

**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. The <del>sponsoring club</del> <u>Race Chairman</u> shall provide and manage a pace car, driver and observer at all times when cars are on track <u>for a scheduled race</u> . 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	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.
	6	25	TC	E/C 702 A	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.
	7	26	TC	E/C 703 E	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) & (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>

	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. <u>At least one novice race is required per championship race weekend, and two novice races are required for a triple race weekend.</u></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 personel. 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.</u> 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 ...</p>
		11	40	CSCC	<p>E 1105.B</p> <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.</del> <u>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.</u> 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 — 4501cc and up</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>
	13	59 - 60	CSCC	C 1314.B.2	<p><del>The primary CR spec tire is the Hoosier R6. 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>

	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>(b)</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. <u>However, the Watts link pivot bracket may be reinforced using Mazdatrix <a href="#">MZ-1-WATT</a> 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>...Removal of material (lightening) beyond the minimum to accomplish this task is prohibited. <u>Head studs may be used in place of the OEM stretch head bolts, provided the studs perform the same function as the head bolts.</u> All engine components not otherwise listed in these rules shall meet factory specifications for stock parts.</p>

	18	77	IRDC	C 1316.B.12 (e)	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>
	19	78	IRDC	C 1316.B.14	The PRO-3 spec tire is Toyo Proxes <u>RA1 or RR</u> 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>
	20	80	TC	E 1322	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>
	21	80	IRDC	C 1323.	Club Spec Miata (CSM). <del>Showroom Spec Miata vehicles shall conform to SCCA 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.
	22	80	IRDC	C 1323.A	1994 - 1995 1800 cc cars must use a 47 <u>45</u> mm throttle restrictor. Mazdaspeed, <del>Part # 0000-06-9947</del> <u>0000-06-9945</u> .

	23	81	IRDC	C 1323.B.1.	<p>Engine</p> <p><del>1. Stock only, per SCCA GCR. A fellow CSM 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><del>(a) The engine can only be claimed within the 30 minutes after the completion of the CSM Race.</del></p> <p><del>(b) A claim fee of \$50 US dollars must be presented with a written claim form, to the Race Steward.</del></p> <p><del>(c) The claim amount must be paid in full with certified funds within 24 hours.</del></p> <p><del>(d) Engine must be available for pick up within 7 days.</del></p> <p><del>(e) The competitor and his/her claimed engine will be able to compete and complete in said race weekend.</del></p> <p><del>(f) 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</u>. Engine ECU must be stock. It must not be repaired, remanufactured, altered or re-soldered.</p>
	25	81	IRDC	C 1323.B. <u>2</u>	<p><u>The Mazdaspeed motor mount, part NAY1-39-040 is allowed.</u></p>
	26	82	IRDC	C 1323.E. <u>3</u> .	<p><u>3. 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> 1600 cc. The OEM open differential may be replaced with:</p> <p>(a) OEM viscous limited slip maintaining stock gear ratio.</p> <p>(b) Mazdaspeed LSD. <b>Part # QN10-64-A00</b> maintaining stock gear ratios.</p> <p>(c) The 1990-1993 Miatas may convert to the 1994-2005 differential housing and the 4.3 differential gear.</p>



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

	32	84	IRDC	C 1323.J.(8)	<p><u>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 equivalentents may be used in place of the upper mount, upper mount bushing, and upper mount washer only. No other modifications are allowed.</u></p>
	33	84	IRDC	C 1323.L.2	<p>2. The required tire is the Toyo Proxes RA1 or <del>R888</del> <u>RR</u> 205-50-15</p>
	34	109	TC	E/C 1501 C.3	<p>A <del>one-lap</del> penalty <del>will</del> <u>may</u> be assessed for a <del>flagrant</del>-violation of the yellow flag rule.</p>