/> Medical History Application<br><input type="checkbox"/> Physician Exam Form, if required by ICSCC Regs<br><input type="checkbox"/> Doctor has marked "(Is Fit) / (Should be Reviewed)" in Recommendation section on Medical Form<br><input type="checkbox"/> <b>Novices</b> – photocopy of Certificate of Completion of Driving School |
|--|---|

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Please allow 15 days for processing **AFTER** receipt of application. Thank you.

Licenses needed in less than 15 days may incur a \$75.00 expediting fee.



# ICSCC 2008 MEDICAL HISTORY APPLICATION

(To be filled out by the Applicant whether you require a medical or not)

Name: \_\_\_\_\_ Birthdate: \_\_\_\_\_ Sex: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 City: \_\_\_\_\_ State/Prov: \_\_\_\_\_ Code: \_\_\_\_\_  
 Home Phone: ( ) \_\_\_\_\_ Work Phone: ( ) \_\_\_\_\_  
 Occupation: \_\_\_\_\_

Personal Physician: \_\_\_\_\_  
 Physician's Address: \_\_\_\_\_ Phone: ( ) \_\_\_\_\_  
 City: \_\_\_\_\_ State/Prov: \_\_\_\_\_ Code: \_\_\_\_\_

Examining Physician (if applicable): \_\_\_\_\_  
 Physician's Address: \_\_\_\_\_ Phone ( ) \_\_\_\_\_  
 City: \_\_\_\_\_ State/Prov \_\_\_\_\_ Code \_\_\_\_\_

## DO YOU HAVE A HISTORY OF THE FOLLOWING? (Please Check)

	NO	YES
1. Frequent or unusual headaches? _____	<input type="checkbox"/>	<input type="checkbox"/>
2. Fainting spells? _____	<input type="checkbox"/>	<input type="checkbox"/>
3. Unconsciousness? _____	<input type="checkbox"/>	<input type="checkbox"/>
4. Eye disorder? _____ Wear glasses? _____	<input type="checkbox"/>	<input type="checkbox"/>
5. Nervous System disorders? _____	<input type="checkbox"/>	<input type="checkbox"/>
6. Asthma _____	<input type="checkbox"/>	<input type="checkbox"/>
7. Allergies _____	<input type="checkbox"/>	<input type="checkbox"/>
8. Diabetes _____	<input type="checkbox"/>	<input type="checkbox"/>
9. Heart or circulation disorders? _____	<input type="checkbox"/>	<input type="checkbox"/>
10. High or Low Blood pressure _____	<input type="checkbox"/>	<input type="checkbox"/>
11. Anemia or easy bleeding _____	<input type="checkbox"/>	<input type="checkbox"/>
12. Intestinal disorder? (Stomach, colon, etc.) _____	<input type="checkbox"/>	<input type="checkbox"/>
13. Kidney stone or tumor _____	<input type="checkbox"/>	<input type="checkbox"/>
14. Psychiatric problems _____	<input type="checkbox"/>	<input type="checkbox"/>
15. Treatment for alcoholism or drug habit _____	<input type="checkbox"/>	<input type="checkbox"/>
16. Attempted suicide _____	<input type="checkbox"/>	<input type="checkbox"/>
17. Admission to hospital for surgery, or other reason _____	<input type="checkbox"/>	<input type="checkbox"/>
18. Rejection for life or disability insurance _____	<input type="checkbox"/>	<input type="checkbox"/>
19. Medical rejection from or for military service _____	<input type="checkbox"/>	<input type="checkbox"/>
20. Disability compensation for any reason _____	<input type="checkbox"/>	<input type="checkbox"/>

Please use reverse side for details and list all medications (prescription or over-the-counter) being used. I certify that my answers are true and accurate; I also give permission for any hospital, institution or physician to give specific details.

APPLICANT'S SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_



# ICSCC 2008 PHYSICAL EXAMINATION FORM FOR COMPETITION LICENSE

(To be filled out by the examining physician)

Dear Doctor: This candidate wishes to take part in motor racing events in which he/she will drive a high performance car under the most exacting and stressful conditions. Examine him/her carefully and critically, and recommend him/her if medically fit to drive without danger to himself/herself or to others. If you are not sure of this decision, please indicate below for review of this applicant's suitability by an appropriate officer of the licensing body.

Name: _____	Birthdate: _____	Sex: _____
Address: _____		
City: _____	Height: _____	Weight: _____

NORMAL	ABNORMAL
_____ 1. Head and neck	_____
_____ 2. Ears and hearing	_____
_____ 3. Eyes	_____
_____ 4. Heart	_____
_____ 5. Peripheral pulses	_____
_____ 6. Gastro-Intestinal System	_____
_____ 7. Endocrine system	_____
_____ 8. CNS	_____
_____ 9. Peripheral nerves	_____
_____ 10. Genital/Urinary system	_____
_____ 11. Musculo-skeletal system	_____
_____ 12. Skin. Scars?	_____
_____ 13. Psychiatric disorder	_____

**Note: An EKG is NOT required as of November 13, 2004.**  
(As per E-Board)

\* **FOR DIABETICS ONLY:**  
HgBA<sub>1</sub>C measured in the past two months. \_\_\_\_\_

<p>14. <b><u>Distant Vision</u></b> Right eye: 20/ _____ Left eye: 20/ _____ Both eyes: 20/ _____</p> <p><b><u>With Glasses</u></b> Right eye: 20/ _____ Left eye: 20/ _____ Both eyes: 20/ _____</p> <p>15. <b><u>Field of Vision</u></b> Normal _____ Abnormal _____</p> <p>16. <b><u>Color Vision</u></b> Normal _____ Abnormal _____</p> <p>17. B. P. _____</p> <p>18. Heart Rate and rhythm: _____</p> <p>19. Urinalysis Protein _____ Glucose _____</p>
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PHYSICIAN'S COMMENTS (May continue on the back of this form)

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- I believe that the applicant is fit to drive a racing car in competitive events at high speeds.
- This applicant should be reviewed by an ICSCC official.

PHYSICIAN'S SIGNATURE: \_\_\_\_\_  
DATE: \_\_\_\_\_

Place Physician's Office Stamp Below:

## Classified Ads

**For Sale:** 1977 Tiga Club Ford. The MacGregor/Bentley/Ores/Payne/Spear/McEwan car that was very successful in late 70's and early 80's. 1 piece carbon fiber body & carbon fiber nose (very light), F3 clutch, true minilite mags, steel rain wheels, 17 gear sets, supertrapp, nose mould, jack, single axle flat bed trailer, spares incl tires, 2 spring sets, front upright camber gauge, corner wt. jack. All for \$8,000. Call Jack at 425-827-4758. 10/07

**For Sale:** Haulmark 24' transporter. Tie-downs, cabinets, tire rack, automatic jack, extended tail. \$5000. 425-881-0611. 10/07



RACE WITH A PROVEN, EXPERIENCED TEAM.  
WE OFFER ARRIVE & DRIVE RENTAL PROGRAMS  
FOR THE EXPERIENCED & NOVICE DRIVER IN  
SPEC MIATA, BMW PRO-3, FORMULA FORD.

RACE CAR RENTALS - TURNKEY CARS - RACE CAR PREP  
TRACKSIDE SUPPORT - DRIVER COACHING

**TCMOTORSPORTS**

WWW.TCMOTORSPORTS.NET | INFO@TCMOTORSPORTS.NET

## 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.

## ICSCC Racing Online

Find ICSCC forms, race announcements, classified ads, officials' contact information, race results, points and much more on the ICSCC website at [www.icsc.com](http://www.icsc.com)

And visit member clubs' sites:

**Cascade Sports Car Club:**  
[www.cascadesportscarclub.org](http://www.cascadesportscarclub.org)

**International Race Drivers' Club:**  
[www.irdc-racing.com](http://www.irdc-racing.com)

**NorthWest MotorSports**  
[www.northwestmotorsports.org](http://www.northwestmotorsports.org)

**Sports Car Club of BC:**  
[www.sccbc.net](http://www.sccbc.net)

**Team Continental:**  
[www.teamcontinental.com](http://www.teamcontinental.com)

### Memo Classified Ad Policies:

Non-commercial ads are free to Conference licensed drivers, officials and workers. **Maximum ad length is 100 words: longer ads will not be accepted.** To place an ad in the Memo and/or on the ICSCC website, contact the Memo editor at 604-882-8078 or (**much preferred**) by email at [icsc@telus.net](mailto:icsc@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: 1/06 means first issue of 2007, and that ad will expire after issue #3 of 2007. There are 10 issues per year. **To change an ad you must rewrite it and submit the new wording in its entirety.**



# Need Something To Do This Winter? Get Your Trailer Repaired!

## **99 West Trailers**

On Hwy 99 - Between Newberg & Dundee  
503-537-9103 | 866-264-4825  
www.99westtrailers.com

## **99 East Trailers**

On McLoughlin Blvd. - Across from the Bomber  
503-513-9990 | 877-634-8393  
www.99easttrailers.com

**"At Trailer Time, Think 99"**

### **Full Service Departments:**

- ✓ Skin & Fender Replacements
- ✓ Full Trailer Re-wires/Repairs
- ✓ Axle & Brake Maintenance

### **Full Parts Departments:**

- ✓ Weight Distribution Kits
- ✓ E-Track | D-Rings | Tie-Downs
- ✓ Cabinets | Locks | Wheel Chocks
- ✓ Spare Tire Mounts | Electric Tongue Jacks
- ✓ Receiver & Brake Controller Installations
- ✓ RB Components | Ride Rite Air Bags

**Authorized Repair Facility for Pace, Interstate,  
Optima, Great Northern and Eagle Trailers.**



## **Memo #10, December 2007**

Return undeliverable mail to:

413B 19th St PMB 337  
Lynden, WA 98264