



# ICSCC Memo #9—October 2013

The Official Publication of the  
International Conference of Sports Car Clubs

## In This Issue:

- Proposed Rule Changes for 2014
- Annual Meeting & Banquet Reservation Info, November 9
- Cascade Enduro Information, October 19

## From the President

With the last championship race completed and all the class winners decided, it is time to turn our attention to the season-ending Enduro and the Annual Banquet. It is my hope that everyone will plan to attend the Annual Banquet so that those deserving souls can be given a proper congratulation. I would like to have each class winner say a few words and maybe thank all those who contributed to their success. This should make the evening very interesting. I have only one request: No lengthy speeches, 2 minutes or less, if you please.

Each club will be voting on the proposed rule changes in October/early November, so remember to attend that meeting and cast your vote. If you want to be heard, you need to vote. Don't let 10% of your club members decide your fate! Your vote is important, show up and be heard.

As this year rapidly comes to a close, I must ask for your assistance. Several positions will need to be filled for the 2014 season. The positions are: Assistant Steward (two year term) & Assistant Steward (Tech, one year term). Each member of Conference should consider volunteering for a position sometime in your racing career. Consider it as giving back to the organization that has allowed you the opportunity to enjoy your passion for racing. Maybe 2014 is your give back year. I have thoroughly enjoyed my time as President.

Conference has been blessed with dedicated volunteers that brave the elements so that our drivers can pursue their passion for racing. We need to increase our core of volunteers so that racing can continue in the future. I have had several discussions with drivers and workers about how to build our core group. Although there is no clear path forward, one consistent message is that we need to find a way to get new people involved that have a desire to be near the action. My request to everyone is talk to your friends; find out if they would be interested in volunteering for a day at the race track. Let the ROD and the Chief of Flags do the rest. Most races require 30 volunteers (minimum) to make the show happen. It would be great to see three people at each station. Let's find a way to make it happen in 2014.

Come out and support your club and Conference.

See you at the track,  
Dave Bennitt



# ICSCC Officials 2013

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

President	David Bennitt president@icscc.com	14023 Bear Creek Road NE	Woodinville WA 98077	425-869-2868
Vice President	Dick Boggs vice_president2@icscc.com	13749 97th Avenue NE	Kirkland WA 98034	425-823-4883
Vice President	Linda Heinrich vice_president@icscc.com	P.O. Box 1977	North Plains OR 97133-1977	503-647-5399 res 503-647-5389 fax
Vice President	Kevin Skinner vice_president3@icscc.com	25141 53 <sup>rd</sup> Avenue	Aldergrove BC V4W 1T1 Canada	604-856-8957 res 604-230-6084 cell
Secretary	Lynn Coupland secretary@icscc.com	5670 SW Menefee Drive	Portland OR 97239	503-246-3511 res 503-701-3547 cell
Treasurer / Advisor	Dan Heinrich treasurer@icscc.com	P.O. Box 1977	North Plains OR 97133-1977	503-647-5399 res 503-310-6610 cell 503-647-5389 fax
Race Steward	Terry Overdiek steward@icscc.com	16785—85A Avenue	Surrey BC V4N 5A6	
License Director	Scott Faris license_director@icscc.com	22505 SW 104th	Tualatin OR 97062	971-207-8325 cell
License Registrar	Debbie Morton license_registrar@icscc.com	7931 111th Avenue NE	Lake Stevens WA 98258	360-659-7396 tel & fax
Sound Control	Albert Manson sound@icscc.com	11609 55 Avenue E Apt 204	Puyallup WA 98373	253-307-7588
Memo Editor	Karen McCoy memo@icscc.com	13702 SW Hall Boulevard, #4	Tigard OR 97223	503-730-9007 cell
Website	Steve Adams admin@icscc.com	18916 197th Avenue NE	Woodinville WA 98077	425-260-5474
Race Officials Div.	Ann Peters rod_director@icscc.com	10952 McAdam Road	Delta BC V4C 3E8 Canada	
Points Keeper	Chuck Hurley points@icscc.com	16025 Cascade Lane SE	Monroe WA 98272	
Medical Officer	Doug Jennings medical@icscc.com	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 insurance@icscc.com	11911 E Empire Ave #E2	Spokane Valley WA 99206	509-230-0929 res 509-466-4776 fax
Historian	Gerry Frechette historian@icscc.com	2355 West 7th Avenue	Vancouver BC V6K 1Y4 Canada	604-734-4721 tel & fax
PR North / South	POSITIONS OPEN			
Banquet Facilitator	Peggy Ann Walker banquet@icscc.com	13565 SW Tualatin Sherwood Rd	Sherwood OR 97140	503-913-7987 cell 503-537-9103 bus
Banquet Support	Holly Remington banquet2@icscc.com	9536 SE Winsor Drive	Milwaukie OR 97222	503-376-9090 503-714-9974 fax

The ICSCC Memo is a publication of the International Conference of Sports Car Clubs. The ICSCC Memo and its contents in entirety are copyright by the International Conference of Sports Car Clubs. Any reproduction by any means, electronic or mechanical, without the express written permission of the International Conference of Sports Car Clubs is prohibited. The ICSCC Memo accepts written comments subject to ICSCC policy limitations but will not be held responsible for the content of such letters. Letters may be published, at Editor's discretion, only if submitted with the author's name, address, and phone number. The ICSCC Memo is printed in the USA by Lithtex Printing Solutions, Hillsboro, OR. Editor: Karen McCoy, 13702 SW Hall Boulevard, #4, Tigard OR 97223, 503-730-9007. The publisher reserves the right to reject any paid or unpaid advertisement.



## **ICSCC AWARDS BANQUET**

**NOVEMBER 09, SEA TAC MARRIOTT  
TICKETS: \$50.00**

**~UPBEAT AWARDS AND ACKNOWLEDGEMENTS**

**~GOURMET MEAL, CHOICE OF MEAT OR FISH**

**~DOOR PRIZES**

**~DANCING**

**~DISCOUNTED ROOM RATE: \$94.00**

**\*MUST RESERVE BY OCTOBER 18<sup>TH</sup>**

**~REGISTER BY NOVEMBER 01 ON [MOTORSPORTREG.COM](http://MOTORSPORTREG.COM)**

**SEND CHECK TO: KRIS BENNITT  
14023 BEAR CREEK ROAD,  
WOODINVILLE, WA. 98077**

# STEWARD

And then there was one! What a great season it has been! Personally, I'm amazed it's almost over, wish the off season went this fast!

I must say I'm looking forward to our season finale at The Ridge. This promises to be an amazing event, it's already close to 100 entries and we're still a month away. I'm confident that Jason Vein and his IRDC crew will put on a great weekend.

So, we are still in need of a Stewarding Team for next season. If you have any interest in learning more about our sport, meeting people, improving your public speaking skills, and enjoying our sport from a completely different perspective, then this position is for you! Yes, it is a daunting commitment, but honestly I wouldn't trade the last two years for an overall win at the October Enduro!

Although we are almost at the end of the season, I would like to address the two most common infractions I have dealt with over the past two years:

**PASS UNDER YELLOW/ RED/ BLACK FLAG** – The first time I received a report that a driver had passed under a full course black I was shocked! People don't do that, do they? Even after writing countless tickets for passes under yellow, red and/ or black flag conditions, I still feel a certain level of disbelief. This is one of our most important regulations! It is there to provide safety for our corner marshals and our fellow drivers. We will write you a ticket every time regardless of your rationalizations. In my opinion, it is also the simplest to follow! All you have to do is glance at the turn station! Make it

part of your on track procedure, mirrors, gauges, corner station, entry point, apex, exit point.....next turn station and repeat! When we are racing we are absorbing a ton of input from all of our senses. We all need to train ourselves to make the corner stations part of that!

**AVOIDABLE CONTACT** – It still surprises me how many of our drivers think that a little contact is acceptable. This is Club racing and we don't rub, nudge or bump each other. It's not what Conference is about. Do we race hard? Absolutely! Will there be racing contact? Possibly! However, dive bombing, intentionally spinning our competitors, over-driving our cars, pinching other cars off in corners, punting other cars out of anger! This is not what Conference is about! Clean, hard, door-to-door racing, leaving others on the track room to race, this is where the best races come from! Let's keep it clean out there.

And that's my rant for this month!

See you at the track,

Terry Overdiek  
2013 ICSCC Race Steward





# **38<sup>th</sup> ANNUAL 6 HOURS OF THE CASCADES & NWMES 2 HOUR FINALE**

**WHEN: SATURDAY, OCTOBER 19<sup>TH</sup>, 2013**  
**WHERE: PORTLAND INTERNATIONAL RACEWAY**  
**WHY: BECAUSE RACING IS FUN!!!**

ENTER ONE OR BOTH RACES. BOTH RACES WILL BE UTILIZING THE LEMANS STARTING PROCEDURE. COME AND EXPERIENCE THE CAMARADERIE OF TEAM RACING!!

**SCHEDULE:** PRACTICE: 9:30am – 11:00am  
NWMES 2 HOUR: 11:30am – 1:30pm  
6 HOURS OF THE CASCADES: 3:00pm – 9:00pm

**2 HOUR:** ONE OR TWO DRIVERS, MANDATORY TWO MINUTE PIT STOP,  
5 CLASSES TO CHOOSE FROM

**6 HOUR:** TWO DRIVER MINIMUM, 8 CLASSES TO CHOOSE FROM,  
PRIZE MONEY PAID TO CLASS WINNERS ( 25 CAR MINIMUM )

**2013 CHANGES:** \* Tire changes in pit lane are unlimited for all classes  
\* E0, E1, E2 class cars may start the race with 15 gallons of fuel and may add 15 gallons of fuel per pit stop ( using standard 5 gallon cans ). E3 & E4 classes are still 10 gallons.  
\* Two unlimited classes: EUO – Over 2500cc & 13B rotary engines  
EUV – 2500cc & under & 12A rotary engines

**\*\*Oral auction at Saturday's Drivers Meeting – Item: 2014 Cascade 6 Hour Enduro Entry\*\*  
Benefitting the North Portland Kenton Neighborhood Association**

Registration is available on motorsportreg. After the primary driver has signed up, co- drivers may sign up on motorsportreg. Note: With several different entry options, not all entries can be completed on motorsportreg. For entries that cannot be completed on motorsportreg, contact the race registrar or race chairman who will be able to complete your registration for you. Also, to help us in assigning pit spaces, please let us know if you will be sharing or are able to share your pit stall – as in you will only need the pit space for one of the two races and who you will be sharing with so that we can maximize the space we have.

<b>ENTRY FEES:</b>	<b>6 HOUR ONLY NON MEMBER</b>	<b>\$695.00/TEAM</b>
	<b>6 HOUR ONLY MEMBER</b>	<b>\$670.00/TEAM</b>
	<b>2 HOUR W/6 HOUR ENTRY</b>	<b>\$150.00/TEAM</b>
	<b>2 HOUR ONLY</b>	<b>\$250.00/TEAM</b>

Additional information and rules available at [icscc.com](http://icscc.com) and [cascadesportscarclub.org](http://cascadesportscarclub.org)

## LICENSE DIRECTOR

In our last episode, the determined Team Novice had scored 36 upgrades to Area Road Racer, joining the ranks of the senior team out on the grid. With the end of the summer break, the team resumed its press for the coveted competition license at the Cascade Dash for Kids.

At that race, which doubles as a fundraiser for Doernbecher Children's Hospital and Take Action, which supplies intercity school kids in the Portland/Vancouver metro area with backpacks full of food, we had another 7 NCW entries and one Observation driver. Following the novice and senior races, we added another ARR upgrade and 3 IRR upgrades including our Observation driver.

A few weeks later saw Team Novice descending upon our maple leaf partners in Mission, BC. What a beautiful and fun place Mission, British Columbia, is. I love going there, and this year my fabulous wife, Carol, was able to join me. She and racer spouse friends Connie Tripp and Lisa Dunning got to do some exploring around the area in addition to hanging at the track. If you have never been to Mission I strongly recommend it.

The Conference novices were joined by a number of other drivers working through the CACC novice program. All told, we had about 12 novices at the three-race Labour Daze event (official numbers have not been posted as of this writing) from which 4 new ARR racers emerged. We also had 2 IRR upgrades during the long weekend as well as several CACC drivers who completed their program concurrent with Conference drivers.

Our total number of ARR upgrades to date this year is 40 and I am proud of each of them. The class of 2013 is a very welcome addition to the life blood of Conference

racing. We aren't finished yet, with one more race to go at The Ridge on September 28. But we have graduated so many new racers that there were no novices left to run the last Mission race on September 2. I guess that is a good problem to have though.

Before I leave the topic of the Labour Daze weekend, I want to acknowledge the much appreciated assistance of Charles Hurley, Raymund Torres, Al Harvey, Larry Bell and Scott Schobert for racing with the novices. In addition to these 5 senior racers, Tracey Pearson and Colin Hanson also volunteered to run with the novices on Memorial Day, but as noted above, we ran out of novices for that race. All these senior drivers' participation exemplifies the excellent people of Conference racing who make this such a fun and rewarding place to enjoy our motorsport passion. Thank you on behalf of all Conference racers and officials!

As I said last month, congratulations to all new and returning drivers for making it this far and I encourage those who are still in the process to push on with the final race entry, work requirements, and senior driver interviews. It's not too late to polish your novice resume either. I haven't chosen a Novice of the Year yet, but the list is getting short.

Scott Faris  
License Director





An article of interest from our Race Steward

Date: September 13, 2013

To: SFI Member/Affiliate Sanctioning Bodies, Consumers, and Manufacturers

From: SFI Foundation, Inc.

**Notice of Counterfeit SFI Labels on Suits and Gloves sold by Shayan International/Fast-N-Cross (FNX)**

---

Please note that SFI has found several products (suits, gloves) sold by Shayan International under the name Fast-N-Cross or FNX which bear counterfeit SFI labels stating that the manufacturer certifies that their products meet the applicable SFI Specs. SFI obtained examples of some of these products and determined through testing that they DO NOT meet the performance requirements of the SFI Specs.

These products have NOT been submitted for certification by the manufacturer and it has been determined that they do not comply with SFI Spec 3.2A for Driver Suits or SFI Spec 3.3 for Driver Accessories. It should be noted that for any spec program, certification that products meet the minimum standards is made by the submitting manufacturer. Products are NOT certified, endorsed or approved by SFI.

The non-compliant products are shown below, along with other examples of counterfeit labels brought to SFI's attention. Complicating the identification of these items is the fact that there are no manufacturer-identifying markings on the products. Necessary measures should be taken to ensure that items purchased from this source are not allowed to be used where compliance with the relevant SFI Specifications are required. Please contact SFI with any concerns or inquiries about questionable product.

Top and bottom of gloves, inside and outside (note palm leather does not have fire resistant inner layer as required by SFI Spec 3.3):



15708 Pomerado Road, Suite N208, Poway, CA 92064 • (858)451-8868 FAX# (858)451-9268  
website: [www.sfifoundation.com](http://www.sfifoundation.com) email: [sfi@sfifoundation.com](mailto:sfi@sfifoundation.com)



Counterfeit SFI 3.3/5 Glove label. Label shown is incorrect size and different material:



Counterfeit SFI 3.2A/1 Label (incorrect font and different material) on Shayan/FNX single layer suit (photo shows test swatches cut from suit):



15708 Pomerado Road, Suite N208, Poway, CA 92064 • (858)451-8868 FAX# (858)451-9268  
website: [www.sfifoundation.com](http://www.sfifoundation.com) email: [sfi@sfifoundation.com](mailto:sfi@sfifoundation.com)

Page 2 of 3





Counterfeit SFI 3.2A/5 Labels on Shayan/FNX double layer suit (one located on each sleeve, incorrect font and different material):



Example of a counterfeit label obtained by SFI (not attached to any suit). Note incorrect blue color, font, and wrong material:



15708 Pomerado Road, Suite N208, Poway, CA 92064 • (858)451-8868 FAX# (858)451-9268  
website: [www.sfifoundation.com](http://www.sfifoundation.com) email: [sfi@sfifoundation.com](mailto:sfi@sfifoundation.com)

**ICSCC CONTEST BOARD RULE CHANGE PROPOSALS**  
**Proposals for Championship Season 2014**

YES	NO	Item #	Page #	Club	Section/ Jurisdiction	Proposal
		1	12	IRDC	E/C 308C.	For an IRR licensed driver to retain his/her competition number in each race group, he/she must apply annually for his/her competition license on or before March 1 of each year and enter a minimum of one (1) ICSCC Championship Race in that race group <del>during that year, and</del> <u>work as a volunteer at least ½ day in any position with any member club of ICSCC, during that year.</u> ICSCC Officials who may not race due to their position(s), the Race Steward and, if he/she chooses not to race, the Assistant Race Steward, need not comply with this rule for so long as they hold office, but must submit a License Application on or before March 1 the year following their last year of service as an official in order to retain their competition number.
		2	17	IRDC	E/C 415.	Add for clarity <u>Pregrid personnel including a Chief of Pregrid are to be provided by, and be under the direction of, the Race Chairman.</u>
		3	17	IRDC	E/C 417.	Pace car personnel. <del>The sponsoring club</del> Race Chairman shall provide and manage a pace car, driver and observer at all times when cars are on track for a scheduled race. The pace car.....
		4	18	CSCC	C 502B.	<del>19/lower = 4 DNF = 3 POINTS DNS = 1 POINT</del> 19 = 4 20/lower = 3 All driver's positions count in the awarding of points, but non-ICSCC driver points are not allowed. <u>DNF/DNS score a maximum of 10<sup>th</sup> place points (pole points would be in addition). Number of laps completed determine position for DNF's. DNF's that score the same number of laps will receive equal points. All DNS's score the same number of points based on the number of cars in class.</u>

5	25	TC	E/C 702 A	<p>Where there are seven (7) or less ICSCC championship points events scheduled for an ICSCC championship points race, the length of each event shall be scheduled to be no less than thirty (30) minutes, provided however, that the length of events at Pacific Raceway shall be scheduled to be not less than twenty-five (25) minutes. <u>Novice races shall be scheduled to be not less than twenty-five (25) minutes.</u> Race events may, at the organizers discretion, be scheduled for a minimum of twenty minutes in cases where there are eight or more championship points race events within a race program. Race events scheduled for less than thirty minutes will be published in the race announcement. Any schedule changes made during the race weekend will be announced at the driver's meeting.</p>
6	25	TC	E/C 702 A	<p>Where there are seven (7) or less ICSCC championship points events scheduled for an ICSCC championship points race, the length of each event shall be scheduled to be no less than thirty (30) minutes, provided however, that the length of events at Pacific Raceway shall be scheduled to be not less than twenty-five (25) minutes. <u>Novice races shall be scheduled to be not less than twenty-five (25) minutes.</u> Race events may, at the organizers discretion, be scheduled for a minimum of twenty minutes in cases where there are eight or more championship points race events within a race program. Race events scheduled for less than thirty minutes will be published in the race announcement. Any schedule changes made during the race weekend will be announced at the driver's meeting.</p>
7	26	TC	E/C 703 E	<p>The race groups will be set by the Executive Board at each Fall Meeting. The order of the race groups for the event, as designated under 703 (D) &amp; (E), shall also be published in the race announcement. With prior approval of the Race Steward, the Race Chairman may split and/or combine the race groups to maintain size of grid. Formula or Sports Racing cars may not be combined with Production, IT, or GT class cars, except that Novice Race Groups can be combined at the License Director's discretion where scheduling and/or group size considerations dictate. <u>Novice races are not considered as championship race groups and are not subject to the rotation order defined in 703 D.</u></p>

	8	26	TC	E/C 703 E	<p>The race groups will be set by the Executive Board at each Fall Meeting. The order of the race groups for the event, as designated under 703 (D) &amp; (E), shall also be published in the race announcement. With prior approval of the Race Steward, the Race Chairman may split and/or combine the race groups to maintain size of grid. Formula or Sports Racing cars may not be combined with Production, IT, or GT class cars, except that Novice Race Groups can be combined at the License Director's discretion where scheduling and/or group size considerations dictate. <del>Any club that puts on three or more races may have one race without Novice Open Wheel. No more than two races in succession can be run without Novice Open Wheel. Races that do not have Novice Open Wheel must be declared at the Spring Executive Board meeting so that they can be so noted in the published race schedule for the coming season. Club race announcements must also declare that no Novice Open Wheel race will be held. At least one novice race is required per championship race weekend, and two novice races are required for a triple race weekend.</del></p>
	9	27	TC	E/C 706 A	<p>Drivers Meetings. There shall be a minimum of one mandatory Drivers Meeting held 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. There shall be a minimum of ten minutes between the end of the drivers meeting and the 5-minute warning for the first race group. <u>If there are multiple mandatory drivers meetings during a race weekend, a driver is only required to attend one of these.</u></p>
	10	27	STEWARD	E/C 707.	<p>All cars will be called to an area designated pre-grid (false grid) for the purpose of placing each car in its proper starting position. If the cars are unduly delayed in being called to the grid, drivers shall be given adequate warning as to when the race will begin. All cars must be on pre-grid by the 5 minute warning. Any car failing to arrive at pre-grid before the 5 minute warning shall lose its grid position and be placed at the back of the grid.</p>

				<p>unless said car competed in the race immediately preceding. A car competing in back-to-back races will be allowed to grid in its qualified grid position any time up to the 1 minute warning, after which time it must be placed at the back of the grid. The 5-minute warning cannot be given earlier than 5 minutes before the scheduled race start unless stated in the Race Event Supplemental Regulations and published in the race schedule.</p> <p>No engines may be running on pre-grid between the 5 minute warning and the 1 minute warning, except for practice and qualifying. <u>At the 1 minute warning the pregrid area must be cleared of all support personnel. Any race car being worked on after the 1 minute warning will lose it's grid position and be released at the back of the grid. At the 1 minute warning, all cars must start with their on-board starter (auxiliary power sources OK) on pre-grid. Cars failing to start ...</u></p>
11	40	CSCC	E 1105.B	<p>Expiry. Systems meeting SFI specifications include at least one label bearing the date of manufacture. <del>The certification of these belts expires after two years. These belts shall not be used after the expiration date of the SFI certification. For example, a belt manufactured in May 2009 shall not be used after May 31, 2011. The certification of these belts shall expire on December 31 of the 2<sup>nd</sup> year after the date of manufacture. For example, a belt manufactured in May 2010 shall not be used after December 31, 2012.</del> Systems meeting FIA specifications must have all belts labelled with their date of expiration, and these belts will expire on the last day of the year indicated on their labels.</p>

	12	52	CSCC	E/C 1305.B.2	<p>Class A <del>450cc and up</del></p> <p>B <del>2002cc through 4500cc</del> <u>2001cc and up</u></p> <p>C 1601cc through 2000cc</p> <p>D 1301cc through 1600cc</p> <p>E 1001cc through 1300cc</p> <p>F 1000cc and below</p> <p>The primary CR spec tire is the Hoosier R6. <del>Shaving of the Hoosier R6 is allowed. Grooving of the Hoosier R6 is not allowed. The Proxes R888 is the designated CR rain tire. Circumferential straight line grooving of an unshaven Proxes R888 tire is allowed. The permitted tire sizes are either 185/60R13 or 205/55R14 for the Hoosier R6 and the Proxes R888. It is permitted to use the Proxes R888 tire as a dry racing tire. The primary CR spec tire is the Hoosier R6 with the tire size of P185/60ZR13 or P205/55ZR14. The Hoosier H2O tire is the designated CR rain tire with the tire size of P185/60R13 or P205/55R14. Shaving of the Hoosier R6 or the Hoosier H2O tire is allowed. Tire grooving is not allowed. It is permitted to use the Hoosier H2O tire as a dry racing tire. Front fender modification is permitted to allow clearance for the 14" Hoosier tires.</del></p> <p><u>The use of the previous spec tire Toyo Proxes RA1 185/60R13 and 205/55R14 is allowed. Grooving of the Proxes RA1 is not allowed. Shaving of the Proxes RA1 is allowed. The use of the previous spec tires Toyo Proxes RA1 and Toyo Proxes R888 are allowed in the tire size of 185/60R13 or 205/55R14. Toyo tires manufactured after 2012 are not allowed. Shaving of the Toyo Proxes RA1 and Toyo Proxes R888 is allowed.</u></p>
13		59 - 60	CSCC	C 1314.B.2	

14	68	IRDC	C 1315.B.10. BATTERY (a)	<p>The battery may be located in the stock location or in the passenger side storage compartment well no further rearward than 23" behind the passenger side outer rear seat mount. If the battery is located in the driver/passenger compartment, wet cell batteries shall be in a nonconductive container. All batteries shall be attached securely <u>with a metal battery hold down</u> and independently of any container. The battery may be any commercially produced 12 volt automotive battery providing that it is capable of starting the car. <del>The battery must be of the same type (type 24 or 24F) size, and voltage as originally equipped and may not be modified. The battery must be securely held with a metal battery hold down.</del></p> <p>The positive battery terminal shall be covered. The positive terminal on the starter solenoid shall be covered.</p>
15	69	IRDC	C 1315.B.16. Differential (a)	<p><u>(b)</u></p> <p><u>Thicker rear axle bearing retainer plates may be used. They can either replace the existing plate or an additional slip-on plate can be used. The plate must continue to have 3 mounting holes. The plate can perform no other function.</u></p>
16	70	IRDC	C 1315.B.19. (e)	<p>Rear Watts linkage may not be modified. However, <u>the Watts link pivot bracket may be reinforced using Mazdatrix MZ-1-WATTI or a similar double shear arrangement. The only purpose of the reinforcement will be to prevent the loss of control due to pivot bracket breakage. The Watts link axle pivot shall not be moved nor will the geometry of the Watts linkage be changed. The pivot bracket bushing will remain stock.</u></p>
17	73	IRDC	C 1316.B.5. (a)	<p><u>...Removal of material (lightening) beyond the minimum to accomplish this task is prohibited. Head studs may be used in place of the OEM stretch head bolts, provided the studs perform the same function as the head bolts. All engine components not otherwise listed in these rules shall meet factory specifications for stock parts.</u></p>

18	77	IRDC	C 1316.B.12 (e)	<p>Engine, transmission, and rear differential mounting material is unrestricted. Drive train mounts of alternate material and design may be used, but there can be no change to the engine's fore, aft, rotational or vertical location from stock. Drive train mounts must attach in their stock location using the stock mounting brackets. <u>With the exception of the transmission brackets as outlined herein, the brackets may not be modified to permit use of an alternate mount. An alternate transmission mounting bracket may be used in the event the rear factory mounting tabs have been broken off, provided the alternate mounting bracket maintains the stock position and configuration of the transmission and serves no other purpose.</u></p>
19	78	IRDC	C 1316.B.14	<p>The PRO-3 spec tire is Toyo Proxes RA1 or RR, and must be one of the following sizes: 225-50/14, 225-45/15 or 225-50/15. Shaving of the spec tire is allowed. <del>The R888 is permitted to be used through the 2013 season to use up existing stock.</del></p>
20	80	TC	E 1322	<p>Honda Challenge 4. This class shall compete under current year NASA rules with the exception of NASA required safety equipment. Current year ICSCC Competition Regulations, Section 11 - Technical and Safety Inspections shall apply to all vehicles and competitors of this class. <u>If the spec tire changes, the previous seasons spec tire will remain legal for the following race season.</u></p>
21	80	IRDC	C 1323.	<p>Club Spec Miata (CSM). <del>Showroom Spec Miata vehicles shall conform to SGA-GCR Section 17 - Automobiles and Section 17.1.3, Showroom Stock, with the exception of the following restrictions or specifically the only allowed modifications.</del> These rules are not intended as guidelines or suggestions and they will be vigorously enforced. All permitted components / modifications below shall not perform any additional function or purpose other than the original part.</p>
22	80	IRDC	C 1323.A	<p>1994 - 1995 1800 cc cars must use a 47.45 mm throttle restrictor. <u>Mazdaspeed, Part # 0000-06-9947 0000-06-9945.</u></p>



23	81	IRDC	C 1323.B.1.	<p>Engine</p> <p>1. <del>Stock only, per SCCA GCR. A fellow GSM entrant in the same event may only claim the engine for direct replacement value from Mazda Competition Parts. Part # B619-02-0300 for 1600cc, currently \$1950.00. Part # BPE8-02-0300 for 1800cc currently \$1950.00 minus front timing belt cover. Also the claimer must also pay an additional \$750.00 US dollars to cover labor, freight, etc.</del></p> <p>(a) <del>The engine can only be claimed within the 30 minutes after the completion of the GSM Race.</del></p> <p>(b) <del>A claim fee of \$50 US dollars must be presented with a written claim form, to the Race Steward.</del></p> <p>(c) <del>The claim amount must be paid in full with certified funds within 24 hours.</del></p> <p>(d) <del>Engine must be available for pick up within 7 days.</del></p> <p>(e) <del>The competitor and his/her claimed engine will be able to compete and complete in said race weekend.</del></p> <p>(f) <del>Claimed engine cannot compete in any following ICSCC race in the car from which it was removed/claimed.</del></p>
24	81	IRDC	C 1323.B.1.	<p>2. <u>1. Engine ECU must be stock. It must not be repaired, remanufactured, altered or re-soldered.</u></p>
25	81	IRDC	C 1323.B.2	<p><u>The Mazdaspeed motor mount, part NAY1-39-040 is allowed.</u></p>
26	82	IRDC	C 1323.E.3.	<p>3. <u>Any adjustable mechanical fuel regulator may be used. It must not be mounted or adjustable in the cockpit.</u></p>
27	82	IRDC	C 1323.I.1	<p>I. Differential</p> <p>1. <u>1990 thru 1997 Miata's</u></p> <p>1600 cc. <u>The OEM open differential may be replaced with:</u></p> <p>(a) <u>OEM viscous limited slip maintaining stock gear ratio.</u></p> <p>(b) <u>Mazdaspeed LSD. Part # QN10-64-A00 maintaining stock gear ratios.</u></p> <p>(c) <u>The 1990-1993 Miatas may convert to the 1994-2005 differential housing and the 4-3 differential gear.</u></p>

					<p><u>1. Ratio from the 1999-2005 model years: (a) Any 1990 thru 2005 Miata 4.10 or 4.30 factory ratio may be used as long as it fits in an unmodified stock housing. The original 1990-1993 model rear suspension uprights must be retained. Any limited slip, locker, or welded differential may be used as long as it fits into an unmodified stock housing.</u></p> <p><u>2. 1800 cc: The OEM open differential may be replaced with:</u>  <u>(a) OEM torsion limited slip maintaining stock gear ratio:</u></p> <p><u>2. 1800 cc: The OEM open differential may be replaced with:</u>  <u>(a) OEM torsion limited slip maintaining stock gear ratio: Any limited slip, locker, or welded differential may be used as long as it fits into an unmodified stock housing.</u></p> <p><u>(b) May be replaced with a 4.3 differential gear ratio from the 1999-2005 model years.</u></p> <p>d) Eibach Sway Bar Kit  1. 1600 cc: Front Bar 24 mm adjustable / Rear Bar 15 mm adjustable  Part # 0000-04-5302-EB  2. 1800 cc: Front Bar 27 mm non-adjustable / Rear Bar 15 mm adjustable  Part # 0000-04-5302-EB  or Front Bar 24 mm adjustable / Rear Bar 15 mm adjustable  Part # 0000-04-5302-EB</p> <p><u>Limited year production Mazda speed Part # 8AN2-32-280 tie rod end is illegal.</u>  <u>All cars 1990-1997 are permitted to use the "R" model tie rod ends part # N021-32-280A.</u></p>
28	83	IRDC	C 1323.I.2		
29	83	IRDC	C 1323.I.2.		
30	83	IRDC	C 1323.J.1 (d)		
31	83	IRDC	C 1323.J.6		

	32	84	IRDC	C 1323.J.(8)	<p>Cars may use the Fat Cat Motorsports bump stop kit (p/n FCM-MT-KIT-SM) or the unmodified Mazdaspeed bump stop (p/n 0000-04-5993AW) in conjunction with the 1999-up stock upper mount assembly consisting of the upper mount (p/n: NC10-28-340C), the upper mount bushing (p/n: NC10-28-776) and the upper mount washer (p/n: NC10-28-774), and shock body spacer over the shock shaft (p/n 1234-56-789-AW). All other OEM upper mounting hardware shall be discarded. Non-OEM equivalents may be used in place of the upper mount, upper mount bushing, and upper mount washer only. No other modifications are allowed.</p>
33	84	IRDC	C 1323.L.2	<p>2. The required tire is the Toyo Proxes RA1 or R888 RR 205-50-15</p>	
34	109	TC	E/C 1501 C.3	<p>A one-lap penalty will <u>may</u> be assessed for a flagrant-violation of the yellow flag rule.</p>	



## PENALTY BOX

### **Race #10, August 10-11, Cascade Sports Car Club, PIR**

#### Group 1 - Race

Car #208 – DQ, \$50 Fine – Avoidable Contact

#### Group 2 – Race

Car #451 – DQ – Under Weight

Car #460 – DQ - Failed to report to scales

#### Group 3 – Race

Car #6 – Loss of race lap, \$50 Fine – Avoidable Contact

#### Group 4 – Race

Car #428 – DQ - Failed to report to scales

#### Group 5 – Race

Car #752 – Loss of race lap, \$50 Fine – Pass Under Yellow Flag

Car #753 – Loss of race lap, \$50 Fine – Avoidable Contact

### **Race #11, August 31-September 1, SCCBC, Mission Raceway**

#### Group 2—Qualifying

Car #227 – DQ - Underweight

#### Group 2—Race

Car #719 – DQ - Underweight

Car #765 – Loss of lap, \$50 Fine – Avoidable Contact

Car #776 – Loss of lap, \$50 Fine – Avoidable Contact

#### Group 4—Qualifying

Car #98 – Loss of fast lap, \$50 Fine – Pass Under Black Flag All

#### Group 4—Race

Car #717 – DQ - Failed to report to scales

#### Group 5—Race

Car #736 – DQ - Failed to report to scales

### **Race #12, August 31-September 1, SCCBC, Mission Raceway**

#### Group 1—Qualifying

Car #227 – DQ - Failed to report to scales

Car #478 – DQ - Underweight

#### Group 1— Race

Car #114 – Loss of Lap, \$100 Fine - Avoidable Contact

#### Group 2—Race

Car #43 – Loss of lap, \$50 Fine – Dangerous Driving

Car #711 – Loss of lap, \$100 Fine – Dangerous Driving

#### Group 3—Race

Car #66 – DQ - Failed to report to scales

#### Group 4—Race

Car #724 – Loss of lap, \$50 Fine – Pass Under Yellow

Car #782 – DQ - Failed to report to scales

#### Group 6—Race

Car #750 – DQ - Underweight

Penalty Box Continued on Page 21



## PENALTY BOX (Continued)

### Race #13, August 31-September 1, SCCBC, Mission Raceway

#### Group 1—Race

- Car #122 – Loss of lap, \$50 Fine – Avoidable Contact
- Car #702 – Loss of lap, \$50 Fine – Pass Under Yellow
- Car #714 – Loss of lap, \$50 Fine – Pass Under Yellow

#### Group 2—Race

- Car #776 – DQ – Failed to report to scales

#### Group 4—Race

- Car #731 – DQ – Failed to report to scales
- Car #737 – DQ – Failed to report to scales

#### Group 5—Race

- Car #719 – DQ, \$100 Fine – Dangerous Driving

If my friends jumped off a bridge, I wouldn't jump with them.

I'd be at the bottom waiting to catch those idiots.



Race Registrars: 2013	Race Chairmen: 2013
<b>CASCADE SPORTS CAR CLUB:</b> Gail Fetterman 2902 NE 151st Avenue Portland OR 97230-4517 Tel: 503-251-0015 Email: gailfetterman@comcast.net	<b>CASCADE SPORTS CAR CLUB:</b> Kai Keliikoa 9009 NE 164th Avenue Vancouver WA 98682 Tel: 360-891-8152 Email: kai@dickhannah.com
<b>INTERNATIONAL RACE DRIVERS CLUB:</b> Kristi Bennitt 14023 Bear Creek Road NE Woodinville, WA 98077 Tel: 425-864-5412 Email: kbennitt@seattleva.net	<b>INTERNATIONAL RACE DRIVERS CLUB:</b> Jason Vein PO Box 944 Bellevue WA 98009 Tel: 425-614-9500 Email: cjasonvein@gmail.com
<b>NORTHWEST MOTORSPORTS:</b> Susan Coffin 3508 S Adams Road Veradale WA 99037 Tel: 509-926-2290 / Fax: 509-928-0704 Email: registrar@northwestmotorsports.org	<b>NORTHWEST MOTORSPORTS:</b> Jay Sharp 1625 S Royal Street Spokane WA 99224 Tel: 509-710-5755 Email: racechairman@northwestmotorsports.org
<b>SPORTS CAR CLUB OF BC:</b> Marc Ramsay  Tel: 604-816-6272 - No calls after 8:00 pm Email: registrar@sccbc.net	<b>SPORTS CAR CLUB OF B.C.:</b> Irene Chambers 8361 Melburn Court Mission BC V2V 7B3 Canada Tel: 604-854-5797 Email: gikdf@telus.net
<b>TEAM CONTINENTAL:</b> Valorie Starr 36801 SE Proctor Road Boring, OR 97009 Tel: 503-668-6998 Email: raceregistrar@teamcontinental.com	<b>TEAM CONTINENTAL:</b> Peter Belfanti 3338 SW 153rd Drive Beaverton OR 97006 Cell: 503-803-6627 peterbelfanti@yahoo.com

## 2013 ICSCC Event Schedule

<u>Date</u>	<u>Event</u>	<u>Club</u>	<u>Location</u>
January 12	ICSCC Spring Meeting	All	SeaTac Marriott
March 9	RATS Meeting	All	SeaTac Marriott
March 23-24	Driver Training	VMSC	Western
March 29	HPDE	IRDC	Bremerton
March 30	Driver Training	CSCC	PIR
April 6	Driver Training / Test & Tune	IRDC	The Ridge
April 7	Enduro (6-Hour)	IRDC	The Ridge
April 26	Driver Training	CSCC	PIR
April 27-28	Race #1 (rotn 4)	CSCC	PIR
May 10	Test & Tune	IRDC	PR
May 11-12	Race #2 (rotn 5)	IRDC	PR
May 24	Driver Training	TC	ORP
May 25-26	Race #3/4 (rotn 6/1) (Double)	TC	ORP
June 21	Driver Training	CSCC	PIR
June 22/23	Race #5 (rotn 2)	CSCC	PIR
June 29	Driver Training	IRDC	PR
July 11	Test & Tune	NWMS	SCR
July 12-14	Race #6/7/8 (rotn 3/4/5) (Triple)	NWMS	SCR
July 19	Test & Tune	IRDC	PR
July 20-21	Race #9 (rotn 6)	IRDC	PR
August 9	Driver Training	CSCC	PIR
August 10-11	Race #10 (rotn 1)	CSCC	PIR
August 30	Test & Tune*	SCCBC	Mission
August 31-September 1	Race #11/12/13 (rotn 2/3/4) (Triple)	SCCBC	Mission
September 6	Driver Training	CSCC	PIR
September 27	Test & Tune	IRDC	The Ridge
September 28-29	Race #14 (rotn 5)	IRDC	The Ridge
October 19	Enduros (2-hour & 6-Hour)	CSCC	PIR
November 9	ICSCC Banquet	All	SeaTac Marriott
November 9/10	ICSCC Fall Meeting	All	SeaTac Marriott

\* Event not sanctioned by ICSCC

## HELP WANTED

The Steward team has a couple of openings to be filled for 2014. We're still searching for a two-year Assistant Steward and a one-year (Tech) Assistant Steward.

These are important positions for Conference. If you're interested, please let Dave Bennitt or Terry Overdiek know.



## Classified Ads

**FOR SALE:** 1987 Mazda RX-7, Turbo II. Comp suspension (including no steer rear-end). Rebuilt tranny, Comp Clutch. Comp Seat, releasable steering wheel. Stripped but needs roll cage. \$3000.

Bill Hill bhill73@comcast.net, 360-357-7865

10/13

Sell Your Stuff Here

## Rainbow Action Imagery has photos of your car... see them on the internet!

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

Go to [www.gerryfrechette.zenfolio.com](http://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](mailto: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.

### 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](mailto: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: 1/11 means first issue of 2011; that ad will expire after issue #3 of 2011 (3/11). There are 10 issues per year.

## Memo Submission Schedule 2013

Deadline	Issue	Content
9/15/13	#9 October	Rule Change Proposals, CSCC Enduro, Banquet Announcement #2
11/15/13	#10 Nov/Dec	Final Approved Rule Changes, Invite to Bid Memo, 2014 License Application & Medical Forms



## Memo #9 October 2013

13702 SW Hall Blvd #4  
Tigard OR 97223

**Return Service Requested**

Printed in the USA

### Spring has sprung, fall has fell, summer is here and it is hotter than usual

It is always hot in a race car. And now there is a fast, efficient, and extremely cost-effective way to stay cool. Introducing the **TechKewl** hybrid sport cooling vest.

This vest uses Phase Change technology for longer and effective cooling. Worn under your driving suit, the vest keeps you cool for over 1-1/2 hours.

How it works: The vest has pockets for the Phase Change packets. They look like water packets but this material freezes solid at 58 degrees F! That means you can refreeze them in about 20 minutes just by throwing them into your ice chest.



These vests are so effective they are used by top Formula One teams such as Ferrari, McLaren and Red Bull.

With nothing to install in the car, and re-freezing in your ice chest right at the track, there is no reason to swelter in a hot car ever again.

Come by or call Armadillo Racing today and get cool in your car so you can focus on Winning.



#### More for you...

Complete Safety Equipment Packages (Suit, gloves, shoes, socks, balaclava) featuring OMP Suits (worn by the top Formula 1 drivers) with box quilting and functional features such as knit stretch panels for driving comfort. A Bell helmet (worn by the best drivers for over 50 years) or a lightweight HJC helmet will complete your package. We'll help you pick the right package that fits your needs and desires and will make you look so professional, your kids will want to take your picture to school to show their friends.

**Ask for our Free Report: How to Buy Exceptional Safety Equipment to Be Safe, Look Professional, and Feel Comfortable When You Go Racing.**

"Andy at Armadillo Racing runs his business like we all wish everyone did. If he doesn't have it, he will do his best to get it. He is knowledgeable about what he sells. Good old fashioned customer service." John Gardiner – Chevy Monza, Bonneville



On Track With All Your Racing Needs • 1-888-211-9129 • Toll Free USA and Canada • [www.armadilloracing.com](http://www.armadilloracing.com)