INTERNATIONAL CONFERENCE

OF

SPORTS CAR CLUBS

2015
COMPETITION
REGULATIONS

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Bar beside paragraph indicates rule has changed since last year or is a new rule for this year.

C	Letter beside paragraph denotes
E	responsibility as designated
E/C	in Appendix O

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HOW THE CONFERENCE WORKS

E The International Conference of Sports Car Clubs, Inc. is an association of independent sports car clubs in the United States and Canada. It is a regulatory and administrative organization providing the basic guidelines for organized sports car racing in its membership area.

E It is the goal of Conference to supervise and regulate competition in accordance with the wishes of the majority of the Conference license holders.

E Clubs which sponsor and conduct races are represented on the ICSCC Executive Board, which deals with scheduling, general regulations, financial matters and basic Conference policy. All clubs are represented on the Contest Board. Member clubs are represented on the Executive Board. Both boards are responsible for racing regulations and car specification rules. The Executive Board designates which sections of the Competition Regulations are the primary responsibility of the Contest Board, the Executive Board, or a combination of the Contest Board and Executive Board. The Executive Board meets at least twice annually, in the spring and fall. The Contest Board meets once a year, at the Fall Meeting.

E Every Conference driver is represented in affairs of ICSCC through his/her club's representative on the Contest Board. Drivers are involved at the club level in formation of the meeting agenda, and representatives participate in Contest Board meetings under specific instructions which assure that their drivers' opinions are reflected in discussion and voting. Each club has one vote on the Contest Board for every driver licensed with the club.

E The President of Conference is elected every year at the Fall Meeting by the Executive Board. The incumbent is automatically nominated for a second term. The nomination and election meeting is held at a closed meeting of the Directors, immediately following the conclusion of all other business on the first day of the fall meeting. Any member club may nominate a candidate for President, which must be presented at the nomination and election meeting by an Executive Board Representative. The candidate must meet the requirements set forth in the Corporate By-Laws (Article III, Section 5 of the Policy and Procedures manual). If the By-Laws requirements are met and the candidate has been formally presented at the nomination and election meeting he/she will officially become a nominee. All nominees will be interviewed during the election meeting. At the conclusion of all interviews the Executive Board representatives will vote and the nominee with the most votes will become the next President of Conference. The chosen nominee will be announced as the incoming President at the ICSCC banquet. The official duties of the President can be found in section 3.1.2 of the Policy and Procedures manual. As an overview, the President's job is to coordinate all Conference business, appoint the necessary officers, preside over the Executive Board and generally expedite all Conference policies. (Spring 2010)

E The Race Steward is elected annually by the Executive Board. His/Her job is to provide consistent interpretations of the racing regulations. He/She polices the rules concerning participants and sees that consistency is maintained regarding procedures at the various race courses. He/She also chairs the Contest Board. His/Her tenure of office is one year.(Spring 2010)

E While this book is principally concerned with racing rules it also contains regulations which describe the organization of the Race Officials Division.

SECTION 1 – JURISDICTION

E **101.** These Competition Regulations become effective January 31 of the current year, and supersede all previous rules, bulletins and supplementary regulations.

E **102.** These Competition Regulations shall apply to every ICSCC sanctioned event.

A. Organizing member clubs conducting races may publish SUPPLEMENTAREGULATIONS provided that the supplemental regulations do not conflict with these Competition Regulations. In the event that a supplemental regulation conflicts with or changes the meaning or application of an ICSCC Competition Regulation, the supplemental regulation is deemed void.

B. EXCEPTION - LOCAL CONDITIONS: Where local conditions require that a supplemental regulation take precedence over an ICSCC Competition Regulation, the supplemental regulation will apply and be controlling, PROVIDED that the ICSCC Competition Regulation contains the language, "UNLESS PROHIBITED BY THE SUPPLEMENTAL REGULATIONS" (e.g. see Competition Regulation 709 and 1112).

E **103.** The Conference shall reserve the right to authorize and supervise automotive competitions and tests of any kind; to make and construe rules and to render decisions concerning them; to grant, refuse or withdraw licenses, sanctions and approvals; to assign and cancel dates for competitions; to appoint and rescind the appointment of officials; to impose and remove penalties for violations of these regulations; to establish rules for its own procedure; to do any and all things which, in its judgement, are conducive to the well-being of automotive competitions in its area of jurisdiction.

E **104.** ICSCC reserves the right, in an emergency, to make and implement emergency rulings and decisions which it deems necessary in order to properly conduct sanctioned races and events, and voluntary participation of any competitor in the race event constitutes that competitors recognition and acknowledgement of the absolute emergency powers of ICSCC.

E **105.** The Conference is not and does not desire or propose to establish a monopoly in automotive competitions. No person or club may be a member of it, or associate with it, or participate in its activities except of free will.

E **106.** The Conference reserves the right to affiliate itself with any national or international motoring association if it deems that such affiliation shall be in the best interests of the Conference and its members.

E **107.** The Conference shall have the right to delegate powers and appoint such personnel as may be required to effect its purposes and to assign duties and powers to them.

E **108.** Every person, or group of persons, which undertakes to organize or participate in an automotive competition under the sanction of the Conference shall be deemed

to be acquainted with these regulations, and application or entry shall constitute acceptance of them.

SECTION 1A - RULE CHANGES

E/C Rule changes may be proposed by members through their clubs to be presented by their Contest Board Representative to the Race Steward who will compile all the proposals and distribute them back to the clubs where each club will meet and vote for or against the proposals. Since some sections of the Competition Regulations are designated as the primary responsibility of the Contest Board, the Executive Board, or a combination of both, some items may be subject to ratification or action by the Executive Board. The procedure for rule change proposals is as follows:

A. No later than August 1, each club's Contest Board Rep shall call for rule change proposals from the membership of his/her club, and shall place such proposals on an agenda for a club meeting to be held within thirty (30) days of the publication of the club memo or bulletin calling for rule changes.

B. Rule change proposals considered by the clubs at the rule change meeting, and passed by the club shall be submitted to the Race Steward, in the format set by the E-Board, by the club's Contest Board Rep, together with a verification signed by all club members present at the club rule proposal meeting, no later than September 10th (Cross Reference - PPM, 6.1.2.).

C The Race Steward shall compile all the rule change proposals passed by the affiliate/member clubs, and distribute to each Contest Board Rep and every licensed driver, a complete list of all club passed rule changes postmarked no later than October 1st. A special edition bulk mailing through the Memo Editor may be utilized for the driver notification providing that the mailing deadline is maintained (Cross Reference - PPM, 6.1.3).

D. Each club's Contest Board Rep shall conduct a club meeting to consider these compiled proposals which shall be called Contest Board agenda items, and each club shall consider and vote on each item prior to the ICSCC Fall Meeting, and each club's Contest Board Rep shall, acting as the delegate of his/her club, vote at the Fall Contest Board Meeting as the club voted at the club rule change meeting (Cross Reference - PPM, 6.1.4). The Contest Board Rep shall bring to the Fall Contest Board Meeting a verification signed by all club drivers licensed through their club who voted on the Contest Board Agenda items, and all absentee ballots, if any, which were properly submitted and counted in the club's rule change meeting. Provisions for this club meeting and absentee ballots are established as follows:

1. A club meeting is defined as a gathering of drivers licensed through their club, together at a common location, for the purpose of discussing and voting on Contest Board items.

2. Absentee ballots may be allowed at the discretion of each club. When absentee ballots are allowed by the club, an official club ballot must be requested from the club Contest Board Rep at least fourteen (14) days prior to the club rule change meeting. The completed ballot must be returned to the Contest Board Rep at least seven (7) days prior to the club rule change meeting. Each official club ballot shall be signed by the individual driver submitting the ballot, and include the driver's ICSCC license number.

E/C E. At the Contest Board Meeting the vote of each Rep shall be weighted according to the number of licensed drivers in the club they represent. It shall be the responsibility of the License Registrar to establish this driver

count. The License Registrar must send a list of drivers license affiliation as of August 1st to each Contest Board Representative. For the purpose of Contest Board representation and rule change proposals, any voluntary change of designated club membership must be directly initiated with the License Registrar by the driver wanting such change and shall be completed no later than August 1st. Drivers who license after this deadline may not change their club membership during the remainder of the year and will be represented according to the club of choice designated on their license application. See Section 302.

F. No person except for the Race Steward and any other ICSCC Official who must request the Race Steward to submit the proposal, may place any item on the Contest Board agenda that does not have the majority approval of at least one member/affiliate club. ICSCC officers may submit rule changes pertaining only to their jurisdiction. If a proposal does not have the approval of at least one member/affiliate club, it cannot appear on the Fall Contest Board Agenda (Cross Reference - PPM, 6.1.5).

G. No member/driver may cause any proposal that has not previously been submitted to his/her club, and duly approved by that club, to appear on the Fall Contest Board agenda for any reason whatever (Cross Reference - PPM, 6.1.6).

H. Typographical and spelling corrections may be noted to the Race Steward at any time by any person, and shall not constitute “rule change proposals” for the purpose of this statement of procedure (Cross Reference - PPM, 6.1.7).

SECTION 2 - SANCTIONS and INSURANCE

E **201.** Competitions under these regulations may be conducted only by organizations approved by and granted sanctions by the Conference.

E **202.** Championship races allotted to Conference member clubs shall be considered to be sanctioned by the Conference.

E **203.** The amount of any fee charged for a Conference sanction and/or approval shall be fixed by the Executive Board. Any United States event not insured through ICSCC is deemed not to have an ICSCC sanction. ICSCC events sanctioned in Canada shall be insured and proof of insurance shall be provided to ICSCC Headquarters not later than thirty (30) days prior to the event.

E **204.** The Conference alone shall have the right to transfer a Conference sanction.

E **205.** All competitions staged by Conference member clubs, organized under these regulations, shall be considered as approved competitions for participation by Conference licensed or accredited personnel.

E **206.** Any Member club requesting ICSCC sanction in order to organize, conduct and operate a race, rally, rallycross, autocross, driver training, track day, play day, tour or motorized event of any kind shall obtain, from the ICSCC Insurance Program, insurances covering competitors, entrants, pit crews, race workers, officials and participants, as follows (alternate coverage provided under Section 207):

A. Minimum Limits (in U.S. dollars)

1. Group Personal Accident Insurance

   (a) Medical Reimbursement - $50,000.00 Excess;
   (b) Accidental Death and Dismemberment - $10,000.00;
   (c) Weekly Indemnity - Up to Twenty Six (26) consecutive weeks - $75.00 per week.

2. Motorsports Program Primary Commercial General Liability Protection

   (a) Bodily Injury, Property Damage, Products and Completed Work - $1,000,000.00 per Occurrence;
   (b) Personal Injury and Advertising Injury - $1,000,000.00 each Person;
   (c) Medical Expense Limit - $5,000.00 per Occurrence;
   (d) Special Vehicles Limit - $50,000.00 per Occurrence;
   (e) Premises Damage Limit - $100,000.00 per Occurrence;
   (f) Professional Liability Limit - $50,000.00 per Occurrence;

3. Excess Liability Policy - $4,000,000.00 per Occurrence and Aggregate Limits.

B. The insurance provided for any scheduled or sanctioned event shall declare the Named Insured as: International Conference of Sports Car Clubs, Cascade Sports Car Club, International Race Drivers Club, Team Continental, Northwest Motor Sports and Sports Car Club of British Columbia.

C. All insurers must be A Rated, or equivalent, or insured 100% with Underwriters at Lloyds.

E **207.** Any event organized, operated, conducted, scheduled or sanctioned by ICSCC shall be insured within the ICSCC Insurance Program, except as insured with alternative coverage, approved by the ICSCC, that provides coverage and limits as outlined in Rule 206 and, further, lists and certifies the International Conference of Sports Car Clubs as an Additional Insured on all such alternative coverage.

ICSCC approval of any alternative insurances, and Additional Insured endorsements, must be achieved thirty 30 days in advance of any event or sanction will AUTOMATICALLY be withheld, deleted from the ICSCC schedule and pulled. Therefore, such an event will be deemed as not sanctioned or recognized by ICSCC and not counted whether or not said event actually was held. Sanction can be reinstated by Presidential exception.

All organizing Member clubs shall request sanctions and insurance coverage at the ICSCC Annual Spring meeting. If a member club desires a sanction and insurance for an event which was not requested at the ICSCC Annual Spring meeting then a sanction and insurance request must be made of the ICSCC President, the ICSCC Executive Board and the ICSCC Insurance Advisor at a minimum of Forty-Five (45) days before such event to be assured of sanctions and insurance coverage.

E **208.** ICSCC strongly advises and recommends that all participants obtain adequate accident, health or medical insurance coverages, on an individual basis, to ensure the perpetuation and ongoing viability of the ICSCC in the unfortunate event of a serious and not forecasted or unexpected participant injury that exceeds the ability of ICSCC to provide in the way of insurance coverage.

SECTION 3 – LICENSING

E **301.** A competition license as specified in these regulations, or a competition license issued by an approved racing organization, is required for entry in ICSCC sanctioned events. Drivers holding ICSCC licenses must use them for entry in ICSCC sanctioned events.

302. Application for ICSCC Competition License

E/C A. Any person 18 years of age or older may apply to the ICSCC for a competition license provided that the applicant holds a valid state or provincial drivers license, and has a valid membership of a Conference member or affiliate club which expires no later than November 30th of the licensing year. In the event of multiple club memberships, the applicant shall select one club as his/her choice and shall name that club in the space provided on the ICSCC license application. See Section 612. The license issued will be commensurate with the qualifications of the applicant under Sections 304 and 306.

E B. Application shall be made on the approved form. Applicant shall use given first and last names. Nick-names may be in parentheses.

E C. Applicants must satisfactorily pass the prescribed or approved physical examination within six months preceding the license application being received by the License Registrar. This will be entered by the MD/DO on the proper form and submitted to the License Registrar. Submission of a duly-processed physical examination form must accompany the renewal application as designated below:

1. Every 5 years for applicants reaching the age of 18 to 49 during the license period.
2. Every 2 years for applicants reaching the age of 50 to 69 during the license period.
3. Every year for applicants reaching the age of 70 and older during the license period.

Every year the applicant must submit a Medical History form with his/her application. Conference may require an applicant for a competition license or renewal of same to be examined for a specific condition by a designated physician.

E/C D. Licenses shall expire each December 31.

E E. Competition Licenses may be purchased annually at a fee of $85.00.

E/C F The holder of a current non-ICSCC competition license applying for a Conference license may upon satisfactory proof of ability be issued an IRR license, commensurate with the license held.

1. The holder of a non-ICSCC license may be required to compete in a Novice race, under observation, before being permitted to enter a senior race.

2. The holder of a current non-ICSCC license applying for a Conference license shall not be required to submit a physical examination report as specified in Section 302.C.; however the

physical expiration date of the non-ICSCC license will apply to his/her ICSCC competition license and will be valid through December 31 of the expiring year. (i.e. license shows a physical examination valid through 6/15/18, ICSCC physical examination expiration would be 12/31/18).

E G. Any holder of an IRR license who has not raced for two or more seasons must compete in at least one Novice race, under observation before being permitted to enter a senior race. Any IRR licensee may be required – at the discretion of the License Director to-compete in at least one Novice race under observation for the purpose of evaluating or developing driver skills. Further, any IRR license holder who has not raced for three or more seasons may also be required – at the discretion of the License Director – to complete a driver training session. Any IRR licensed driver who has not raced for one or more years at the discretion of the License Director may be issued a Novice license with their IRR number and the word 'observation' written upon it. A day-glo panel, with a recommended minimum size of 25 sq. in. (5" x 5"), with an "O" in contrasting color signifying Observation shall be displayed on the front and rear of a car driven by an Observation license holder whenever said car is on the circuit. Size exceptions may be allowed at the discretion of the License Director.

E H. Upon sending the required information and application to the License Registrar, the driver will receive:

1. From the License Registrar; a license card and a competition regulation book.

2. Two 3" x 9" "ICSCC" stickers shall be issued to new ICSCC licensees, and one 3" x 9" "ICSCC" sticker shall be issued to renewing licensees.

3. From the ICSCC Memo Editor: A copy of the most recent Drivers' Memo (see Sections 602. and 603.).

E I. Any license holder who, subsequent to his/her last submitted physician's statement, suffers injury or illness affecting his/her fitness to compete shall report the injury or illness to the License Director and License Registrar. At the discretion of the Race Steward in consultation with the License Director and License Registrar and Medical Officer, any license holder suffering illness, impairment or injury may be required to submit a current physician's statement recertifying the license-holder's fitness prior to competing in further events.

E/C **303.** ICSCC competition licenses are designated as follows:

A. Novice license or Driver Observation Race(s) required (red card).
B. International Road Racing (IRR) license (gold card).

E **304.** Novice License

A. Upon proof of satisfactory completion of a drivers training course approved by the License Director, a Novice license may be issued upon application being made under Section 302. A Novice license holder may participate in Novice

practice, qualifying and races. Credit for having passed a driver training course will not be valid unless the driver competes in at least one ICSCC Novice race within one year of the drivers' training date.

B. Drivers holding an ICSCC Novice License and visiting Novice drivers must report to the License Director before entering the circuit for practice, qualifying or racing. A Novice handbook will be issued by the License Registrar or the License Director to each Novice license holder. This handbook will be a reference manual to assist the Novice in his/her development as a driver, and will also be used to record participation, performance, observations and other pertinent information concerning the Novice license holder in ICSCC events.

C. Deleted Spring 2014

D. An unmarked day-glo panel, with a recommended minimum size of 25 sq. in. (5" x 5") shall be displayed on the front and rear of a car driven by a Novice license holder and with an "X" of contrasting color displayed through the panel for a minimum of their first three races as an IRR licensed driver whenever said car is on the circuit. Size exceptions may be allowed at the discretion of the License Director.

E A Novice Drivers' Meeting shall be held prior to the first Novice practice. Any Novice who does not attend the Novice Drivers Meeting will be refused permission to enter the course for that day except upon approval of the License Director.

F. Deleted Spring 2014

G Novice Driver Work Requirements:

1. Each Novice driver is to work six race sessions or one half day of senior qualifying sessions or senior practices at corner worker stations, including attending the turn worker morning meeting the same day.

2. Each Novice driver will work at least one Tech inspection, i.e. Friday night, Saturday morning or afternoon, Sunday morning.

3. Each Novice driver will time, score and/or tape, or work in pre-grid one half day (minimum six senior sessions) of qualifying and/or racing.

H. Novice license holders who qualify for an upgrade to an IRR license may compete in the Senior races the following day(s). They must submit an entry form(s) to the Race Registrar after completion of the Novice race. The senior upgrade race or races on the same weekend will be permitted without a late charge. Entry fees for the upgrade race and/or additional races shall be established by each club.

E/C **305.** Deleted Fall 2014

E/C **306.** International Road Racing License

A. The IRR license permits the holder to participate in any practice, qualifying or race with the exception of Novice practice, qualifying and/or

races, except as provided under Section 302. G. At the discretion of the License Director, an IRR license holder may be allowed on track during Novice practice, qualifying and/or races for driver development purposes.

B. An IRR license shall be approved by the License Director, at his/her discretion, to the holder of a Novice license after said driver has completed a minimum of three ICSCC Novice races on at least two different circuits and who has completed the work requirements outlined in 304 G. 1,2 and 3.

C. In the event that an IRR driver exhibits a lack of driving skill which indicates the need for additional supervision within the Novice program, consideration will be given to re-licensing that driver as Novice. Such change in license status requires concurrence and joint action of the Race Steward and License Director before any status change can be made.

D. Any IRR licensed driver who has had their non-ICSCC license suspended by another racing organization whose license is recognized by ICSCC shall not be allowed to compete in an ICSCC Championship race during the suspension period.

E/C **307.** Race credits for upgrading

A. Only one race credit may be earned at each event.

B. Any Novice driver who is disqualified may lose credit for said race at the discretion of the License Director.

C. Any driver holding a Novice license who competes in races not sanctioned by the ICSCC may receive full or partial credit for said races, providing he/she submits proof of same to the License Director in writing. Full credit will be dependent upon the License Director receiving adequate descriptive comments from non-ICSCC sponsoring bodies. The final credit required for upgrading to an IRR license must be earned at an ICSCC sanctioned race.

E/C **308.** A. IRR licensed drivers will be issued a license with a four digit number which becomes your ICSCC competition license number. This license allows IRR drivers to enter any race group. An ICSCC licensed driver may apply for a guaranteed number with the License Registrar, who is responsible for the assignment of all guaranteed and competition license numbers. A guaranteed number is a unique number with a range from 00 through 299 within each race group and may be used only by the driver issued that number, except in the case where the holder of that number has not entered in a race. If anytime during the race weekend another driver is using a guaranteed number and the driver who has been issued the guaranteed number wants to enter the event and use their guaranteed number they shall be allowed to do so. ICSCC licensed drivers will not be required to obtain or use their guaranteed number. A driver who is not issued a guaranteed number may enter under any number not already in use in the run group the driver wishes to enter.

B. Deleted Fall 2014.

C. For an ICSCC licensed driver to retain his/her guaranteed number in each race group, he/she must apply annually for his/her competition license on or before March 1 each year and enter a minimum of one (1) ICSCC Championship/Novice Race in that race group during the year. 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 Stewards, need not comply with this rule for so long as 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 the guaranteed number

D. Deleted Spring 2003.

E. Deleted Fall 2014.

F. Any licensed driver found racing and/or qualifying for another licensed driver will receive a license suspension of up to one calendar year (minimum penalty - three races). The driver allowing the deception will receive the same penalty. Any driver found having allowed an unlicensed and/or unregistered driver on the race course with his/her car may have his/her competition license revoked

E/C **309.** Rule Books and Handbooks. The License Registrar shall issue Competition Regulations with the Novice license or to drivers first obtaining an ICSCC license above Novice level. The License Registrar or License Director shall issue the Novice Handbook.

SECTION 4 - RACE ADMINISTRATION

E **401.** At each Conference sanctioned event there shall be the following Officials present:

A. Conference Race Steward
B. Conference Assistant Race Steward
C. Conference License Director
D. Conference License Registrar
E. Conference Noise Control Officer
F. Club Race Chairman
G. Club Chief Technical Inspector
H. Club Starter
I. Club Course Marshal
J. Turn Personnel
K. Course Physician
L. Club Pit Marshal
M. Club Registrar
N. Club Chief Scorer
O. Pre-Grid Personnel
P. Club Weigh Master

E/C **402.** Conference Race Steward. The Race Steward shall be elected by the ICSCC Executive Board and shall preside over the Contest Board, to assure a consistent interpretation of the ICSCC Competition Regulations during a racing season. The Race Steward shall serve for one year. The Race Steward shall personally attend all major Conference events, but may not be an active competitor. All actions of the Race Steward are subject to the approval of the Executive Board.

E/C A. Responsibilities of the Race Steward:

1. To enforce compliance with the Competition Regulations, the race program, and driver instructions subject to rights of appeal:

   (a) Driver appeals go to the Contest Board.

   (b) Race Official or club appeals go to the Executive Board.

2. To prevent unnecessary danger to the competitors and spectators, having due regard to the basic risk of motor racing.

3. To inspect the course for safety and make recommendations for safety.

4. To act on any protest by a competitor or complaint by an Official in accordance with the Competition Regulations.

5. To give advice and encouragement based on his/her own experience in and knowledge of motor racing, provided it is understood that it is not done in any official capacity.

6. To act on any written information given to him/her by the Assistant Race Steward or Noise Control Officer.

7. To ensure that a standard tech. inspection procedure is followed by all clubs.

8. The Race Steward shall carry and use a race communication radio.

9. The Race Steward shall visually inspect at least one car at random during each Championship event.

E 10. The Race Steward shall meet with the Race Chair and Race Control/Base Comm on the first morning of a race weekend.

E/C B. The Race Steward may take the following actions:

1. Decide what penalty(ies) to impose for a breach of the Competition Regulations, which may include: reprimand, fine, cancelling qualifying times, exclusion from the race, and/or suspension or revocation of ICSCC competition license, within the limitations specified in these regulations. Penalties imposed by the Race Steward are binding on subsequent ICSCC officials.

2. Exclude from competing any entrant or driver or automobile reported by the Race Chairman of the sponsoring club to be ineligible.

3. Prohibit from competing any driver or automobile reported dangerous by the Chief Technical Inspector or Race Chairman of the sponsoring club.

4. Order removal from the course any competitor who refuses to obey the order of a responsible Official.

5. Direct that a car be visually inspected or torn down if he/she feels it necessary. However, he/she shall not act upon what constitutes a veiled protest. The cost of this teardown and the reassembly will be paid for by the Conference if the car is found legal.

6. Overrule a Technical Inspector in order to insure a consistent interpretation of these Competition Regulations.

7. Call upon the Chief Technical Inspector to re-evaluate a car after technical inspection has been closed.

8. Appoint members and conduct affairs of the Competition Committee.

C. Rules concerning the Race Steward's activities:

1. He shall be the guardian of observance of the Competition Regulations and of just treatment between Officials and competitors.

2. His rulings must be guided by the Competition Regulations and not by personal opinion.

3. In the event of ambiguity in a regulation, only the intention which may be inferred from the Competition Regulations as a whole may be taken into account.

4. He shall not give an order that is not consistent with the intent of the regulations from which a protest shall arise.

5. If it is more just, his/her decision shall be delayed until all factors in the case are plain.

6. His instructions will be given to the Race Chairman and competitors involved.

E/C **403.** Assistant Race Steward

A. An Assistant Race Steward will be selected by the Race Steward subject to confirmation of the Executive Board at the January Meeting. He shall work closely with the Race Steward and be empowered to substitute in the absence of the Race Steward in all matters pertaining to race conduct for all or part of a racing event. He shall also assist the Race Steward in designated categories of responsibility.

B. Either the Race Steward or the Steward's representative shall be present at the race course at all times during a racing event, including the hours that registration and technical inspection are open.

C. Serve on the Competition Committee.

E **404.** Conference License Director. The License Director shall be elected by the Executive Board and shall attend all Conference Championship races. The License Director shall be responsible to the Executive Board. He/she shall oversee and administer the Novice program. Decisions or findings rendered by the License Director shall be final in matters relating to the Novice program or its drivers. All non-ICSCC licensed entries are subject to his/her approval. He/she shall have the authority to reprimand, suspend from the next event and/or the race (as defined in Section 701.) any Novice licensed driver for non-compliance with the rules.

E **405.** Race Chairman. The Race Chairman shall be totally responsible for all aspects concerning the organization of an event. The Race Chairman has the right to disqualify any driver who, in his/her opinion is endangering himself/herself and other competitors either by insufficient skill in controlling his/her car and/or using poor judgment.

A. The Race Chair shall meet with the Race Steward and Race Control/Base Comm on the first morning of a race weekend.

E/C **406.** Chief Technical Inspector. The Chief Technical Inspector, with his/her assistants shall be responsible for checking the mechanical state of automobiles, both in regard to compliance with these regulations and in the interest of safety. In particular, he/she shall:

A. Inspect and certify that all competing automobiles comply with safety regulations before going on the track for participation as defined in Section 701.

B. Conduct inspections of automobiles at the request of the Race Steward.

C. Report to the Race Steward (only) any automobiles which he/she finds do not conform with the requirements of Competition Regulations.

D. Cars that suffer significant damage will have it noted in their log book by the Chief of Tech or his/her assistant. Cars that have both SCCA and ICSCC log books will have that information listed in their ICSCC log book. Both log books will be presented at Tech.

E **407.** Starter. The Chief Starter shall operate under the supervision and orders of the Race Chairman. All competing drivers shall be under the orders of the Chief Starter from the time the cars are placed in their starting positions, ready to start, until the time competition is completed and all competing cars have left the course.

E **408.** Course Marshal. The Course Marshal shall be responsible for the final preparation and maintenance of the course, including the maintenance of corner equipment, including fire extinguishing equipment between events. In addition the Course Marshal may assist the safety team in clearing the track of disabled and stopped vehicles. The Course Marshal may also assist in the event of fluid spills or other situations that may leave debris on the track surface.

E **409A.** Flagging and Communications Chief. The F&C Chief reports directly to the Race Chairman and is accountable for the performance and the smooth operation of the F&C team. The F&C Chief makes turn station assignments, distributing experienced marshals around the track.

E 409 B. Flag Marshals relay information to the drivers on course with a variety of different flags.

E 409 C Communicators use radios at each corner to call race control and advise them of any changes that will affect the drivers on the course.

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E **410.** Course Physician. The Course Physician may be defined as a Medical Doctor or Certified Advance Life Support Emergency Medical Technician. Any driver involved in a major accident must be examined and cleared by the Course Physician before he/she is allowed to race again at that meet. The Course Physician's decision shall be final.

E **411.** Pit Marshal. The Pit Marshal shall be responsible only to the Race Chairman and shall see to the enforcement of the rules of the pits as outlined in Section 16.

E **412.** Registrar. The Registrar shall be responsible for the completeness of all entries received for an event and to provide all pertinent information to other officials as required.

E **413.** Chief Scorer. The Chief Scorer shall be responsible for the accuracy of all race

results and compliance with Section 711.

E **414.** Competition Committee

A. The Competition Committee will be chaired by the Race Steward. The committee shall consist of one elected or appointed representative from each member club, and five (5) members at large, all holders of current, valid IRR licenses, appointed by the Race Steward and the Assistant Race Steward.

B. Committee to serve in such a manner as to research, advise and offer consultation for ICSCC officials and executives in matters dealing with competition.

C. All findings, resolutions, opinions and/or rulings of the Competition Committee will be authorized by and reported through the office of the ICSCC Race Steward.

E/C **415.** Pregrid personnel. Pregrid personnel shall be responsible for ensuring that cars are in their proper starting positions prior to entering the course and also making sure drivers are properly equipped (complete driving suit, gloves, helmet fastened, belts fastened, eye protection, etc.) before course entry for practice, qualifying and racing Pregrid personnel including a Chief of Pregrid are to be provided by, and be under the direction of, the Race Chairman.

E **416.** Noise Control Officer. The Noise Control Officer shall be appointed by the ICSCC President and shall attend all Conference Championship races. The Noise Control Officer shall be responsible to the Race Steward.

E/C **417.** Pace car personnel. The Race Chairman shall provide a pace car, driver and observer at all times when cars are on the track for a scheduled race. The pace car shall be provided with a communications radio. Personnel should be trained.

E **418.** Race Control. Race Control/Base Comm shall meet with the Race Steward and Race Chair on the first morning of a race weekend. Race Control is responsible for coordination of communications throughout the track ensuring that information is passed on to the corners and the Chiefs as appropriate.

SECTION 5 - CHAMPIONSHIP POINTS

C **501.** The Conference has established a system of points under which a driver is awarded points for the position in which he finishes any competition sanctioned by the Conference. At the close of the racing year, the driver in each class with the highest number of points as defined in these regulations shall be declared Champion for the specific class concerned. Only Conference licensed drivers are eligible for Championship points or awards.

C **502.** Awarding of points at each race.

A. In order to qualify as a finisher, a competitor must complete not less than 50% of the number of laps completed by the class winner. If there is only one car in class, the competitor must complete not less than 50% of the number of laps completed by the overall race winner to receive first place trophy and points. In both cases if an odd number of laps, round to the next lower number. In the event of a red flag race, see 702.

B. Points will be awarded per the chart below:

Position	Points	Position	Points	
1	25	10	13	
2	22	11	12	
3	20	12	11	
4	19	13	10	
5	18	14	9	
6	17	15	8	
7	16	16	7	
8	15	17	6	
9	14	18	5	DNF = 3 POINTS
		19/lower	4	DNS = 1 POINT

CLASS POLE POSITION = 2 POINTS

All driver's positions count in the awarding of points, but non-ICSCC driver points are not awarded.

C. In the event of a dead heat, both drivers shall receive duplicate points and trophies.

D. For all Conference races, trophies will be awarded on the following number of entries:

1. One or two in class: 1st only.
2. Three or four in class: 1st and 2nd only.
3. Five or more in class; 1st, 2nd and 3rd.
4. It is recommended that clubs give awards to a depth of 5th place in the large classes.
5. It is required that trophies and checkered flag decals for 1st place winners in class be made available to recipients at the time official results are posted.

6. Checkered flags will be provided by the sponsor club, and will be

presented to the class winners at the end of the race event.

E. Upon official announcement by race organizers of the combination of race groups, those entrants affected shall apply in writing for second entry refund, and declare which class they wish to race under for points and trophies. No entrant will be allowed to race in a combined race as a double entry.

E/C **503.** Awarding of Championship points for season.

NOTE: In addition to points accumulated toward championships, ICSCC drivers are eligible for Driver of the Year award and trophy. Full provisions for this award are detailed in ICSCC Policy and Procedures Manual, Section 12.

A. Except as provided below. All ICSCC Championship races shall count toward annual Championships. For the purpose of tabulating year end point totals, a maximum of 10 races will count. No more than the drivers best three races at any given ICSCC track will count for the Championship point totals. If more than one club uses the same track it would count as a different track as long as the club presenting the event supplies the majority of the race personnel and the event is not co-hosted. Every Championship race competed in will count toward championship eligibility. To be eligible for a championship, a driver must compete in class in a minimum of one-half of the total ICSCC Championship races ("compete in" shall be defined as that point after passing technical inspection at which the entrant cannot obtain an entry fee refund). In addition, a competitor must finish at least one-quarter of the ICSCC Championship Races in class. If there is an odd number of races, round to the lower number to determine the required number of races to be run. For the definition of "race" see Section 701.

E/C B. At the close of the racing year, the Conference will, at the annual banquet, present to the class Champions and runners-up whose classes have averaged .75 race entries for the season appropriate trophies and/or plaques. Awards will be made on the following basis:

1. One or two in class: 1st only.
2. Three or four in class: 1st and 2nd only.
3. Five to nine in class: 1st, 2nd and 3rd.
4. Ten to fourteen in class: 1st - 4th.
5. Fifteen or more in class: 1st - 5th.

C. Ties in the final points shall be resolved on the basis of each driver's record of first place finishes; then, if necessary, second place finishes; then, if necessary, third place finishes. If two or more drivers have accumulated the same number of first, second and third place finishes in races counted, they shall be considered tied for the Championship.

E/C **504.** Expenses, starting and appearance money. Participants are free to accept and promoters, car owners and sponsors shall be free to offer such expenses, starting and appearance money as they may wish.

E/C **505.** Prizes and prize money. Merchandise and/or cash may be awarded for any Conference Championship event.

SECTION 6 - ALL PARTICIPANTS, ENTRANTS and DRIVERS

E/C **601.** A Definition of entry. An entry shall consist of a combination of a car and driver. Any change of car or driver after entries close shall be considered as a late entry. Any change during an event must have the Race Steward's approval and shall result in the loss of all previous qualifying times.

B Definition of participant. A participant is any person having access to any official area requiring a pass to gain entry.

E **602.** Filing of entries. Announcements giving full particulars for all Conference races will be published no later than thirty days prior to each race. Entries will open upon receipt of the Memo. Postage meter imprints will not be allowed as a postmark for entry purposes. Entries will not be accepted unless accompanied by the prescribed entry fee. No late registration will be accepted on Sunday unless stipulated in the supplementary regulations by the organizing club.

E **603.** Entry forms

A. All entries shall be by given/legal name on the current ICSCC entry form as provided or approved by ICSCC. An entry form that is incomplete, incorrect and/or unsigned shall be invalid and shall be deemed a late entry with appropriate fees charged.

B. Entrants - Age Requirements - Minor Release Forms: Except as provided in Section 613, drivers must be eighteen (18) years of age to enter ICSCC races. For races staged in British Columbia drivers must be nineteen (19) years of age. (Fall 2010)

E **604.** Multiple entries

A. An entry form must be completed showing each class entered during a race weekend and accompanied by the appropriate fees. A tech sheet must also be completed showing each class in which a car will compete during a race weekend.

B. A driver entered in a race may enter another car or cars in another race or races by paying the normal second entry fee for each extra race entered.

E **605.** Entry fees. Entry fees shall be determined by the sponsoring organizations. All entry fees to U.S. Clubs shall be paid in U.S. funds. Mailed entry fees should be in the form of checks or money orders (preferably the latter). A late entry may be charged by the sponsoring club. Post dated checks will not be accepted.

E **606.** Penalties for default. Any driver who has a delinquent account with ICSCC, any member club or racing organization that ICSCC has a reciprocal agreement with shall be automatically disqualified from all Conference events/races and shall not be eligible for year-end awards until the debt and any penalties/service charges are paid in full. It is the responsibility of the member club or ICSCC official to notify the ICSCC License Registrar with full details of the delinquent account claimed upon the "Penalties for Default" form provided in the P&P Manual, under "Forms". Upon notification, the ICSCC License Registrar will provide the ICSCC President, Race Steward, Points Keeper and all member club race registrars, all available information regarding the

delinquent driver and the amount of that delinquency. Member club race registrars are empowered to collect the amount owed and forward that payment directly to the member club or ICSCC official claiming the delinquent account. Funds paid to ICSCC and/or a member club by or on behalf of a driver having a delinquent account may be first applied to the delinquency without further notice to the payer. Any costs, including bank charges, incurred by ICSCC as a result of a delinquency shall be assessed to the driver, and in addition, ICSCC may impose a penalty of $10.00. Upon receipt of payment, the ICSCC official or member club claiming the delinquent account will notify the ICSCC License Registrar to remove the notification of money owed. For the purposes of this rule, an account is delinquent (1) on the date of the event/race, if payment is required in advance, or (2) an account is delinquent 30 days after the date of billing

E **607.** NOT CURRENTLY IN EFFECT - U.S. Canada Border Crossing. All U.S. drivers may be required to fill out a Canadian Custom Form #E29B upon entering Canada. Upon entry, make sure that you are given two (2) copies. Upon leaving Canada, you "MUST" stop at Canadian Customs and turn in your copies. Make sure that the officials stamp and sign these copies and that one copy is returned to you as your receipt. Failure to stop at Customs and turn in your E29B forms will result in your license being suspended by ICSCC, upon our being notified by Customs. Points earned at the event the E29B is dated will be void. Upon clearance by Customs and payment of a $10.00 fine to ICSCC Headquarters your license will be reinstated.

E/C **608.** Refund of entry fee

A. The entry fee will automatically be refunded to a competitor who does not complete Registration or who withdraws prior to passing Technical Inspection or who fails to pass Technical Inspection if their complete packet is returned to the Registrar prior to close of Registration for the race weekend. Any driver who has picked up his/her packet from Registration who wishes a refund must return the complete packet to Registration prior to the close of Registration for that race weekend. However, a service charge of 10% may be withheld. Any monies owed to a driver by a race sponsoring club due to withdrawal from an entered event shall be payable upon the driver's demand, except that a 30 day grace period may be extended to the race sponsoring club. Should a refund not be made within the allotted time, the club shall be subject to penalty and fines of not less than the amount owed to the driver. Such fines and penalties are to be levied by ICSCC Headquarters.

E/C **608.** B. Refunds beyond the point specified in Section 608. A. shall be at the discretion of the sponsoring club. A service charge of 10% may be withheld. A written request shall be postmarked or received by the registrar within 48 hours after the conclusion of the event before a refund shall be considered for cars that passed tech inspection

E/C **609.** Conduct of drivers and entrants. Drivers displaying unsportsman like conduct may be penalized as per Section 801. It shall be the duty of every driver to conduct himself in a manner that shall not be prejudicial to the Conference or his/her own club. Drivers will at all times be responsible for the conduct of their crews, and any offence committed by a crew member will be chargeable directly to the driver. This also applies during the running of an event while the driver is away from his/her pit. All personnel at a Conference event shall make it their duty to present a neat appearance.

E **610.** Impairment. Note: This rule will be strictly enforced. Breathalyzer testing may be utilized.

Any person who has consumed alcoholic beverages, inhalants or drugs so that he/she is still affected on any day of the race must be examined by the Course Physician. If the Course Physician judges the individual impaired he/she shall refer the matter to the Race Steward. Participation in any capacity in this event will not be allowed, nor will the individual be allowed in official areas. Official areas are defined as those requiring a pass to gain entry. Day of the race is defined as from sunup to the completion of the final race of the day. Any further action will be at the discretion of the Race Steward and the Executive Board.

E **611.** Release from liability. The entrant and/or driver, in signing the entry form for any Conference event, elects to use the course of the event at his/her own risk and thereby releases and forever discharges the Conference and/or sponsoring organizations together with their heirs, assigns, officers, representatives, agents, officials, employees, members and other drivers and participants from all liability for injury to person, property, employees, and/or reputation that may be received by said entrant and/or driver, and from all claim of said injuries to parties listed above growing out of, or resulting from the event contemplated under the entry form or caused by any construction or condition of the course over which the event is held.

E **612.** Credentials for ICSCC Licensed Drivers. Any competitor in a Conference race must be prepared to show his/her required credentials to the registrar and any other ICSCC officials. The required credentials are:

A. Current ICSCC license.

B. Current valid state or provincial driver's license.

E **613.** Any non-ICSCC licensed competitor entered in a Conference race must present his/her credentials to the ICSCC License Director prior to entering the race course. The following minimum requirements must be met before a non-ICSCC license holder may compete in an ICSCC race:

A. Must hold a valid equivalent competition license issued by CACC, SCCA, NASA or FIA/ASN. Licenses of other sanctioning bodies may be honored at the discretion of the License Director.

B. Must have proof of competing in at least two (2) races in the current/or prior season.

C. Must hold a current valid driver's license issued State, Province, and/or other sovereign nation.

D. Must be a minimum of eighteen (18) years of age in the US or nineteen (19) years of age in Canada. (Fall 2010)

Competitors not meeting requirements 613 A and/or 613 B must first run a Novice race under observation. They may then, at the discretion of the

License Director, be permitted to race in a Senior race during the weekend.

E **614.** If a non-ICSCC driver does not comply with the Race Steward upon request, he/she and his/her car will automatically be disqualified from the event and from all future events, and not be reinstated except at the discretion of the Executive Board.

E **615.** The Registrar may release the Technical Inspection form to a crew member so that the vehicle may be inspected prior to the driver's arrival at the track.

SECTION 7 – RACES

E/C **701.** Definition of race. A race is a program of competitive motor events on a defined course in which speed is the determining factor. Practice and qualifications for the events, together with the events themselves, shall constitute any given race. Practice is optional for senior race events.

E/C **702.** Length of events. The length of events at ICSCC championship points races shall be established by the organizing member club as follows:

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. 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.

B. If, due to an emergency situation, it becomes necessary to halt an event which is less than 50% completed, the event shall be restarted upon cessation of the emergency and a total of twenty minutes of racing completed. If the event is more than 50% completed, it shall be ruled as completed and positions will be awarded as of the end of the lap preceding the lap in which the race was halted. (Note: Positions determined by this process subject to provisions contained in 702. C.).

C. ICSCC Championship points awarded when an event is halted by an emergency (red flag) situation: No driver shall receive ICSCC Championship points for an event if following the display of a red flag, the driver is or would be unable, for any reason, to continue were the race to be re-started. If a vehicle is so disabled or damaged or both that it could not re-start the event, the driver of that vehicle will be classified as a "DNF" for all purposes notwithstanding his/her position given by 702. B. (A thirty minute race is 50% complete at the expiration of 15 minutes. A twenty-five minute race is 50% complete at the expiration of 12 minutes and 30 seconds. A twenty minute race is 50% complete at the expiration of 10 minutes. Seconds shall be rounded downward to the nearest whole minute for the purpose of applying this rule. e.g., fourteen minutes and one second is rounded to fourteen minutes; fourteen minutes and fifty-nine seconds is rounded to fourteen minutes.)

NOTE: Provisions contained in Section 702. and 703. are not allowed as the basis for any protest (see Section 904.). However, these scheduling provisions are monitored by ICSCC Headquarters. As defined in ICSCC Policy and Procedures Manual Section 3.1.2.4, clubs staging race events may be fined for non-compliance with provisions contained in these sections or any other applicable section of these regulations.

E **703.** Scheduling of events

A. The grouping of classes for qualifying and racing shall be as designated for race

groups in 703. D. and E. Practice sessions shall follow the same rotation whenever possible, but practice groups may be combined with prior approval of the Race Steward. The complete schedule shall be published in the race announcement and distributed prior to the start of the race weekend. TIRE SCRUBBING IS NOT ALLOWED AT ANY TIME DURING PRACTICE AND QUALIFYING SESSIONS. Once a race schedule is published it may be delayed due to circumstances beyond the control of the sponsoring club, but the schedule may not be advanced. (i.e. no practice, qualifying or race will start before its posted time.) The only exception to this is that the Steward may combine race groups into the earlier scheduled start time of the two with the consent of all drivers registered in both groups. A schedule may be changed if it conflicts with Conference rules.

E/C B The sponsoring member club shall provide a suitable vehicle and instructor, departing from the pre-grid area one hour before the first session, on the first day of a race weekend and on any day on which a novice race is scheduled., to conduct a track tour for Novice drivers, and/or drivers entering the course for the first time.

E/C C. Each Conference race program, whether a single or multiple race weekend, shall schedule practice and qualifying sessions as follows:

1. For Senior Drivers no less than one (1) qualifying session per championship race. All qualifying sessions must be of at least 15 minutes in length. Practice sessions are optional for Senior race events.

2. For Novice drivers: One practice session and one qualifying session of at least 15 minutes each, for each scheduled novice race.

Length of race events shall be as defined in Section 702.

E/C D. All Conference Championship points events will be scheduled with the race groups in a repeating pattern: 1, 2, 3, 4, 5, 6; then 2, 3, 4, 5, 6, 1; etc. Beginning with the first event of 1990, Race Group 1 will race first. In the second event, Race Group 2 will race first, etc. This cycle will carry over from season to season. The rotation will continue from the previous season.

E/C 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, (see 1305.A for exceptions) except that Novice Race Groups can be combined at the License Director's discretion where scheduling and/or group size considerations dictate. Novice races are not considered as championship race groups and are not subject to the rotation order defined in 703 D.

E/C F. Special and/or feature races shall not be scheduled in a manner that interrupts the continuity of the ICSCC championship race program within a race weekend. Special or feature races shall be the last race of the day after all championship/novice races are completed. Special races may be held on any day of the race weekend. With the exception of ICSCC Novice races, any non-Championship race shall be considered a special race. Championship races shall not be shortened to facilitate special races.

C **704.** The Race Steward must approve the eligibility of a driver who fails to complete two laps of practice or qualifying during the race weekend.

E **705.** Persons allowed on course. During a competition, only the Officials necessary to the running of the event and personnel required for service or emergencies shall be permitted on the course. Any exception shall be by specific permission of the Race Chairman.

E/C **706.** 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.

E/C **707.** 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, 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. No engines may be running on pre-grid between the 5 minute warning and the 1 minute warning, except for practice and qualifying. 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. 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 on their on-board starters or otherwise unready as the grid is cleared will be held in the pre-grid area until the field has cleared the pre-grid area. These car(s) may then be push started, if necessary, and allowed to join the back of the field on the pace lap, provided said rejoining can be done safely. If the grid is past the point where rejoining can be done safely, once the race has commenced and the grid is cleared the pit exit point, a push start will be allowed, if necessary, and the vehicle will start from the rear of the grid. If the race does not commence after the first pace lap, the vehicle may be allowed to join the back of the field on the subsequent pace lap(s), provided said rejoining can be done safely. A car started at the back of the grid shall remain at the back of the grid during the pace lap(s) and shall not resume its original grid position. A car losing its grid position while on the opening pace lap (laps) may only re-enter at the back of the grid and may not regain its original grid position. In the event a car loses its grid position on the opening pace lap(s), the grid line (left or right) will advance forward assuming the open position.

E/C **708.** Gridding procedures. All classes shall be gridded for a rolling start, utilizing a 2-2-2 grid. Fastest cars shall be gridded on the pole, with the other cars being progressively gridded with the slowest being last, adhering to the following procedures:

A. All classes except Novice will be gridded with positions determined by lap times as recorded by official timers. With the prior approval of the Race Steward, a split-start may be utilized. Novice races will be gridded at the

discretion of the License Director, taking lap times and driving experience into consideration. It is recommended that qualifying positions, times and classes be posted at least 1 hour prior to each race event. All cars in all classes to be allocated an equal amount of track time for qualifying.

B. In the event of a race stoppage the race shall be restarted in single file, in order of the last complete lap prior to the stop. If stopped on the first lap, a complete restart will be used with the original gridding procedure.

C. In the event of a race stoppage, no work of any kind other than that allowed by the Race Steward, may be performed on the race cars.

E/C **709.** Starting procedures. All classes shall utilize the rolling start. The rolling start shall be a mass start commencing from a false grid. The driver holding pole position will have the option of choosing from which side of the false grid that he/she wishes to grid. The pace car or car in the pole position shall set the pace as directed by the starter. THERE WILL BE A DOUBLE STANDING YELLOW FLAG SHOWN AROUND THE CIRCUIT FOR THE INITIAL PACE LAP. The grid must be orderly, in a tight formation and be moving at a constant and moderate pace prior to receiving the green flag from the starter. UNLESS PROHIBITED BY SUPPLEMENTAL REGULATION, TIRE SCRUBBING IS ALLOWED PRECEDING THE INITIAL GREEN FLAG STARTING THE EVENT WHEN FOLLOWING THE PACE CAR WITH ITS LIGHTS ON and during a full course yellow under the pace car control, but not in the area under the waving yellow.

A. In the event of more than one pace lap, the race length starts at the completion of the first pace lap. Where the pace car is not present for subsequent pace laps, all turn stations will display a single yellow flag. The car in the pole position shall set the pace as directed by the Starter.

B. One of the following conditions must be met for a car to be considered a race starter: the car completes first pace lap for first start of race or the car enters the race any time after the initial green flag has been displayed but before the checkered flag is displayed

E/C **710.** False start. A false start occurs when, before the start, a driver moves forward from his/her prescribed position against orders from the starter. The driver concerned shall ordinarily be penalized by one lap. His pit and the scorers shall be immediately notified of the penalty.

C **711.** End of the race. The end of the race shall be marked by a display of the checkered flag at the designated finish line. No laps will be scored after

the elapse of five minutes from the time the checkered flag was first displayed. In the event of a race finishing under a red flag, see 702.

A. Provisional results of each event shall be posted in a place accessible to the drivers and entrants within thirty minutes of the end of the event.

B. If a driver is penalized, disqualified or suspended or if his/her car is found, as a result of a protest, to be illegal, the results of the competition out of which the action arose shall be amended and the points and awards for the event shall be adjusted.

C **712.** Retirement. A car which exits the race course and enters the paddock area during a race shall be considered to have withdrawn from the race and may not re-enter the race course.

E **713.** There shall be no use of intoxicants allowed in the racing pits or paddock area during an event until after all racing has been completed and the track is officially closed. No club or person(s) shall dispense alcohol at the Host club event without the express written consent of the sponsoring club.

E/C **714.** All class winners shall be weighed when applicable and where possible. When the class winner is weighed, it is recommended that at least second and third place finishers in the class be weighed as well. Cars may be weighed following any timed qualifying session, provided that all cars in the class that participated in the session are weighed. Each club is to make sure the scales are accurate and in good working order throughout the racing event. Scales shall be manned by competent personnel of the sponsoring club at least one hour before and during all timed qualifying sessions and one hour before and during all racing sessions. Failure of finishers designated by the Race Steward to report directly to the scales at the end of their race will result in disqualification. All cars except Formula, Super Production and Sports Racers are strongly encouraged to display an ICSCC Minimum Race Weight Sticker or an appropriate substitute as per ICSCC Competition Regulation 1106L. Any car required to weigh at the end of a race that does not meet the required minimum weight, will be disqualified.

E **715.** The sponsoring member club shall provide radios to both the Race Steward and the Noise Control Officer. Also to the License Director during Novice practice sessions and races.

E **716.** A race with less than two cars may be ended at any time. Novice races are excluded except as ordered by the License Director.

SECTION 8 – PENALTIES

E **801.** Penalties. Any person or organization violating these regulations may be penalized by the imposition of any or all of the following penalties: Exclusion from the grounds, disqualification, loss of points, suspension, fines, lap penalties. In addition to the above, if the violation arises from a qualifying session, the penalty may be disallowance of qualifying times and/or disallowance of gridding position.

E **802.** Fines. All fines shall belong to the Conference and shall, upon collection, be transmitted immediately to the Conference. No fine assessed shall be removed or modified except by order of the Race Steward. Fines are to be paid to the Conference Treasurer in US dollars.

E **803.** Liability to pay fines. Not only are persons or organizations who have been fined liable, but when a car has been entered by someone other than the driver, the entrant may be held responsible for the payment of any fine levied against his/her drivers, mechanics or pit crew. The fine shall follow the individual against whom it was imposed, and not carried forward to subsequent entrants, drivers, mechanics or pit crew.

E **804.** Delay in payment of fines. Fines shall be paid within forty-eight hours of their being ordered. Any delay in making payment may entail suspension during the period the fine remains unpaid.

E **805.** Withdrawal of license. Every person suspended for other than mechanical infractions shall hand over their competition license to the License Director who will not return it until the term of suspension has expired.

E/C **806.** Disqualification. Except as specified in Sec. 807, disqualification either for a single event, pronounced by the Race Steward, or disqualification for all sanctioned events pronounced by the Conference President. The latter shall have the effect of indefinite suspension.

C **807.** Penalties for mechanical infractions. Maximum penalty for the first infraction will be loss of points for the present race event plus disqualification from the next race and/or fine. Minimum penalty for the second infraction will be loss of points for the present race event plus disqualification and disqualification during the current season for the next two races and/or loss of accrued points, at the discretion of the Race Steward. Maximum fine is $100.

E/C **808.** Publication of penalties

A. The result of protests or the action taken by the Race Steward in regard to a protest is to be published in the Conference Memo immediately following the event. The Race Steward will send a personal letter to the parties involved, including all registrars and the Championship points scorers (if competition privileges are suspended), within seven days of the event, informing them of his/her actions.

B. The Conference shall publish or cause to be published a notice stating that it has penalized any person or organization. Such person or organization

shall have no right of action against the Conference or any person publishing said notice.

C. A Review Board consisting of the Race Steward, Assistant Race Steward, License Director, Race Official Division Director and the President shall investigate serious track incidents of a hazardous nature and set penalties.

E/C **809.** A driver who is disqualified from a particular event shall lose all points for that event including the one point for entering, but shall receive credit toward satisfying the requirements for Section 503. A. Other competitors shall receive credit for having the disqualified driver in the event for purposes of calculating points.

E **810.** All penalties assessed during a race event, except those under the License Director, that affect competition must be approved by the Steward or Assistant Steward.

SECTION 9 – PROTESTS

E **901.** Right to protest. A protest may be lodged by any driver, group of drivers or any person who has entered a car in the event, or by an official agent of any of the above.

E **902.** Lodging of protest. Every protest shall be in writing except against a starting position and state clearly the subject of action protested and the ground upon which it is based. The appropriate fee must be remitted with the protest.

E **903.** To whom protest shall be addressed. All protests arising out of the competition shall be addressed to the Race Steward, except against a starting position.

E **904.** Failure of a member club to comply with the scheduling provisions of these competition regulations shall not be the basis of a protest by any person or persons.

E/C **905.** Time Limits For Protests

E A. Any protest filed against an automobile or driver, mechanical or otherwise, shall be filed with the Race Steward at any time before or within one half hour of the conclusion of the race out of which the protest arises.

E B. A protest against a starting position may be verbal and need not be accompanied by a protest fee.

1. When the protest arises from posted qualifying times and positions, the protest shall be lodged with the Race Chairman prior to the start of the race event.

2. When the protest arises from qualifying times and positions that were not posted prior to the scheduled start of the race event, or arises from the placing of cars in their starting positions on the pregrid, the protest shall be lodged with the Grid Marshal prior to the start of the race event.

E/C C. A protest against any mistake or irregularity occurring during a race shall be made within one-half hour of that particular race.

E/C D. Protests against the results of a competition shall be made within one-half hour of their publication.

E/C E. All driver protests concerning the results of Conference events, and subsequent awarding of points, should be directed to the sponsoring club's Race Chairman (as listed in the race announcement) within seven days of the date of the driver's Memo in which the final results appear. A copy of such protest is to be sent to ICSCC Headquarters.

E/C F. A protest against a Race Official must be submitted to the Race Steward within one half hour of the conclusion of the last race.

E/C G. A protest against a Conference Official must be mailed to ICSCC

Headquarters and postmarked within 48 hours of the conclusion of the event.

E/C **906.** Protest Fees

A. A fee of $100.00 must accompany a protest against a car or driver. This fee is payable to the Conference Treasurer in US dollars. (Fall 2009)

B. At the Race Steward's option, an additional bond may be required on any protest involving a mechanical teardown.

C **907.** Mechanical Protests and Teardown Inspections

A. Protests involving mechanical physical legality may only be lodged by and against fellow drivers competing in the same class.

B. Protests may include any mechanical items specified by the protesting party. All or part of the guidelines outlined in Appendix A may be used as a guide, but all items of a protest must be individually listed with specificity. All items specified in the protest must be inspected unless the protesting party indicates otherwise. No general protests will be accepted. Protests shall be reasonable, logical and based on sound evidence, and are subject to refusal by the Race Steward if these criteria are not met.

C. Teardown inspections may be conducted away from the track at a time and location agreeable to the car owner and Race Steward. Teardowns will be supervised by the Race Steward or a Contest Board member in the area of the driver's residence. The protested car will be adequately sealed at the course by the Race Steward.

D. Teardown inspections of a limited nature may be conducted at the race course. If an at-course teardown is conducted, protesting parties shall remain in attendance until the car is released. All parties involved in the protest shall refrain from drinking alcoholic beverages until the car is released.

E. In all inspections, existing gaskets and parts will be reused unless the car owner provides new parts, except as provided in Sec. 908. F. At any time before the mechanical inspection of a vehicle commences, the protested party may request to withdraw from the event under self-disqualification, subject to the approval of the Race Steward, who shall impose penalties as specified in Sec. 807. If the protested party is disqualified in this manner, the protest fee or bond shall be returned to the protesting party.

C **908.** Cars found to be legal. If a protested or disqualified car is found to be legal, the protested/disqualified party shall incur no costs due to teardown and/or reassembly, but rather the protesting party is to pay all costs, including compensation for time involved at a rate to be determined at the beginning of the season by the Race Steward. The rate will take into consideration prevailing shop labor rates, but will not be equal to maximum shop rates. The cost of any gaskets or small parts required for reassembly shall be paid for by the protestor(s). All costs of defending

against a protest and/or disqualification shall be borne by the protested party.

C **909.** Cars found to be not as represented. Should a car be found in violation of these regulations, the protest bond or fee shall be returned to the protesting parties, and the owner and/or driver of the car will stand all expenses. The violation will be reported to the Race Steward for disciplinary action.

C **910.** Announcement of inspection. The results of all inspections of protested automobiles shall be forwarded to the Conference within 48 hours of the actual inspection. The results of such inspections shall be on the prescribed forms furnished by the Conference.

C **911.** Course impound. Each competitor in Conference Championship events shall remain at the race course with his/her automobile for a minimum of one hour after his/her race or may leave only with special permission of the Race Steward.

C. **912.** Deleted November 2001

SECTION 10 – APPEALS

E/C **1001.** Appeal to Contest Board. Driver appeals shall be taken to the Contest Board, which shall only have the authority to affirm or deny the decision of the Race Steward. The Contest Board is not empowered to modify such decisions.

A. Appeals are to be in writing and sent to the Race Steward, with a copy to the ICSCC President, within 10 days of the post-marked notification of the penalty. A filing fee of $40.00 payable to ICSCC in US dollars must accompany the appeal. An appeal related to a mechanical infraction shall stay the imposition of any penalty and permit the driver to continue to compete during the time that the appeal is pending. It is suggested that appeals be sent by registered mail. (Fall 2009)

1. Once the Race Steward has received and reviewed the appeal information supplied by the appealing party, and finds sufficient evidence to warrant a reversal of his/her previous decision, the Race Steward may overturn the previous ruling. If such evidence is not provided, the Race Steward will proceed with the appeal as provided for.

B. The Race Steward shall immediately prepare copies and mail them to each Contest Board member, together with a suitable ballot and his own observations, as governed by these guidelines established in Section 402. C. 1. through C. 6. of these Competition Regulations. Simultaneously with the Contest Board mailing, an informational package containing a non-voting ballot, the Race Steward's observations and any other evidence not presented by the appellant, shall be mailed to the appellant.

C. Each club is allotted one vote on appeal. A 2/3 majority vote of the responding clubs shall be required to upset the decision of the Race Steward. Any ballot not returned, or not postmarked within twenty days of the date such ballots were sent out, shall be considered an abstention.

D. All ballots shall be returned to the ICSCC President, who shall publish the decision. A copy shall be mailed and postmarked to the appealing party or parties within thirty days of the original appeal.

E/C **1002.** Appeal to Executive Board. The decision of the Contest Board may be further appealed to the Executive Board. The appeal must be submitted in writing to the ICSCC President, including a filing fee of $25.00 (payable in US dollars) postmarked within five days of publication of the Contest Board's decision. "Publication," for purposes of complying with the time limit, is defined as the date the appealing party or parties were notified under Section 1001. D.

A. The ICSCC President, Race Steward, and a member of the steward's advisory committee shall confer on the content of Executive Board Appeals. If a unanimous decision is that no new substantive or perspicuous information can be provided to the Executive Board, the appeal can be denied. In case of such denial, notice will be given to the Executive Board, at which time any member of the Board may request that the appeal proceed.

B. The ICSCC President shall immediately prepare copies and mail them to each Executive Board member, together with a suitable ballot.

C. Each Executive Board member is allowed one vote on appeal. A simple majority vote shall be required to upset the decision of the Contest Board. Any ballot not returned or not postmarked within 20 days of the date such ballots were sent out shall be considered an abstention.

D. All ballots shall be returned to the ICSCC President, who shall publish a decision. A copy shall be mailed and postmarked within 30 days of the original appeal.

E. Competition licenses suspended by the President: Appeals of this action shall be directed to the President by certified mail, accompanied by a $30.00 appeal fee (payable in US dollars). A copy of the appeal shall be sent to the Race Steward. The President shall call an emergency meeting of the Executive Committee to convene not more than 30 days of the date of the mailing certificate of the appeal for the purpose of providing the appellant a hearing. A simple majority vote shall be binding and final.

SECTION 11 - TECHNICAL and SAFETY INSPECTIONS

E/C **1101.** Presentation For Inspection

A. A full and complete technical and safety inspection may be performed on each vehicle annually. Member clubs may hold special tech dates at any time throughout the season. Upon completion of the annual tech, an Annual Tech sticker will be placed on the back cover of the vehicle logbook, indicating that the car has passed. Inspections thereafter for each event during the annual period shall consist of reviewing the ICSCC vehicle logbook. Drivers not listed on Annual Tech Sticker must have their racing gear checked. SCCA/CACC annual inspections will be accepted. If all these are in order, a tech sticker will be issued for that event. Throughout the racing season the tech crew shall have the right to perform spot inspections in the pits or paddock at any time during posted tech hours.

B. Cars may be inspected on open trailers provided space and design allows for a thorough inspection and the car is race ready, at the discretion of the Chief Technical Inspector. Special procedures or directions for tech inspection shall be included in the supplemental regulations for the event in the race announcement and driver's packet. Except as otherwise stated in the rule book, the tech inspection will cover only items in Section 11.

C. All tech stickers from previous events must be removed from the car.

D. 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.

E/C **1102.** Appearance. Cars, crews and drivers who, by their general appearance, detract from the character of the program shall be excluded from the race meet.

E/C **1103.** Suitability for competition. The car shall be suitable for the type of competition in which it is entered, and shall pass technical inspection before entering the race course. Classes of other sanctioning bodies where general competition regulations are required, current year ICSCC Competition Regulations, Section 11 - Technical and Safety Inspections shall apply to all vehicles and competitors.

E/C **1104.** Reinspection. Any vehicle involved in a major accident at an event must go through a technical inspection before it is allowed back on the track and the damage noted in the log book. Race sponsoring clubs will provide full time technical personnel for this purpose.

E **1105.** Safety Equipment All required driver's safety equipment must be worn while on the track and in the hot pit area while under power.

A. Roll cage. A suitable roll cage shall be installed in all cars. Integral roll bars (i.e. Porsche 914, Fiat X 1/9) will not be accepted. For the purpose of this provision, the front hoop/rear hoop configuration used for Formula cars and Sports Racing cars shall be considered roll cage design. This applies to all open top convertible type cars.

1. Position. The top of the main hoop shall not be more than six inches behind and not less than one inch above the top of the driver's helmet when he/she is in a normal driving position. In closed cars, the roll bar will be as near the roof as possible. If the body prevents meeting the above height specifications, it is permissible to remove the headliner on all cars to permit roll cage installation.

2. Roll cages except for sports racing and formula cars must meet SCCA "IT" minimum for the year in which they are stamped by ICSCC.

   A 3/16" diameter inspection hole must be drilled in a non-critical area to permit verification of wall thickness. One continuous length of round steel tubing must be used for the main hoop member with smooth and continuous bends and no evidence of crimping or wall failure. Seamless drawn over mandrill tubing is recommended. The minus tolerance for all thickness should not be more than 0.010" below the nominal thickness.

3. Installation. Roll cages may be installed by welding or bolting of supports. When bolted, backup plates of equal size and thickness will be used, bolts shall be installed in stress, shall be at least Grade 5 and at least 3/8" diameter, and shall be double nutted or secured with self-locking nuts. Mounting plates must be attached to a structurally sound part of the chassis.

4. Head restraint. A head restraint device shall be incorporated into the roll cage system so as to prevent the driver's head from moving under and/or through the main hoop.

5. Approval. All roll cages must bear an ICSCC stamp applied by the Race Steward to signify his/her approval. Roll bar stamp must be marked in contrasting color. In the event of a rule change affecting roll bar specifications, the year shall also be stamped and roll bars certified under earlier regulations shall be re-inspected. SCCA roll cages built to the specifications of the appropriate regulations are acceptable in the case of entrants competing under SCCA licenses. It must be understood that no guarantee, representation or warranty of satisfactory performance is either expressed or implied by "approval" of roll bars.

. 6. Substitutions. Roll cages of alternate material and design may be accepted if data is presented that verifies the installation equals or exceeds ICSCC construction requirements. Cages that meet or exceed SCCA requirements are acceptable.

7. Conference Production cars. No part of the cage may extend past the fire wall.

8. With the exception of provisions provided under Sections 1305. D., 1306. A., and 1306. B., all Formula and Sports Racing cars shall conform to SCCA or ASN GCR's with specifications equivalent to their car types for roll structures.

B. **Safety Belts.** All cars shall be equipped with safety belts. Belts shall be worn while on track, in pre-grid, and while the car is under power in the paddock.

Belts must meet all of the following design, certification, expiry, and attachment specifications.

1. Size and construction. Seat belts shall be nominally two or three inches wide, metal to metal, quick release, nylon or polyester webbing material, aircraft-type competition style, with no buckle adjustment. Shoulder harnesses shall be at least three inches in width, quick release type. "Y"-type shoulder straps are not allowed. A driver may wear two-inch shoulder belts only when also wearing a HANS device.

2. Attachment. Belts shall be attached directly to the chassis frame, roll structure, or equivalent structural part. Seat belts with eye bolt and snap type mounts will have snap mounts secured with cotter pins or safety wire. The installation, orientation, and location of the belts must meet the manufacturer's installation instructions for the application.

3. Certification. All belts in competition use must meet SFI 16.1 or 16.5 specifications; or be homologated to FIA 8853/98 or 88534/98 standards. Belts must bear clear, un-modified labels indicating their specification compliance or homologation status.

4. Expiry. Systems meeting SFI specifications include at least one label bearing the date of manufacture. The certification of these belts shall expire on December 31 of the 5Th year after the date of manufacture. For example, a belt manufactured in May 2010 shall not be used after December 31, 2015. Systems meeting FIA specifications must have all belts labeled with their date of expiration, and these belts will expire on the last day of the year indicated on their labels.

5. Arm Restraints. SFI or FIA-certified arm restraints are required and must be utilized in all open-cockpit cars including formula cars, and sedans with open targa tops, sunroofs, or T-tops.

C. Fire extinguishers. A full fire extinguisher with a minimum rating of 10 BC (Underwriters Laboratories) or equally rated Halon gas system or NAF S3 Gas System, or approved equivalent must be carried in cars at all times, and shall be mounted with activating device within reach of the driver while fully belted. Fire extinguisher rating must be marked in a contrasting color. Fire extinguisher with plastic parts are not recommended. Plastic mounts are not acceptable. See Appendix N. All fire extinguisher bottles must have a pressure gauge. Each bottle will be mounted in such a manner that it can be checked at the annual or rotational technical/safety inspection.

D. Helmets and goggles. All helmets shall conform or be equal to 2005 or later Snell Foundation specification. For open-cockpit cars, full-faced helmets shall be worn which conform or are equal to Snell Foundation 2005 or later certification, with a full-faced shield. For closed cars, all helmets shall be worn with a full-face shield, approved goggles, or approved safety glasses. All helmets shall conform or be equal to SA (not M) Snell Foundation certification. Changes to this rule, relating to certification year or rating, can be made only in the year immediately following the year of a new Snell Foundation certification (i.e.: 1991, 1996, etc.). A 1" x 1" tamperproof 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 meets the date requirements of this section. Helmet stickers from other approved sanctioning bodies (SCCA, CACC, etc.) will be accepted in lieu of

the ICSCC helmet sticker. The helmets of all drivers entering the track on a race weekend must have a valid ICSCC helmet sticker or approved equivalent.

E. Fire resistant clothing. Drivers in all Conference sanctioned events must wear suitable driving uniforms snugly fitted around the neck, wrists and ankles when driving racing cars during practice, qualification and during racing events.

1. Driving suits. Two layers of flame retardant material must be worn, both of which must be woven type, permanently flame retardant (Nomex type). Driving suits will not be soiled with grease or oil to the extent that the suit constitutes a fire hazard.

2. Gloves. Full bodied gloves of Nomex or other approved fire retardant material must be worn.

3. Footwear: Nomex type stockings are required. Shoes having leather uppers and tongue or Nomex type shoes are required.

4. Other safety equipment. Drivers shall be required to wear a Nomex type hood or helmet skirting.

F. Window safety nets must be used on the driver's side window of all closed cars. The window net must be equipped with a quick release device. If net is attached to door, door shall be pinned. Velcro or duct tape is not acceptable fastening. (See Section 1108. M.) G. Deleted Fall 2006. (See new item 1113.)

G. Deleted Fall 2006. (See new item 1113)

H. The use of head and neck support system meeting SFI38.1 or FIA 8858 standards is highly recommended. (Spring 2011)

E/C **1106.** Numbers, class designations and identification marks. During a competition, each car shall carry identification numbers, class designations or letters and such other marks as shall be stipulated. Additionally, each car shall carry a transponder compatible with ICSCC approved software. The transponder shall be functioning during all sessions. It must display to Timing and Scoring the correct identification of the driver and the class entered for that session. The transponder may be mounted at any fixed location on the car.

A. All numbers and class designations must be in sharp contrast with the background.

B. Deleted November, 2001.

C. Numbers must be block numbers at least 10" high, width stroke of at least 1 1/2". Exceptions due to physical limitations may be made at the discretion of the Race Steward. It is recommended that larger numbers be used if possible. All digits of a number must be of the same size. Numbers should be spaced by a distance of not less than the stroke of the numbers.

D. Numbers are required on the front, rear and both sides of all cars. Open wheel cars are not required to have rear numbers.

E. Side numbers on formula cars should be placed to the rear of the center of the car, but forward of the rear wheels.

F. Class designations must be apart from the competition number and be in block letters. Letters shall be no larger than one half the size of the competition number or smaller than 4" high with a 3/4" stroke.

G Class letters are required on both sides of a car. Cars with multiple class designations that may be applicable in one run group must cross out or cover designations that do not apply to the current session.

H. It is recommended that the front number be placed as far forward on the hood or nose of a car as is possible.

I. All markings must meet the approval of the Chief Technical Inspector, acting on the advice of the Chief Scorer and/or Chief Timer. During practice and/or qualifying sessions, the Chief Scorer and/or Chief Timer shall have the authority to require the Starter to meatball any car whose numbers are illegible or whose transponder is not displaying appropriate data to the scoring crew. Such action during a race event will be allowed only with approval of the Race Steward.

J. Numbers other than those indicating the competition number must be no larger than one-half the size of the competition numbers.

K. Drivers requiring hand controls shall affix the international handicapped symbol to both sides of their vehicle at a location at or near the side numbers. The symbol shall be the standard international symbol, contrasting blue and white, and be not less than 30 square inches. It shall be required for said drivers to report to the chief of pregrid, who in turn will report the information to the chief of turn communications, prior to entering the race course, for the purpose of informing race workers of the presence of a hand-controls driver in specific race groups.

L. For each competition class requiring a minimum race weight, those cars are strongly encouraged to display an ICSCC Minimum Race Weight Sticker or an appropriate substitute in the upper and rearward most corners of both front fenders (for sedans) or along both sides nearest the cockpit opening for formula cars. Any car without weight race stickers that attends scales must present their log book with correct and current weight information. 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 competition classes and 3 minimum race weights. The sticker may only be signed and dated by the Race Steward or Assistant Race Stewards, 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.

E/C **1107.** Tires, Wheels, Suspensions and Brakes

A. No car having a wheelbase of more than 116 inches will be allowed to compete.

B. Tires. Suitable tires must be used on all cars. Tires with removable tread

bands will not be permitted. A sponsoring club may stipulate additional tread requirements for a particular race, provided requirements are stated in the official announcement of the event.

C. Brake condition and adjustment. All cars must have effective pedal operated brakes working directly on each road wheel. All brake parts must be in perfect working order, and the brake linings must be new or very good. The entrant should be prepared to remove brake drums for inspection.

D. Wheels. Wheel studs, nuts and/or bolts may not protrude beyond the outer most edge of the wheel rim. Lug nuts and balancing weights must be securely fastened. It may be required by the Conference that the wheels on certain makes of cars be reinforced.

E. Wheel bearings. Wheel bearings shall be properly adjusted so there is no excessive wheel play.

F. Front suspension and steering. The front suspension and steering shall be of suitable design, in proper order, and properly adjusted for maximum safety and efficiency.

G. Ground clearance. Ground clearance shall be sufficient to allow for a flat tire.

H. Shock absorbers. Front and rear shock absorbers shall be securely mounted and in proper working order.

E/C **1108.** Body, Engine Compartment and Cockpit

A. Cars shall not show unpainted or unfinished body filler or fiberglass patch, and shall not be raced with damaged body panels, with the exception of damage sustained during the racing event. There shall be a grace period of one race weekend.

B. Fenders and Brackets. Fenders and brackets shall be securely mounted. The top opening of the fender, on a vertical plan established at the center line of the wheel, shall cover the tread width of the tire used. The tread width shall be determined by the manufacturer's specifications for the tire. The driver or entrant shall be responsible to provide specifications, if required.

C Hood and engine compartment. The hood shall be securely fastened so that there is no possibility of it flying open during competition. HOOD PINS ARE STRONGLY RECOMMENDED. The engine compartment will be checked to see that everything is in proper order and securely fastened in place.

D. Exhaust system. The car shall present an exhaust system which will carry exhaust gases away from the body and exhaust them at least to the rear of the steering wheel hub and to the outer extremity of the body in such a manner that no danger is constituted. Exhaust systems shall be solidly fabricated and securely mounted.

E. Nuts, bolts and fasteners. All chassis nuts, bolts and fasteners shall be tight and secure.

F. Seats. Seats shall not be of makeshift construction and shall be securely mounted to the car. The back of the seat shall be firmly attached to the roll cage with a seat brace. Seats homologated to FIA standard 8855-1999, 8862-2009 or higher need not have the seat back attached to the roll cage. If the passenger seat back folds, the back shall be securely bolted or strapped in place.

G. Tops and tonneau covers. Any removable tops and tonneau covers shall be either removed or in a stowed position during practice, qualifying and racing. Removable hard tops, targa tops, T-roof panels, sun roofs, etc. may remain in place if they are securely attached. They shall be bolted or pinned in place.

H. Firewall and floor. Firewall and floor shall be adequate to prevent the passage of flame from the engine compartment or under the car to the driver's compartment. Floorboards shall be suitable to protect the driver on all sides from gravel, oil, water and debris from the road and engine. Belly pans shall be adequately vented to prevent accumulation of flammable liquids.

I. Transmission train. The transmission train, shafts and universal joints must be under the floorboards, or fitted in tubes or casings. The floorboards, tubes and casings must not be of temporary nature, but must be properly joined together and firmly fixed to the coachwork or chassis.

J. Mirrors. Each car shall be equipped with two functioning mirrors. -type mirrors are considered to be one mirror.

K. Fuel lines on Production and GT cars may pass through the driver/passenger compartment only if completely covered and protected by a sealed supplemental metal cover or in the alternate, be a metal braided (eg. Aero-quip) line.

L. Retaining loops or straps, minimum 3/16" and 1" width, steel or other suitable material approved by the Race Steward, will be required on longitudinal driveshafts on all applicable closed wheel cars, located so as to prevent the front of the driveshaft from contacting the ground if broken.

M. Door pins, when installed shall be plainly marked.

N. Two throttle return springs are required. Internal carburetor springs are collectively recognized as one spring if their sole intent is to return the throttle to the closed position. A second spring must be attached to the pedal or at the external appurtenance of the throttle at the carburetor.

O. Installation of camera equipment, camera mounts and/or camera accessories is permitted, PROVIDED that all the equipment be secured in place and checked for safety at technical inspections. Cameras weighing more than 8oz must be secured to the car on two sides. Any camera and its mounting system that is attached to the outside structure of the vehicle shall be tethered to the vehicle in such a manner that if the mounting system fails the camera and its mounting system cannot come in contact with the ground with both tires on one side of the vehicle deflated.

P. Windshield: Any crack, chip or bulls eye that can be felt on both sides of

the windshield must be replaced by the next event.

Q. Closed cars shall run with both door windows fully open.

R. Rear Window Glass: The rear window shall be clear and not tinted. OEM tinting is allowed but factory optional and aftermarket tinting is not allowed.

S. Driver cooling: Installation of aftermarket systems designed and intended for the sole purpose of cooling the driver including water-circulating and/or air circulating systems is permitted provided that all the equipment be secured in place and checked for safety at technical inspections and that it serves no other purpose than its intended design.

E/C **1109.** Fuel and Liquids

A. Fuel. All cars competing in ICSCC events will run only on gasoline or a blend of gasoline and alcohol. Any blend of gasoline and alcohol shall not exceed 20 percent alcohol. Gasoline consists entirely of hydrocarbon compounds, and may contain antioxidants, metal deactivators, corrosion inhibitors and lead ethyl compounds such as tetraethyl lead. Unless otherwise authorized, oxygen and/or nitrogen bearing additives are prohibited. Gasoline produced specifically for racing is permitted. Diesel and bio-diesel fuel will be allowed for use in diesel engine powered cars.

B. Fuel tanks. Fuel tanks shall be placed outside the cockpit so as to protect the driver from any fumes or direct splashing of fuel.

C. Leakage and caps. No leakage of fuel, lubricants or coolants will be allowed.

C. 1. All caps must fit properly so as to prevent loss of cap or spillage during competition. Cars using quick-opening fuel tank caps must have proper latching devices in good condition to assure positive locking of the cap. Any car using a lockable fuel filler cap door must have the lock deactivated.

2. Excess accumulation of fuel or lubricants on surfaces in and about the engine compartment or on the underside of the car is not permitted.

3. All cars must have catch tanks fitted to all breathers capable of spilling fluid: oil, coolant or gasoline. A “sealed” system is considered to be incapable of spilling fluid. A catch tank is therefore not required.

E/C D. Radiators and hoses. All oil and water radiators and hoses must be free from leakage and must be securely fastened.

E/C **1110.** Lights and Electrical System

A. Wiring. All wiring shall be properly installed and secure, additional wiring may be installed. Alterations to or removal of OEM wiring is allowed.

B. Lights. All cars shall have lights that conform to the regulations regarding its class. All lights with glass lenses will be adequately covered to prevent shattering. Streamlined headlight covers will be allowed. Except for

Formula-class cars, all cars shall have at least one working brake light. Brake light override switches are not allowed. It is required that sports racers and all open wheel cars have operating 'rain lights', to be illuminated in response to a "LIGHTS" sign at start/finish, displayed at the direction of the Race Steward. (Fall 2009)

C. Batteries. Batteries shall be securely mounted. The hot terminal shall be taped or otherwise insulated with a non-conducting material. Batteries located in the driver's compartment shall be securely mounted with an over-the-top retainer.

D. Circuit Breakers. All cars shall be equipped with a functional master circuit breaker (master switch) which cuts all electrical circuits except fire extinguishing and life support systems. It shall be located so as to be both easily visible and easily accessible from the exterior of the car if the car were overturned. Master electrical switches shall only have one motion to turn off (i.e. turn left but not push and turn left to turn switch off). The off position shall be clearly indicated at the switch location.

E/C **1111.** Log Books. Log books are available from the License Director or the Race Steward.

A. Every driver will be issued a vehicle log book, which shall remain with the car. If lost, the driver must replace the log book at a cost of $20.00. Upon changing cars, or if the technical inspection section of an existing log book is completely filled, a driver may request a new log book at no charge.

B. All entrants must present a vehicle log book at tech inspection: either ICSCC or that corresponding to the license under which the entrant has registered. All vehicle information sections in the log book shall be completed, i.e.: make of car, year, model, color, engine make/model, displacement, horsepower, race group(s), car number(s), class(es), vehicle weight (if applicable) for each class, etc.

E/C **1112.** Noise Emissions. All cars shall be equipped with a functioning exhaust silencing system and unless prohibited by supplemental regulations shall meet a noise level not to exceed 103 decibels measured at 50 feet from the hard edge of the track and/or artificial markers indicating track edge nearest to the sound meter. The Noise Control Officer shall have the responsibility of notifying the Race Steward of violators for the purpose of black flagging (meatball flag) and/or disqualification. Any car found to be over the limit during practice or qualifying shall be corrected before being allowed to race. The ICSCC noise meter shall be the official noise meter.

A. Noise meter readings taken during a race shall only be taken from positions which were previously monitored during the weekend, i.e.: during practice and qualifying.

B. The car numbers of all cars exceeding 98 db on Saturday and Sunday practice and qualifying are to be posted along with the qualifying times.

Muffler systems will be checked during technical inspection and only vehicles with well maintained mufflers will be allowed to compete. Formula Vees with a 4 into 1 header system will not be required to have a muffler, but still be below 103 decibels. A turbo charger is an approved muffler.

E **1113.** Recovery Equipment – Towing Eyes. All cars without an exposed roll bar shall have a towing eye or strap, front and rear, to be used for flat-towing or hauling the vehicle. The towing eyes or straps shall be of sufficient size and design to withstand the stress exerted during towing or recovery without deformation and shall have a two (2) inch inside diameter. The towing eyes or straps shall not dangerously protrude from the bodywork while the car is racing. These towing eyes or straps shall be securely bolted in place and easily accessible without removal or manipulation of bodywork or other panels.

A. Cars requiring specialty towing equipment (eg, a “claw” for Legends racers) shall present that equipment to the Race Chairman before the first on-track event of the day, and the equipment shall remain with the emergency crew throughout the duration of the event.

SECTION 12 - ADVERTISING and PUBLICITY

E **1201.** All advertising and publicity in connection with a Conference sanctioned race shall be conspicuously marked: "Sanctioned by the International Conference of Sports Car Clubs," and/or bear the Conference emblem.

E **1202.** Any advertising concerning the results of a competition shall be wholly in accordance with the facts.

E/C **1203.** Advertising of a tasteful nature will be allowed on cars.

E/C **1204.** The Conference shall provide 3" x 9" stickers with "ICSCC" printed on a contrasting background to be affixed (voluntarily) to Conference competition cars. The recommended placement for the 3" x 9" ICSCC decal is one on the front of the vehicle in a prominent position to be viewed from the front, preferably as centered as possible, one on each side in a prominent position to the rear of the front wheel and forward of the driver's seat back. Decals from other organizations are allowed.

SECTION 13 - CLASSIFICATION of CARS

E **1301.** There shall be seventeen (17) categories approved for competition: Production, GT, Improved Production, Sports Racing, Formula, Improved Touring, PRO-7, PRO-3, PRO44, Spec Miata, Club Spec Miata, Radial Sedan, American Sedan, Super Production, Club Rabbit, Honda Challenge and Sport Touring. At all times, the burden of proof of car classification, model, options etc. shall be on the driver and/or owner rather than the Conference. There shall be no classification changes after the Spring Meeting prior to the coming season.

A. (Formerly, Section 1311.) All new classes put forward for consideration must be delivered to ICSCC Headquarters by November 1 to be considered at the Fall Board Meeting. All classes considered shall be accompanied by a set of class rules and an affidavit signed by at least 5 licensed drivers intending to run the class. New classes will compete under the rules submitted and approved at the Fall Meeting and maintained by the Race Steward. Protesting will be allowed. Drivers running in new classes under consideration will earn Championship points but will receive year-end awards only if the new class entries average 2.5 for an entire season. New classes achieving a 2.5 entry average for the season will automatically become sanctioned the following year. New classes not achieving a 2.5 entry average within 2 seasons will be required to repeat the above process to remain under consideration. All classes under consideration are listed as follows:

1. FBX
2. SRX
3. SE46

B. (Formerly Section 1312.) In providing a system of classification and regulations governing the modifications of racing vehicles for racing purposes, ICSCC makes no representations and assumes no liability as to the legality of any such modifications under the applicable federal and state law, including the regulations of the U.S. Environmental Protection Agency.

C 1302. Production Cars

A. Definition. Production Cars will normally be only those cars which are series produced with normal road touring equipment in quantities of at least 500 per model sold. In addition, however, the Contest Board reserves the right to exclude any car from the Production category, even if made in quantities of more than 500. Also, the Contest Board reserves the right to include any car made in quantities of less than 500 if such cars, in the opinion of the Contest Board, are primarily designed as Production cars.

B Recognition. Production category automobiles shall be recognized according to the manufacturer's complete designation including name, model, model number, engine displacement and SAE net horsepower. Production Cars are limited to those models that may be purchased in the U.S. or Canada as standard models. Cars that are not exported to the U.S. or Canada will be handled individually by the Race Steward.

C. Performance Options. Production cars may be raced with performance options, provided that those options were available as factory-installed for

the make and model of the car being raced. Such options must be noted in the vehicle log book, and will be considered in classification of the car.

D. Any production-based car as defined by 1302. A. and B. shall be allowed to compete in GT, SP and Improved Production races for both trophies and points, without any changes, provided it meets the following requirements:

1. GT1-GTL: If the car is classified by SCCA as a GT car it must run in that class. If the car is not classified by SCCA the Race Steward will assign a GT class to the vehicle, using the guideline of what similar type cars are classified by SCCA. In the event of two possible classes, the Race Steward must assign the vehicle to the higher class. The car must meet SCCA "IT" standards in regards to safety equipment, i.e. fuel tanks and roll bars. The car must maintain its production body and only modifications allowed in 1402. C. 2. through 22. are permitted. The minimum race weight, including driver, for cars being classified by the Race Steward shall be the production class weight. Cars that are classified by SCCA must meet the SCCA minimum race weight.

2. SPU-M-O: The car must meet SCCA "IT" standards in regards to safety equipment.

3. Improved Production: The car must be classified by SCCA as an E, F, G or H Production car. It must not exceed any mechanical, brake or chassis improvements allowed under SCCA rules pertaining to the specific SCCA Production car. It must meet SCCA "IT" standards in regards to safety equipment. The car must maintain its production body and only modifications allowed in 1402. C. 2. through C. 22. are permitted.

   Production-based cars do not have to compete in a Conference Production class to be eligible for competition.

NOTE: There shall be no minimum weight for production cars competing as SP

E/C **1303.** GT, SP and Improved Production Cars

A. GT cars shall race in classes conforming to Oregon and Northwest Region SCCA rules. Those SCCA classes are SP, EP-HP, (EIP-HIP in ICSCC) and GT1-GTL. Closed wheel purpose-built cars or trucks fabricated as 3/4 to full-scale reproductions, shall be classified in an appropriate GT and or SP Class as determined by the Race Steward.

1. Original tail light and brake light lenses are not required to be retained.

B. Improved Production Cars

1. Definition: Improved Production cars shall conform to the current SCCA production car specifications concerning classification, modifications and options.
2. Classifications: Improved Production cars shall compete for Conference championship points in four (4) classes as laid down by

SCCA production car specifications. Eligible classes are E through H Production in SCCA, which shall be the same as E Improved through H Improved Production in Conference.

3. 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 logbook. This weight must be signed the Race Steward or Assistant Race Steward. Proof of race weight shall be supplied by the competitor at the time of signing.

1304. Deleted November, 2001

1305. Sports Racing Cars

E/C A. Definition. Sports Racing cars shall be designed and constructed solely for road racing competition. Sports Racing cars shall be of closed wheel design. Any formula car may be converted to Sports Racing by incorporation of appropriate bodywork. No production-based car, (see Sections 1302. A. and 1302. B.) regardless of state of modification, shall be classified as or be allowed to compete with Sports Racing cars. Closed wheel purpose-built cars (i.e. Baby Grand or Legend type) fabricated to less than 3/4 scale reproductions, shall be classified as Sports Racers with class determined by cc displacement or listed specifically as a car classification for placement within the Formula Vee/Sports Racer Group. Sports Racers and purpose-built cars meeting the "less than 3/4 scale" specification spelled out in this section (i.e. Baby Grand or Legend type cars) shall not be combined with any other race group in which production based cars compete, except for special race groups and enduros with the approval of the E Board. These rules for Sports Racing also reference Appendix B, with exceptions, which are detailed as Appendix B of these regulations.

E/C B. Classification

1. Automobiles in the Sports Racing category shall be divided into five classes, according to engine displacement, excluding an overbore allowance of 1.5 mm.

2 Class

B	2001cc and up
C	1601cc through 2000cc
D	1301cc through 1600cc
E	1001cc through 1300cc
F	1000cc and below

Cars fitted with Superchargers and/or Turbochargers shall compete in the class immediately above the one in which they normally fall by virtue of engine displacement, unless by using a displacement factor of 1.4, the classification is unchanged according to Section 1305. B. 1.

3. Rotary engines will be admitted on the basis of a piston displacement equivalence. This equivalence is twice the volume determined by the difference between the maximum and minimum capacity of the working chamber.

E/C C. Single seat Sports Racers are exempted from the provisions of Article 205, Appendix B as regards interior dimensions. The following shall apply to single seat Sports Racers only.

1. The driver's seat must be capable of being entered without the removal or manipulation of any part or panel. The cockpit opening must comply with the following minimum dimensions:

Length 60 cm (23.622")
Width 45 cm (17.717") maintained over 30 cm (11.811") from the most rearward point of the seat backrest toward the front.

E D. All Sports Racing automobiles constructed prior to Jan. 1, 1998 shall be grandfathered in their original roll bar/cage/chassis design so long as they are competing as an ICSCC licensed entry under an appropriate ICSCC logbook. Grandfather provisions notwithstanding, the top of the roll bar main hoop shall extend two (2) inches above the driver's helmet. Additionally, a straight line drawn from the top of the main hoop to the top of the front hoop, shall pass over the top of the driver's helmet. New cars constructed on or after January 1, 1998, shall have front hoop/rear hoop conforming to Section 1105.

E **1306.** Formula Cars

A. Classifications. ICSCC Formula cars will be classified as follows Formula Atlantic, Formula Libre, Formula Ford, Formula Club Ford, Formula Vee and Formula 440/500. All Formula Cars constructed prior to January 1, 1998, shall be grandfathered in their original roll bar/cage/chassis design so long as they are competing as an ICSCC licensed entry with an appropriate ICSCC logbook. Grandfather provisions notwithstanding, the top of the roll bar main hoop shall extend two (2) inches above the driver's helmet, seated normally and restrained by seat belt/shoulder harness. Additionally, a straight line drawn from the top of the main hoop to the top of the front hoop, shall pass over the top of the driver's helmet. New cars constructed after January 1, 1998, shall have front hoop/rear hoop conforming to Section 1105.

B. Specifications. Except as provided under 1306. A., all Formula cars will meet the following specifications:

E/C 1. Formula Atlantic will meet 2009 SCCA GCR Formula Atlantic preparation rules. All cars will have a minimum weight of 1230 lbs w/ driver.

E/C 2. Except as provided below, Formula Vee and Formula 440/500 shall meet current SCCA regulations. (Spring 2010)

(a) Cars built to Formula 500 SCCA Specifications shall meet current SCCA Regulations.

(b) Cars built to Formula 440 SCCA Specifications may continue to compete as Formula 440 under the most recent applicable Formula 440 specifications but may substitute any unmodified 430 to 510 cc 2 cylinder liquid cooled snowmobile engine. Engines may be sleeved and overbored by 1.2 mm. Ports may not be modified. Engines may be fuel injected or carbureted with no restriction to throttle body or carburetor bore size.

E/C 3. Formula Libre will consist of all open wheeled vehicles not aforementioned (i.e., Formula 5000, Formula Continental, Formula Super Vee, Formula B, etc.).

E/C 4. Formula Ford and Formula Club Ford

(a) All Formula Ford and Club Ford Cars must comply with all 2009 SCCA regulations applicable to Formula Ford. All Club Ford cars must use the "spec" tire and compound number approved for the class. The approved tires are the American Racer Tire Co., compound #133, or current equivalent rating number. Any brand of rain tires may be used, provided that the tires were originally designed and produced by the manufacturer as rain tires for use exclusively on a wet track. Dry-track racing tires, other than the permissible "spec" tires, may not be modified for use as a rain or intermediate tire. Nothing may be added to or applied on the Specification tire, which results in a softening of the rubber compound.

(b) Chassis Eligibility for Club Ford Class

(1) All Formula Fords built prior to 1982 having fully functional coil springs and shock absorbers mounted outboard and in the airstream on all four corners are eligible as Formula Club Fords.

(2) An eligible chassis can be one that was either manufactured in stock configuration with the spring/shock assemblies mounted outboard and in the airstream on all four corners, or a chassis manufactured in stock configuration with at least two spring/shock assemblies mounted outboard and in the air stream and has been modified to an all outboard configuration. A chassis manufactured with all suspension components mounted inboard may not be modified and considered eligible for Formula Club Ford. For any chassis manufactured with at least two spring/shock assemblies in the airstream and meeting the production date requirement, the two remaining inboard spring/shock assemblies must be converted to an outboard configuration to be eligible for Formula Club Ford. The spring/shock assemblies must be fully functional and attached such that one end is connected to a chassis location and the other end attached to an outboard suspension location. Vertical mountings that run parallel and next to the chassis are not considered to be within the intent of the rules and shall not be allowed. The relocated spring/shock assemblies must be the primary and only means of suspension damping and control. The use of dummy or secondary spring/shock assemblies is not allowed. The intent of any suspension modification which converts an inboard configuration to an outboard configuration is that of compatibility with older chassis designs. Any attempt to circumvent this intent by manipulating the interpretation of the rules shall be considered outside of the purpose of Formula Club Ford and will not be allowed.

(3) It is the responsibility of the driver and/or entrant of any car entered in the Club Ford class to document the eligibility of his/her car, not of ICSCC to determine its ineligibility for the class.

(4) A chassis updated to the specifications of a later model of the same make shall be considered to be that later model for purposes of eligibility in Club Ford.

(5) Club Ford cars may be updated within the limits set forth in

(4) above, provided the basic configuration is unchanged. Thus, suspensions(s) and front brakes may not be converted from outboard to inboard configuration.

(6) No fuel tank or tanks may have more than one atmosphere internal pressure.

(7) Only 100 Octane LL (Low Lead) general-purpose aviation fuel is allowed for racing or qualification purposes

(c) Permitted Modifications

(1) Bodywork is free within Formula Ford dimensions. (GCR).

(2) Coil springs, shock absorbers, anti-roll bars, steering components, and suspension settings are free provided all four spring/shock assemblies remain outboard and in the airstream and the use of titanium is prohibited.

(3) Pickup locations, suspension geometry and the wheelbase/track are free provided any modifications adhere to the GCR for Formula Ford.

(4) Driveshafts are free.

(5) Relocation of water and oil radiators is free.

(6) 711M blocks or 771M blocks may be used.

(d) Cars excluded from Club Ford at any time, including the results of a protest not adjudicated until after the completion of an event, shall not be excluded or disqualified from competition solely because the car is determined ineligible for Club Ford, but reclassified to the regular Formula Ford class if otherwise eligible.

(e) Club Ford cars must display class designation as C/F or C/FF.

E/C 5 Formula Vee - All Formula Vee cars shall conform to SCCA regulations applicable to Formula Vee

E/C 6 Formula Continental - All Formula Continental cars shall conform to SCCA regulations applicable to Formula Continental

E/C **1307.** Improved Touring A (ITA), Improved Touring B (ITB), Improved Touring C (ITC), Improved Touring S (ITS). These classes shall run under current year SCCA rules.

E/C **1308.** Deleted, November 2005.

E/C **1309.** American Sedan. This class shall run under current or immediately prior year SCCA rules.

E/C **1310.** Radial Sedan. Radial Sedan is intended to provide a class for cars which exceed the preparation limits in the applicable Conference Production or Improved Touring specifications but still meet all safety regulations of the GCR.

A. Eligibility

Radial Sedan cars must be (or have been):

1 Marketed to the public in the U.S.A.

2. Marketed in sufficient volume so that its specifications are standard. Competitors must provide a service manual for their cars.

3. Able to seat 4 average size adults as sold to the public Those cars which are not able to seat 4 average size adults may also compete but must carry a weight penalty of 200 lbs. over the minimum weights specified in 1310. C. 1. through C. 8.

B. Safety Requirements

All Radial Sedan cars must meet the same minimum safety requirements as Improved Touring cars as provided in the GCR. SCCA GT legal cages, fuel cells and fire systems are encouraged.

C. Official Weights

All cars will be weighed as raced, with driver. The weight for each car shall be:

1. All piston engine, pushrod two valve per cylinder cars will weigh at least 0.95 pounds for each cubic centimetre of engine displacement as raced plus 180 lbs. For example, a 2000 cc two valve per cylinder pushrod piston engine powered car must weigh at least 2080 lbs.

2. All piston engine, two valve per cylinder cars will weigh a least one lb. for each cubic centimetre of engine displacement as raced plus 180 lbs. For example, a 2000 cc two valve per cylinder piston engine powered car must weigh at least 2180 lbs.

3. All piston engine cars with three valves per cylinder will weigh at least 1.05 lbs. for each cubic centimetre of engine displacement as raced plus 180 lbs. For example, a 2000 cc three valve per cylinder piston engine powered car must weigh at least 2280 lbs.

4. All piston engine cars with more than three valves per cylinder will weigh at least 1.1 lbs. for each cubic centimetre of engine displacement as raced plus 180 lbs. For example, a 2000 cc four valve per cylinder piston engine powered car must weigh at least 2380 lbs.

5. All rotary engine cars must weigh at least 1.5 lbs. for each cubic centimetre of engine displacement as raced plus 180 lbs. For example, a 1308 cc rotary engine (i.e. 13B) powered car must weigh at least 2142 lbs.

6. All piston engine cars with a turbocharger or supercharger must weigh at least 1.4 lbs. for each cubic centimetre of displacement as raced plus 180 lbs. Turbochargers and/or superchargers cannot be added to cars not originally so equipped.

7. All rotary engine cars with a turbocharger or supercharger must weigh at least 2.1 lbs. for each cubic centimetre of displacement as raced plus 180 lbs. Turbochargers and/or superchargers cannot be added to cars not originally so equipped.

8. Cars may be ballasted to meet minimum weight requirements. Ballast weights must be securely fastened to the floor of the passenger/driver compartment, per SCCA GCR IT Specs.

D. Bodywork

In keeping with the stock nature of this class, all cars shall maintain their stock appearance and dimensions.

1. Fibreglass fenders, hood and trunk panels are permitted, but they must retain the stock appearance and approximate dimensions (two inch tolerance allowed at any point). Those cars racing with any non-stock fibreglass body panels must increase the minimum weight from 1310. C. 1. through C. 8. by 100 lbs.

2. Front air dams are permitted provided they do not protrude from the outline when viewed from above, not including bumper or bumper mounts. Also, no part of the car except the exhaust and suspension may be lower than the lowest part of the wheel rim.

3. Bumpers may be removed
4. Interiors may be "gutted" including removing the passenger seat, removing front door windows and window mechanisms.

5. Side and rear windows may be replaced with any material specified as acceptable in the SCCA GT regulations for side or rear windows.

6. Batteries may be relocated, but must be in a containment box to protect the driver if the battery is in the driver's compartment. Racing (gel) batteries are permitted.

E. Chassis

An IT or GT legal roll cage must be installed. Standard suspension pick up points must be used. However, the original unibody and/or chassis around suspension pick up points may be reinforced, and camber/caster adjustment plates may be added. Springs, shocks and sway bars are free. All other suspension components must be standard, however, they may be reinforced.

F. Tires

Any DOT or MOT approved tires may be used (as per IT, racing tires, recapped, or regrooved tires are prohibited).

G. Brakes

Any production car brake system components (calipers, master cylinders, brake rotors, etc.) which can be bolted on without modification may be used. In addition, dual master cylinder systems and brake biasing devices may be added. Any brake lining material may be used. Water cooled or fan cooled brakes are not permitted. Racing calipers may also be used, but those cars racing with any non-production car brake system components must increase the minimum weight from 1310. C. 1. through C. 8. by 100 lbs.

H. Wheels

All cars must retain a wheel diameter that is within 1 inch of a diameter which as available as original equipment. Any road wheels may be used (as per IT, tire tread may not protrude beyond fender opening when viewed from the top perpendicular to the ground). A tolerance of 2 inches from specified standard track is permitted front and rear.

I. Engine and Drive Train

1. Engine and drive train must have been available with the body style as raced. It is permitted to machine the components of the engine, however, no material or mechanical extension may be added to any part.

2. Any induction system available to the public which can be bolted on to the cylinder head may be used. Original carburetors or fuel injection systems and manifolds can be modified, however, no material may be added to a stock manifold, Centreline body or fuel injection throttle body.

3. Exhaust system is free, but must include a muffler, and must end aft of the driver and within 3 inches of the outside perimeter of the bodywork as viewed from above. Sound pressure limits are defined in the Supplemental Regulations for each event.

4. Ignition systems are free.

5. Oil sump and oil pickup may be modified to increase oil capacity and to prevent surge. Oil pump may be substituted or modified, and a dry sump is permitted. “Accusump” may be fitted. An oil cooler may be added provided it is contained within the engine compartment and not visible from outside the car.

6. Breathers, air filters, and oil filters are free. All emission control devices may be removed. Catch tanks must be utilized for the oil breather.

7. Any radiator which will fit in the standard location and not alter the appearance of the car may be used. Fans and/or fan blades can be modified or removed.

8. Fuel pumps and fuel filters are free, but they must be separate from the driver/passenger compartment by a metal bulkhead.

9. Gear ratios are free provided the transmission and differential housings are retained and not modified. Differentials may be modified to produce a locking or limited slip action.

10. Heater may be removed.

11. Clutch and flywheel are free.

12. Any engine modification which is legal according to the Improved Touring, Conference Production or SCCA Production class rules is also legal in RS.

E **1311.** Renumbered to 1301. A.

E/C **1312.** Renumbered to 1301. B.

C **1313.** Super Production cars shall compete in 3 classes, over 4.0 litres or 20B rotary powered (SPO), 2.0 – 4.0 litres or 13B rotary powered (SPM), and under 2.0 litres or 12A rotary powered (SPU). SP cars shall meet the safety requirements of Section 1303. A. with no minimum weight and will resemble a production car in appearance. Cars fitted with superchargers and/or turbochargers shall use a displacement factor of 1.4 to determine classification.

C **1314.** Club Rabbit (CR) is open to 1975-1980 model year Volkswagen Rabbits. All cars with this classification will run under current ICSCC Production rules with the following exceptions:

A. General

1. Cars must display class designation as "CR".

2. CR rules changes will be in accordance with the ICSCC rules.

3. CR cars must comply with ICSCC update and backdate rules for equipment and/or components (engine, brakes, suspension, and etc.) not defined/specified in the CR rules. The base configuration for 1500cc engine cars is the 1975 VW Rabbit. The base configuration for 1600cc engine cars is the 1976 VW Rabbit.

4. When the CR rules specify a part number or part code number, the number may not be removed, altered, or hidden.

5. Parts designated in the CR rules as "aftermarket" must be available for purchase (mail order or over the counter) by CR drivers.

. 6. When an "equivalent" part is allowed in the CR rules, the part must not differ in design from the specified part, or stock part if applicable, and must be available for purchase by CR drivers.

7. If requested, CR drivers must provide the source (where you can buy it) for parts installed on their cars that are defined in the CR rules as "aftermarket" or "equivalent".

8. Deleted Fall 2006.

B. Suspension, Wheels, and Tires

1. A two point bolt-in front lower stress bar is allowed. The bar must bolt between the forward lower control arm bolts.

2. 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.

   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.

CR will use a spec tire on all 4 wheels at all times. If the CR spec tire becomes unavailable during a race season, the licensed CR drivers will meet with the Race Steward and assist the Race Steward in selecting a replacement tire for the current season. Licensed CR drivers will determine if a new spec tire is needed for the next race season. CR drivers are required to have enough spec tires on hand to complete an event / race weekend. Failure to use the spec tire for qualifying shall result is a loss of time. Failure to use the spec tire for a race shall result in disqualification. Wheels are restricted to 13" or 14" diameter. The wheel manufacturer is free.

3. The stock Rabbit front strut bodies must be used; after market struts are not allowed. The stock front strut spring perch may be removed and replaced by a threaded collar and a manually adjustable threaded spring perch. No other modifications to the stock strut body are allowed.

4 Shocks are limited to "aftermarket" replacement shocks designed for a Rabbit. Adjustable shocks with separate adjustments for rebound/bounce and compression/bump are not allowed. Electronic or magnetic self-adjusting shocks are not allowed even if the shock control unit is contained in the shock body.

C. Chassis and Body

1 Minimum weight requirements:

1500cc engine	1852 lbs. with driver
1600cc engine	1899 lbs. with driver

2. U.S. and/or European VW Rabbit factory bumpers are allowed. Modifications to the factory metal bumper ends are allowed to minimize or eliminate the sharp bumper ends. Custom fabricated bumpers are not allowed. Custom fabricated bumper mounting brackets are allowed.

3. The heater box and assembly and vents may be removed. If removed, the holes in the firewall must be covered with a metal plate.

C. 4. The metal drain tray panel that extends between the fenders, behind the carburetor, may be all or partially removed.

5. VW Rabbit G.T.I. plastic fender flares part numbers;
175-853-717A (left front),
175-853-718A (right front),
175-853-817A (left rear),
175-853-818A (right rear),
or "equivalent" may be installed. Custom fender flares are not allowed.

6. Stock dash assembly may be replaced in part or in full with one of alternate material.

D. Fuel, Exhaust, and Cooling System

1. One of the following carburetors must be used:
VW 1975-76 Zenith 2B2 (24/27 venturi)
Webber 32/36 DGV or DGF (26mm primary and 28 mm secondary venturies and 3.5 mm auxiliary venturies).

(a) If a Webber carb is used, it must be attached to the intake manifold using the stock VW carb isolator with a fabricated ½" thick adapter plate that mates the Webber to the stock isolator. The stock isolator, adapter plate, and gaskets cannot exceed 1 5/8" in height. The adapter plate may be port matched to the stock isolator.

(b) Fuel jets, air corrector jets, emulsion tubes, needle valves, and float sizes are free. Float bowl baffles may be installed. Float bowl vent tubes may be installed. The carburetor choke plate and choke assembly may be removed.

2. Air filters are limited to aftermarket filters that attach directly to the carb body. Remote air cleaner/filters and/or air inlet hoses are not allowed. Air cleaner/filter mounts or adapters that function as velocity stacks are not allowed.

3. Intake manifolds are restricted to 1975-76 Rabbit VW factory carbureted manifold PN#055129713K. Coating or painting of the manifold is not allowed.

4. An "aftermarket" header may be used. The header may be coated or wrapped with an "aftermarket" material.

5. Fuel Injection: Stock Factory Bosch CIS Injection system complete from '77-'84 Rabbit models.

(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.

D. 5. (b) External throttle linkages to the standard fuel injection may be modified or changed.

(c) Air filters are limited to aftermarket that directly fit into factory air box.

(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.

(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.

E Engine

1. Engine blocks are restricted to VW part codes: FC, EE, EF, FG, EH, EJ, or FN. Stroke is restricted to 80mm on all engines.

2. Cylinder heads are restricted to:
VW PN# 056103353B,
VW PN# 049103373,
VW PN# 049103373B (injected head).

3. Valves are restricted to stock VW or equivalent (34mm dia. Intake; 31mm dia. Exhaust). Aftermarket/custom valve springs may not be used if the installation requires modification or machining of valve-train components.

4. Any stock VW Rabbit 190mm, 200mm, or 210mm flywheel may be used. Material may be removed from the outer rim of the flywheel that faces the engine block, to no less than 1/8" from the starter ring. The remaining 1/8" of the rim may be used to balance the flywheel.

5. The stock cam may be replaced with a Techtonics "G-Grind" cam PN#109-070 or a Techtonics "TT280/276" cam PN#109067.

6. Camshaft timing may be altered using a manually adjustable cam sprocket. A "Cam Saver" valve cover oil baffle VW PN#026103547 is allowed.

7. Aftermarket urethane motor and transmission mounts are allowed. The stock or aftermarket rear transmission mount may be stiffened or reinforced.

8. Ignition systems are free except programmable ignition systems are not allowed. (Fall 2010)

E. 9. The use of aftermarket coatings or paint on internal engine parts including the cylinder head and block is not allowed. The painting of the outside of the engine block is allowed.

10. Pistons are restricted to stock VW or "equivalent" with a maximum diameter of 80.50 mm (3.1693 in.) for the 1588 cc engine and 77.50 mm (3.0512 in) for the 1471 cc engine.

11. Titanium parts; bolts, washers, or nuts are not allowed in rotating engine, transmission, clutch, pressure plate, or drive shaft parts. (This includes rod bolts and wristpins).

12. Cylinder head intake and exhaust porting is allowed per Rule 1402. E. 2. with the following exception: Valve guide bosses may be modified but must retain an unmodified stock valve guide.

C F. Brakes

1. Brake rotors may be replaced with VW 9.4" dia. Vented front rotors or equivalent. Cross drilled and/or slotted rotors are not allowed.

2. The stock calipers may be replaced with:
VW Rabbit "Kelsey-Hayes" VW PN# 171615123B
and VW PN# 171615124B or equivalent
"ATE" VW PN# 321615123A and
VW PN# 321615124A calipers.

3. Rear brake drum assemblies may be replaced with:
Rear rotors #357-615-601 or "equivalent"
Rear calipers #191-615-424A and #191-615-423A
Spindles #191-501-117E and #191-501-118D
Handbrake cables #191-609-721A.
Rear wheel bearings, races, seals and wheel bearing hardware will remain as stock. Rear brake pad material is free.

4. Master cylinders are limited to stock VW factory or "equivalent". Custom master cylinders are not allowed. Brake fluid recirculating systems are not allowed.

C G. Transmission

1. 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: 1st (3.45), 2nd (1.94), 3rd (1.37), 4th (0.97), and final drive (3.89). Alternate transmissions are 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: 1st (3.45), 2nd (2.12), 3rd (1.44), 4th (1.13), 5th (2H = 0.91), or 5th (4K = 0.89), and final drive (3.94).

2 A short-shift linkage kit may be installed.

3. Installation of any internal mechanical device to limit the travel of the 3rd gear operating sleeve is permitted as long as the device does not alter any other transmission function.

C **1315.** PRO-7

A. General

1. Intent – It is the intent of the PRO-7 class not to allow any modifications that would increase the cost of competition. The following rules are not guidelines for the class but an actual list of allowed modifications. If not specifically allowed, any other modifications shall be prohibited.

2. Body Styles – All 1979-1985 Mazda RX-7's are eligible except the GSL-SE.

3. Safety – All cars must comply with ICSCC Production and/or SCCA GCR's safety rules. Roll cages may only be attached to the body in a maximum of 6 places or 8 places per SCCA IT specifications. No deformation of the interior body panels is permitted in installing the roll cage, except that the horizontal part of the sheet metal between the

main hoop and the top of the "A" pillar (next to the driver's and/or passenger's head) may be pushed in to accommodate the roll cage. The intent of this allowed deformation is strictly to allow more head room for the driver and/or passenger. Fuel cells are permitted as long as they comply with SCCA GCRs and are located within 12" of the original gas tank location.

4. Deleted Fall 2009

B. Allowable Modifications

1. General.

(a) Other than those items specifically allowed by the rules, no other part or component may be modified, removed or disabled. All cars, engines and other OEM parts must be or must have been offered for sale in the United States by Mazda for the 1979-1985 12A RX-7. Replacement parts must be OEM or others of equivalent OEM specifications found on 1979-1985 12A RX-7's sold by Mazda in the US.

(b) Required parts for 79-80 Cars – The following parts are required to be used from 1981-85 cars: Intake manifold, carburetor, and exhaust manifold. Complete front MacPherson strut assembly including but not limited to, the brake rotors and calipers.

2. Body

(a) All chassis and structure repair must be done as close as possible to the factory specifications. No additional frame strengthening is allowed. Body repair must maintain stock contours.

(b) Fenders must be stock. Interior lips may be rolled for tire clearance. Plastic fender liners may be removed.

(c) A front spoiler may be added provided it is not lower than the lowest part of the wheel rim. It may not protrude beyond the overall outline of the body when viewed from above, perpendicular to the ground. The outline excludes bumpers and/or mounts. The spoiler may not extend any higher than four inches above the horizontal centreline of the front hubs. It shall not cover the grill opening below the bumper. Openings in the front spoiler are permitted to duct air to the brakes, radiator, oil cooler, etc.

(d) Windshield clips are allowed and recommended. Hood and trunk pins may be fitted. Stock hood latches may be replaced with clips. The car must be run with the hood, doors, and trunk completely closed and secured. The rear of the hood may be raised no more than 1 ¼ inch for engine cooling.

(e) Openings to duct air to the brakes, radiator, oil cooler, etc. may be cut in the lower valance below the front bumper. The maximum area is 18 square inches total that may be cut out, not counting any stock openings. The stock engine under tray may be removed.

(f) Removal of all four side marker lights and associated

assemblies is permitted. Additionally, the front turn signal indicators and their associated assemblies may be removed. All holes created by the removal of these light assemblies may remain open or may be used for air ducting, so long as nothing protrudes beyond the body, or the outer portion of the bumper.

(g) Passenger and driver's side door glass and window operating mechanisms may be removed.

(h) The driver's side of the chassis directly under the floor may be cut and the section of the sub frame connector and floor directly under the seat may be modified or replaced (with the same thickness or thicker than stock). The area in question is from the stock front seat cross member (which may be removed) to the rear bulkhead and from the lower edge of the tunnel to the door sill. The new floor must be welded to AISC standards using overlapping joints of at least 1", utilizing double fillet welded joints. Any new or modified seat belt attachment points must meet SCCA standards. Ground clearance will be set such that no part of the car may touch the ground when both tires on one side are deflated.

3. Interior

(a) The driver's seat and/or the passengers seat may be replaced with any other seat. Any steering wheel may be used other than wooden units. Any shift knob may be used. Gauges may be replaced or added. The dashboard pad must be retained. Any interior or exterior mirrors may be used. Floor mats, spare tire, tools, jack, must be removed.

b) Rear seats, sun visors, their hardware, carpeting, insulation, headliner, interior lamp and mounts, radio, speakers, antenna, rear trim panels, sunroof tiedown straps may be removed. Rear storage bins and supports, rear carpeting and supports. The rear plastic covers of the trail lights in the 1979-1980 models.

(c) The following pieces may be removed and if removed they must be removed in their entirety. Interior door panels, passenger seat, heater controls, knobs, and switches. The center console which is the section between the two seats that is attached only to the floor. The wiring harness may be removed or modified provided it serves its original purpose. The holes resulting from removal of the door panels and pieces the dash, must be covered by panels made of sheet metal, or similar material in good appearance. All such gutting must be done with keeping a nice appearance in mind.

4. Weight and Ballast

(a) A minimum weight of cars shall be 2,400 lbs. with driver at all times. Ballast is allowed, but must be located no further rearward than the stock seat bolt holes of the driver's seat base. Each ballast piece may not be taller than three inches or stacked higher than three inches. Ballast must be securely fastened to the car.

5. Wheel Studs

(a) Wheel studs and lugnuts are unrestricted, but must be made of steel. They may not be smaller than stock.

(b) Wheel spacers of up to a maximum of .500” may be used.

6. Engines

(a) The alternator must be working and must be charging according to the manufactures specifications while the vehicle is running.

(b) The engines used in PRO-7 shall be Mazda 12A rotary engines from 1979-1985 US model RX-7’s. No internal engine modifications are allowed. Stock or carbon apex seals must be used.

. (c) All pulleys, except the eccentric shaft pulley must remain OEM or equivalent.

(d) Balancing and blueprinting are allowed. Lightening of parts beyond the minimum required to balance is prohibited.

(e) Oil pans, windage trays, oil lines and filters are open. A pressure accumulator such as an Accusump may be used. Any lines that pass through the passenger compartment. must be metal or metal braided except for the oil pressure gauge line. All lines must be securely fastened and safely routed. No dry sump systems may be used.

(f) All engine breathers and coolant overflow lines must vent to a catch tank of at least one litre capacity.

(g) The engine oil metering system may be disabled and or removed.

7. Fuel System

(a) The stock 4 barrel carburetor from a 1981-85 RX-7 must be used. Only carburetor fuel jets may be changed, and the air correctors may be modified. A float bowl baffle may be used. All carburetor air correctors must be Mazda OEM parts. The spring for the vacuum secondary is unrestricted but must be used to open the secondary throttle blades in the conventional manner. Choke mechanisms, plated rods, and actuating cables and/or rods may be removed. No venturi shall be modified in any way but they may be aligned. No removal or alteration of the airhorn is allowed. Throttle linkage may be modified or changed. The carburetor insulator and gasket assembly may not be modified, except that the vacuum inlets may be capped and the heat shield may be cut off. All air entering the intake manifold must pass through the carburetor air inlet only.

(b) No fuel injection shall be allowed.

(c) Only 100% petroleum based pump gas or race gas such as Trick or 76 Racing Gas will be allowed. Two stroke oil may be mixed with the gas. No other fuel additives are allowed.

(d) Fuel pumps, filters, and lines and hoses are unrestricted except maximum I.D. of fuel lines/ hoses is 3/8 inch. Any fuel lines that

pass through the interior must be metal or metal braided. Carburetor fuel inlet fitting may be modified only for the addition of an AN fitting. Pumps may not be mounted inside the passenger compartment. All lines must be securely fastened and safely routed.

(e) The intake manifold must be a Mazda factory unit with no modifications. Vacuum fillings may be plugged. Only 81-85 RX-7 intake manifolds are allowed.

(f) All smog equipment may be removed including the catalytic converter. Any equipment not removed must either be disabled or left to function as originally intended by the manufacturer. All disconnected ports and holes must be plugged. The shutter valve may be wired open, but may not be modified in any other way. The external shutter valve actuator assembly may be removed.

. 8. Air Cleaner

(a) The stock air cleaner housing lid may have round holes drilled within the outer two inches for greater air flow and the element may be replaced with an aftermarket unit matching the exact dimensions stock filter. The outer two inches is measured from the outermost part of the lid. The holes be round, and must be made with a drill or round punch. No torches, grinders, or other type of cutting devices will be allowed. All unused holes in the base must be plugged. No stub stacks may be used. A fresh air intake hose may be routed to the air cleaner horn, provided that no holes are cut in the body or firewall. A hole may be cut in the right side of the radiator support for the fresh air intake.

9. Ignition

(a) All ignition components must be stock. Any coil that fits in the stock bracket may be used. Any spark plug and ignition wires may be used.

10. Battery

(a) 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 with a metal battery hold down 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. The positive battery terminal shall be covered. The positive terminal on the starter solenoid shall be covered.

11. Exhaust

(a) The catalytic converter may be removed and the exhaust pipe aft of the exhaust manifold may be replaced with a single pipe,

2.5” O.D. maximum. The exhaust must exit behind the driver, directed away from the car. A muffler may be required to meet sound regulations. The stock 1981-1985 Mazda exhaust manifold must be used.

12. Cooling

(a) Any radiator may be used provided it fits in the stock location and requires no body or structure modifications to install. Fans may be removed or added. Thermostats are open. A/C systems may be removed. Oil coolers may be added. The heater core may be bypassed.

13. Clutch

(a) Any clutch disc and an all steel pressure plate of the stock diameter may be used provided that they bolt directly to an unmodified flywheel. Multiple disc clutches are prohibited.

14. Flywheel

(a) Any Mazda OEM 12A steel flywheel must be used Flywheel may not be modified.

15. Transmission

(a) Any stock four or five speed transmission from a 1979-1985 RX-7 12A may be used. No automatics or semi-automatics are allowed. Transmissions may not be modified. Shifters may be modified or may be replaced by installing short throw shifters.

16. Differential

(a) The differential must be the stock unit. Optionally, all cars may use the GSL rear axle. Gear ratios must be 3.909.1 or 3.93:1. Differentials may be fully locked (welded) or use the stock Mazda limited slip. Stock Mazda limited slip differentials may only be re-shimmed using OEM Mazda shims. Electronically controlled traction control devices are prohibited.

(b) 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.

17. Wheels/Tires

(a) The wheels must be 13 x 5.5 only with the stock offset. Tire and wheel assembly must weigh a minimum of 28 pounds. The PRO-7 spec tire is tires are the 185-60-13 or 205-60-13 Toyo Proxes RA1 or R888 and may be raced shaved or unshaved. If the PRO-7 spec tire becomes unavailable during the racing season, the licensed PRO-7 drivers will meet with the Race Steward and the Assistant Race Steward to select a new spec tire. If

the spec tire changes during a race season, the old spec tire will remain legal until the end of the season.

18. Brakes

(a) All cars must use the 1981-1985 model rotors in front. Brake pads, linings, and fluid are open. Brake lines may be replaced with metal braided lines. Backing plates may be removed or modified. An adjustable proportioning valve may be used to limit pressure. The master cylinder and brake booster must be stock and unmodified. The vacuum booster vacuum line may be disconnected. Parking brakes may be removed along with the appropriate mechanisms. Air ducts may be directed at the brakes provided that they extend in a forward direction only. Liquid cooling is prohibited. ABS braking systems are prohibited. Solid rear discs from a GSL model may be fitted.

(b) Aftermarket brackets used to adapt a drum brake rear axle housing to accept solid rear disk caliper from a GSL model are allowed. The bracket's only use and intent is to hang a GSL rear caliper on a drum brake rear axle housing.

(c) Adapter kits allowing the use of large bearing (1984-1985) front rotors on small spindles (1981-1983) are permitted providing they serve no other purpose

19. Suspension

(a) Any non-adjustable sway bar(s) is allowed, as long as they retain stock mounting points.

(b) Substitution of make and specification, but not type, geometry, and location of springs, shock absorbers, struts, and strut cartridges. MacPherson struts may be modified to fit a 2.5 inch I.D. spring and threaded adjuster. Bump stops and bump steer spacers are unrestricted. Camber/caster plates are allowed. No modifications are allowed other than to mount the plate and allow clearances under the center hole. This rule also allows for stock mounts to be used as camber plates.

(c) A front strut tower brace may be added. The brace and/or its mounting brackets cannot be anchored to any other part of the vehicle.

(d) Front lower control arm and strut rod bushings may be replaced by a concentric urethane bushing only.

(e) Rear Watts linkage may not be modified. However, the Watts link pivot bracket may be reinforced using Mazdatrix MZ-1-WATT 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

(f) The leading mount of the rear trailing arms from the 84-85

models may be relocated 19 mm (center to center) higher to emulate the 79-83 models.

(g) Lip to 1 “dead coil” may be cut off the “dummy coil” spring in the right rear only, for the purposes of leveling the car. No modifications that affect the spring rates are allowed. No cutting of non “dummy coil” type springs allowed.

20. Fasteners

(a) Fasteners are unrestricted provided they serve the same function as originally intended. Gaskets are unrestricted provided they serve the same function as originally intended. Any fastener that secures any butterfly plate in the carburetor or manifold must meet OEM specifications for length, size, thread, and type. Bolts holding the front sway bars and links may not be lengthened or shortened, however washers may be added and spacers may be lengthened or shortened.

21. Updating/Backdating

(a) Cars may update/backdate components (i.e. a 1979 car may use 1984 body panels). Switching of components is only permitted within cars to the same make, model, body type, and engine size (i.e. no parts from a GSL-SE).

C **1316.** PRO-3

A. General

1. Intent - It is the intent of the PRO-3 class to create a restrictive formula for BMW cars designed to emphasize driver ability rather than design and preparation of the car. The spirit of the formula will not allow any modifications that would increase the cost of competition, nor lend to an unfair performance advantage. The following rules are not intended as guidelines for the class but an actual list of allowable modifications. Unless specifically listed here, assume other modifications are prohibited.

2. Body Styles - All 1984 – 1991 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.

3. Safety - All cars must comply with ICSCC Production and/or SCCA GCR’s safety rules. Roll cages must meet SCCA IT category specifications, attaching to the body at no more than 8 locations.

B. Allowable Modifications

1. General

(a) E30 325i - Other than those items specifically allowed by the rules, no other part or component may be modified, removed, or disabled. All cars, engines and other OEM parts must be or must have been offered for sale in North America by BMW NA. Replacement parts must be OEM or others of equivalent OEM specifications found on North American 1987-1991 E30

325i. 1984-1988 325E vehicles wishing to run as a 325i are required to use the complete “i” engine, including wiring harness and ECU.

2. Body

(a) All chassis and structure repair must be done as closely as possible to the factory specifications. No additional frame strengthening is allowed except where there is a strong historic argument for safety improvement. Body repair must maintain stock contours.

(b) Doors, hood, trunk , and fenders must be stock. Interior fender lips may be rolled for tire clearance. Plastic fender liners may be removed. Hood and trunk latches and release mechanisms may be modified or removed, and/or retaining pins may be installed. The car must run with hood, doors, and trunk completely closed and secured.

(c) Windshield must be OEM or equivalent glass. Windshield clips are allowed. 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.

(d) Headlights and associated brackets, taillights and brake lights must be installed and functional. Protective headlight covers are allowed, but must be form fitting (e.g. thin plastic film) to each individual light bulb and must not serve to improve aerodynamics. The removal of fog/driving lights, turn signals and side marker lights is permitted; any resulting opening must be covered with a non-ventilating material.

(e) Aerodynamic aids (front/rear spoilers, side skirts, and flares) are not allowed; except for those OEM parts available through BMW NA or equivalent.

(f) Openings to duct air to the brakes may be modified, but not exceed the original design dimensions. The stock engine under tray may be removed.

3. Interior

(a) The dashboard pad must be retained. Glove box lid and any console component secured entirely to the floor may be removed. 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 display/switches, and associated wires may be removed. Any locking mechanisms for doors, trunk and fuel filler may be disabled and/or removed. Climate control knobs may be removed or replaced. Hoses, plumbing, and heater core (including the housing and fan unit) may be bypassed or removed. An auxiliary fan or blower may be added for the expressed purpose of defogging the windshield and/or rear window. Any interior mirror may be used. Air bag systems shall be removed.

(b) The driver’s seat and/or passenger’s seat may be replaced with any other seat. Sun visors, passenger and rear seat and associated hardware, carpeting, insulation, headliner and sunroof trays, interior lamps, radios, speakers and trim panels may be removed. Rear deck must be sealed

completely if fuel cell is located in trunk. Loose items such as floor mats, tools, spare tire, etc., must be removed.

(c) Interior door and quarter panels, rests and handles may be removed. If removed, such gutting must be done with keeping a nice appearance in mind, and leave no sharp or

3. (c) 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.

4. Weight and Ballast

(a) A minimum weight for cars with driver will be honored at all times. 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.

E30 325i minimum with driver is 2,650 lbs.

5. Engines

(a) 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 these rules. Engines may be bored to a maximum of .040 inch over standard bore size. 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. 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. One (1) engine stay rod may be added. The Stock ECU containing the BMW part number ending in: 153, 173, 380, 524, 525 must be used without modification except for the replacement of the "ECU chip" with a standard performance chip from Dinan, Conforti (labeled as Bonneville Motorwerks or Turner Motorsport), or Mark Dsylva. The ECU may not be modified, and the chip must be used with software as provided by Dinan, Conforti, or

Mark Dsylva in a standard program readily available to anyone. The aftermarket chips may NOT contain a custom program. The engine harness must be stock, except for allowable repairs that maintain the original continuity of wires and all of the stock sensors must operate as stock. No additional or alternate sensors may be used that interfere with, influence, or modify the operation of the ECU and stock engine wiring harness. Data acquisition and storage of engine parameters is allowed, however, except for an RPM pickup wire, no additional sensors, wires, or equipment of any kind may be connected to the ECU or chip.

On-board adjustability of engine these parameters is not allowed. E30 325i required engine is the North American specification 2499cc M20 B25 injected 6-cylinder.

(b) 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.

(c) Balancing and blueprinting are allowed. Lightening of parts beyond the minimum required to balance is prohibited. Cylinder head port matching is permitted, but no material may be removed further than 1 inch in from the manifold mounting face(s).

(d) All engine breathers and coolant overflow lines must vent to a catch tank of at least one-litre capacity.

(e) Any engine lubricant may be substituted; any lubricant additive is unrestricted. Oil pans, pan baffles, windage trays, oil lines and filters are unrestricted. A pressure accumulator such as an Accusump may be used. Any lines that pass through the passenger compartment must be metal or metal braided except for the oil pressure gauges. All lines must be securely fastened and safely routed. No dry sump system may be used.

(f) A single engine oil pan skid plate may be added. It shall be made from a single piece of aluminium or steel and shall serve no other purpose but to protect the engine oil pan. It shall not be shaped in a way to improve aerodynamics or used as ballast and may not exceed 20" wide by 24" long, by 3/16" thick. The leading edge must be attached to the lower radiator support and the trailing edge attached to the front subframe.

6. Fuel System

(a) Only 100% petroleum based pump gas will be allowed. No racing or aviation fuels, or any other fuel additives are allowed.

(b) Fuel pumps, pressure regulating valves, filters, lines, and

hoses are unrestricted. Fittings may be modified only for the addition of an AN fitting. Pumps may not be mounted inside the passenger compartment. Any fuel line that passes through the passenger compartment must be metal or metal braided. All lines must be securely fastened and safely routed. No fuel coolers, stock or otherwise, may be used

(c) 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 serve 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.

(d) Fuel injection manifold(s) shall not be replaced with manifold(s) from a different model, type, or engine size. Fuel injectors shall remain stock. External throttle linkage to the standard fuel injection may be modified or changed.

7. Air Cleaner / Intake

(a) 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. Modifications to the front grill and headlight area for the purpose of cold air induction are not allowed. Air measuring/metering devices (i.e., air flow meter) shall be the swinging gate –potentiometer type as provided on E30 BMW 325i cars and may not be modified or replaced. 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).

(b) Water to an intake manifold may be blocked or plugged.

8. Exhaust

(a) Exhaust emission control devices such as air pumps, associated lines, nozzles, canisters, and electrical/mechanical EGR devices may be removed. Any holes remaining after removing such devices shall be completely plugged. If fitted catalytic converter(s) may be

removed.

(b) 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.

9. Ignition

(a) Any coil that fits in the stock bracket may be used. Any spark plug and ignition wire set may be used. All other ignition components must remain stock.

10. Battery

(a) The battery may be moved from its stock location as long as it is not placed within the passenger compartment. The battery may be replaced with any 12-volt battery. The positive terminal on the starter solenoid shall be covered. (Fall 2010)

11. Cooling

(a) Any radiator may be used provided it fits in the stock location and requires no 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.

(b) Wire mesh screens with a minimum opening of 3/16" may be fitted to protect the engine radiator and oil cooler. All screens must be fitted behind all bodywork.

12. Drive Train

(a) A BMW OEM or dimensionally equivalent steel flywheel must be used. Any clutch disc and or all-steel pressure plate of the stock diameter may be used provided they bolt directly to an unmodified stock flywheel. Multiple disk clutches are prohibited. Lightening of the flywheel and pressure plate beyond the minimum for balancing purposes is prohibited.

(b) Any stock transmission, including automatics, correct for the body series may be used. Internal transmission components and gears may not be modified. Shift linkage may be modified or replaced. Transmission cooling lines and radiators may be modified or added. Any lubricant or additive may be substituted.

(c) Only OEM drive shaft and drive shaft components may be used. The drive shaft vibration damper attached between the transmission and drive shaft may be removed.

(d) The differential housing must be a stock OEM unit, correct for the body series. The ring/pinion gears are limited to the following OEM ratios: 3.73, 3.91, 4.10, 4.27, 4.44 and 4.45; and must fit in the stock housing. Limited slip devices are

unrestricted. Any lubricant or additive may be substituted. Cooling covers, lines and radiators may be modified or added.

(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. 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.

13. Wheel Studs

(a) Wheel lug bolts, studs and lug nuts are unrestricted, but must be made of steel and they may not be smaller than stock.

(b) Wheel spacers may be used.

14. Wheels and Tires

(a) Wheels are specifically restricted to 14" or 15" diameter and maximum width of 7", with a minimum weight of 9.5 lbs each. Manufacturer is free. A spec tire will be used on all four wheels at all times. If the PRO-3 spec tire becomes unavailable during a racing season, the licensed PRO-3 drivers will meet with the Race Steward and assist the Race Steward in selecting a new spec tire. If the spec tire changes during a racing season, the old spec tire will remain legal until the end of the season. PRO-3drivers are required to have enough spec tires on hand to complete an event/race weekend. Failure to use the spec tire will result in loss of qualifying time and/or race disqualification.

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.

15. Brakes

(a) All cars must use the correct stock rotors and calipers available for the model. Hot/cold treating of the rotors is allowed. Brake pads, linings and fluid are unrestricted. Brake lines may be replaced with metal braided lines. Backing plates may be removed or modified. Rubber OEM guide bushings may be replaced with a solid guide bushings. An adjustable proportioning valve may be used to limit pressure. The master cylinder and brake booster must remain stock and unmodified. The booster vacuum line may be disconnected. Parking brake mechanisms and components may be removed. Air ducts may be used for

brake cooling. Anti-lock Brake Systems must be disabled or removed.

16. Suspension and Steering

(a) Power steering components may be disabled or removed. A larger power steering pulley, not exceeding 1" overall OEM diameter, may be used in place of the OEM power steering pulley.

(b) 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.

(c) Any anti-roll bar(s) and associated mounting bracket(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. (Fall 2010)

(d) 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 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). The

front suspension wishbone retaining bracket and bushing (aka, "eyeball") may be replaced with alternate designs, but must be mounted to the chassis in the original location as the stock bracket and may only serve to allow adjustment of caster.

(e) A cross-brace may be added from one shock or strut tower to the other. The brace and/or its mounting bracket can not be anchored to any other part of the car and shall serve no other purpose.

17. Fasteners

(a) Fasteners and gaskets are unrestricted provided they serve the same function as originally intended. Any replacement fastener used in an OEM application (example: flywheel bolts) must meet OEM specifications for length, size, thread, and type.

18. Updating and Backdating

(a) Cars may update/backdate components as long as components come from vehicles covered in 1316.A.2 and 1316.B.1.a (example: a 1989 car may use 1987 bumpers, but E30 M3 brake components cannot be adapted for use on an E30 325i).

C **1317.** ITE cars shall conform to current Oregon Region SCCA rules.

C **1318.** Formula Mazda. This class shall run under current SCCA rules.

C **1319.** Spec Miata. This class shall run under current Oregon Region SCCA rules, except if the spec tire changes, the previous seasons spec tire will remain legal for the following race season.

C **1320.** S2. This class shall run under current SCCA rules.

C **1321.** Sport BMW. Deleted Fall 2006.

E **1322.** **HONDA TOURING (HT) Rules and Classifications**

Year	Make	Model	Motor	Trim	Note	Weight
90-93	Acura	Integra	1.8L	non-VTEC		2500 lbs.
90-93	Acura	Integra	1.8L	non-VTEC		2500 lbs.
94-01	Acura	Integra	1.8L	non-VTEC		2500 lbs.
90-97	Honda	Accord	2.2 L	LX/DX		2525 lbs.
94-97	Honda	Accord	F22B	EX		2600 lbs.
98-02	Honda	Accord	F23A1	LX/EX		2690 lbs.
98-02	Honda	Accord	F23A5	DX		2590 lbs.
88-91	Honda	Civic	1.6L	Si		2150 lbs.
88-91	Honda	Civic	1.6L	EX		2200 lbs.
92-95	Honda	Civic	1.6L VTEC	EX, Si SOHC		2200 lbs.
92-95	Honda	Civic	8 valve	CX		2075 lbs.
96-00	Honda	Civic	1.6	VTEC EX		2200 lbs.
92-00	Honda	Civic	1.6	non-VTEC	DX/LX	2125 lbs.
88-91	Honda	CRX	1.6L	Si		2150 lbs.
88-91	Honda	CRX	1.6L	DX		1900 lbs.

96-97	Honda	Del Sol	1.6 L	non-VTEC S	2150 lbs.
96-97	Honda	Del Sol	1.6 L	VTEC Si SOHC	2200 lbs.
92-96	Honda	Prelude		S	2525 lbs.
88-91	Honda	Prelude	B20A5, B21A1		2500 lbs.
2001+	Honda	Fit		JDM	2050 lbs.
2006	Honda	Civic		DX/LX/EX	2415 lbs.

Weight
Minimum vehicle weights (listed in pounds) are the result of research based on the weights of HT legal race cars. Potential power – to – weight ratio largely determines the minimum weight for any given vehicle. Other factors include brakes, torque, and wheelbase. Vehicle weights will be taken, as driven or raced, post qualifying or race, with driver.

Safety
All cars must comply with ICSCC Production and/or SCCA GCR's safety rules, see Section 11. Roll cages must meet SCCA IT category specifications, attaching to the body at no more than 8 locations.

Ballast
Up to two hundred (200) pounds of additional weight may be added to the vehicle providing that all of the following conditions are met

a) This additional weight must serve no other purpose than to increase the weight of the vehicle. This additional weight shall be known as "ballast."
b) Ballast must be made of solid metal.
c) All pieces of ballast must be bolted within the passenger footwell area, through the floor pan on the passenger side of the cockpit, between the firewall and rear most factory seat mounting holes for the front seat.
d) All ballast must be secured in such a way that it cannot come loose in an impact. This means that the bolts holding the weight must be strong enough to support the load and be backed by big enough washers so that the mounting will not punch through the thin metal floor. Also, at least two (2) bolts (3/8 or larger) must be used for the larger weights such as fifty (50) pound dumbbells. However, it is strongly recommended that at least one (1) 3/8-inch SAE Grade-5 bolt, two (2) fender washers, and a locking nut system be used for every ten (10) pounds of weight. Example: A seven (7) pound block requires at least one (1) bolt system as described herein. A thirty (30) pound block requires at least a three (3)-bolt system. NOTE: Metric Grade 8.8 is equivalent to SAE Grade 5.

Prohibited Items

a) Nitrous Oxide Systems.
b) Forced Induction (turbochargers, superchargers, ram air, etc).
c) Dry Sump Engine Oiling Systems

Permitted Fuel

a) Any grade of unleaded or leaded fuel is allowed provided it is obtained from a commercial fuel station that is open to the general public
b) In addition, any grade of unleaded or leaded fuel is allowed which is obtained from the fuel vendor at race track where you competing. You may NOT obtain fuel from drums or cans unless that is the fuel vendor's customary method of

dispensing fuel. If that is the case, you are not allowed to place a special order of fuel different than the vendors stock on hand.

c) Gasoline containing greater than 20% ethanol content is specifically prohibited. (This includes "pump" gas advertised as "Ethanol" fuel.) Also, any fuel obtained from cans or drums which advertise "oxygenated" is prohibited. (i.e. VP MS109).

Ignition

a) Spark plugs and ignition wires may be replaced with others of unrestricted origin.
b) Ignition timing is unrestricted.

Fuel Systems

a) Fuel safety cells are allowed. Rear floor pan may be modified to accommodate a fuel cell. If the fuel cell is not present, said opening must be covered with metal and sealed.
b) Fuel lines and fuel pumps may be replaced with others of unrestricted origin.
c) Adjustable fuel pressure regulators are permitted.

Oil System

a) Engine oil coolers and remote oil filters of unrestricted origin may be used.
b) Valve covers may be modified *only* to accommodate a breather and/or filler.
c) A pressure accumulator such as an Accusump may be used.
d) Oil pans and all related items such as baffles, pickup, pump and scrapers may be added or replaced with others of unrestricted origin. (No dry sumps unless OEM.)

Transmission and Driveline

a) Shift levers and knobs are unrestricted.
b) Polyurethane or hard rubber transmission mounts and/or inserts may be used.
c) Polyurethane or hard rubber shifter mounts and/or inserts may be used.
d) The flywheel may be replaced with others of unrestricted origin, provided it is the same diameter as stock and would accommodate a stock clutch and pressure plate. (See item b) as well.)
e The clutch and pressure plate may be replaced with others of unrestricted origin so long as the pressure plate would bolt to a unmodified OEM flywheel.
f) Limited slip differentials are unrestricted but must fit into an unmodified OEM housing.
g) Final drive ratio is unrestricted. All other gearing must remain OEM in part and gearing.

Engine Cooling

a) Any radiator may be used but must be mounted in the factory OEM location.
b) Radiator caps are unrestricted.
c) Thermostats may be modified or removed. Restrictors may also be utilized.
d) Cooling fans may be added or removed. Means of actuation is unrestricted.
e) Ethylene glycol-based anti-freeze is not permitted. Other additives, such as Redline Water Wetter, are permitted. (Certain exceptions to this rule may be made in cold weather climates on a race by race basis.)

Suspension

a) Minimum ride height shall be four (4) inches measured without driver at the lowest point of the rocker panel but not the welded seam.

b) Single bodied adjustable shock absorbers of unrestricted origin may be used. However, the number and type shall be the same as stock OEM.
c) Bump stops may not be more than two (2) inches in length.
d) MacPherson strut cars may substitute struts or use any insert.
e) Adjustable spring perches (coil overs) are allowed and may be part of the shock body.

Brakes

a) Brake pad or brake shoe are unrestricted.
b) Brake fluid is unrestricted.
c) Replacement brake lines (rigid and/or flexible) are unrestricted.
d) Brake bias or proportioning valves may be used. Adjustment controls may be driver accessible.
e) Brakes may be ducted from existing holes in the vehicle's bodywork provided they extend in a forward direction (from brake forward). Auxiliary lights not listed as "required" items in this rulebook may be removed to facilitate brake cooling ducts.
f) Rotor backing plates ("dust shields," "splash shields") may be removed or modified to facilitate cooling.
g) Brake rotors and/or drums must be the same type, material, and dimensions as OEM. Brake rotors and/or drums from alternate companies may be used. Brake rotors and/or drums may be cryogenically treated.
h) Parking brakes and all associated components may be removed.

Body

a) Vehicle bodywork must remain stock except for the following:
    1. Fender lips may be rolled or flattened for tire clearance. Non-metallic fender liners may be removed.
    2. Hood and trunk pins are allowed. In addition, hood and trunk latch mechanism may be removed so long as some positive action external latch is used.
    3. Convertible tops and related hardware shall be removed.
    4. Radio antennas may be removed or added for two-way communication.
    5. Two (2) openings may be cut in the front valence to allow up to a three (3) inch diameter duct leading to the front brakes only. Factory fog lights may be removed and holes used for brake ducts or left open.
    6. Screens or mesh may be added to prevent debris entering the bodywork.
    7. The Del Sol is allowed to remove or replace the rear window with Lexan in order to accommodate rear roll bar braces. This body modification is for the sole purpose of rear roll bar brace installation.
    8. Splash guards, wheel well molding, and body side molding may be removed or replaced with alternate materials.
    9. Headlight lenses may be replaced with alternate materials of unrestricted origin. These materials must not serve as ducting. The headlight bucket must remain in place. Removal of the headlight assemblies is not permitted.
    10. Tail light and side marker lights may be replaced with any design that performs the same function.
    11 Impact Bumper(s) must remain OEM. Exception: Additional material may be added to OEM bumper (not frame) to extend the unit for additional body/chassis protection. The bumper support and any added material must remain behind bodywork.

b) All vehicles must have at least one (1) Vehicle Identification Number (VIN) attached to the vehicle and correspond to the make and model of that vehicle. This VIN shall be the basis of all OEM specifications. Body swaps are, however, allowed.

Body Swaps

a) Vehicle body swaps are permitted.
b) The body swapped into must have no structural advantages over the original body.
c) The trim level of the car *as it is classed for competition* must remain intact. Mixing and matching of trim levels is not permitted.

Vehicle Interior

a) Any steering wheel may be used.
b) Any driver's seat may be used.
c) The factory dashboard must remain intact but may be modified to accommodate roll cage, gauges, switches and instrumentation.
d) Interior mirror(s) are unrestricted.
e) All interior trim pieces such as: interior panels, glove box, seats, carpet, headliner, center console and sound deadening may be removed.
f) The spare tire and associated components must be removed.
g) A dead pedal may be added.
h) Foot pedals may be altered for driver comfort.
i) Stereo, speakers and related wiring may be removed.
j) Factory seat belts may be removed.
k) Gauges and instruments may be added, removed, or replaced.
l) Ducting may be installed to provide fresh air to the driver's compartment. Ducts may be installed in the driver or passenger window area. A "fresh air system" which supplies air to the driver only is also permitted.
m) Driver cooling (such as cool suit) systems may be used.

Wheels and Tires

a) The required tire is the Toyo Proxes RR. The Toyo Proxes RA-1 remains the permitted wet weather competition tire during the 2015 season.
b) Track width may be changed by use of spacers or wheel offset, but the top one-third (1/3) of the tire may not protrude outside of the fender when viewed from above. *Example*: If your tire measures twenty-seven (27) inches in diameter, the top nine (9) inches of the tire may **NOT** protrude outside of the fender when viewed from above.
c) Fenders may be rolled and/or inner lip may be removed to prevent tire rubbing. Fenders may NOT be cut or flared with additional material to increase its size.
d) Wheel studs, wheel bolts and/or wheel nuts are unrestricted.
e) Wheels replaced with any substitute subject to the following restrictions.
    1) Any wheel diameter may be used.
    2) The maximum wheel width for is seven (7.00) inches.
    3) Wheels must be made of metal.
f) The maximum tire width size is 225mm

Allowed Modifications

OEM, stock and/or factory refers to the same model, domestic market and generation as the listed vehicle. When allowed modifications permit other models, domestic markets and/or generations, it will be specified as part of the allowed modification.

Engine

a) Engines may be balanced and/or blueprinted. Lightning of moving parts beyond what is necessary to balance is prohibited. Engine bearings may be replaced with aftermarket replacements and engine clearances (piston to wall, valve lash, etc) are unrestricted and are considered blueprinting.
b) Engines may be bored to a maximum of .040 inch (1 mm) over standard bore size.
c) Factory replacement pistons or the exact equivalent shall be used. Exact equivalent shall be defined as the same dome/dish/valve relief configuration, weight, ring thickness and location, and pin location as the OEM replacement piston. Wrist pins and method of retention must also conform to OEM specifications. In the event that a .040 factory replacement piston/wrist pin is not available, the oversize pistons/wrist pins shall not weigh any less than the largest size OEM piston for that engine.
d) Piston rings are unrestricted but must be of proper OEM ring thickness.
e) Cylinder head intake ports, exhaust ports, and intake manifold may be port matched but cannot be machined beyond one (1) inch into the head or intake.
f) Valve face where it mates to the seat may be machined and valve seats may be machined for the purposes of a valve job. Valves may only be replaced with the exact OEM equivalent, with exception of valve job.
g) Valve guide material is unrestricted. However, shape and size must remain the same as OEM.
h) Compression may be increased one half (.5) a point greater than OEM number.
i) Cylinder head gasket surfaces may be machined so long as it does not increase compression beyond the maximum value allowed for make and model.
j) Timing gears must remain OEM. Cars equipped from the factory with plastic timing gears may replace them with metal gears so long as cam timing remains stock. OEM crank timing gear may be adjusted with an offset key back to stock position. Offset keys may be used with cam gears on SOHC engines only.
k) Any OEM Honda or Acura ECU (including *other models, domestic markets (JDM) and generations*) may be used, and may be relocated ONLY to facilitate cage installation. Reprogramming of OEM ECU is allowed. Piggyback ECU's that plug into the OEM ECU (e.g. Hondata) are allowed. VAFC (VTEC/Air/Fuel) controllers or other devices that perform the same function may be used. AEM Standalone ECU is permitted. OBD0 equipped cars may update distributor and associated wiring to OBD1 or OBD2. This includes the use of a "jumper harness" to convert the OBD0 wiring of the stock ECU plugs to work with the OBD1 or OBD2 ECU.
l) Polyurethane or hard rubber motor mounts and/or inserts may be used.
m) Any air intake system in front of the throttle body (including mass air sensor) may be used (stock throttle body must be retained).
n) Carbureted vehicles may use an alternate carburetor of the same design and configuration (for example, a single barrel can be replaced with an alternate single barrel, but not a dual barrel).
o) Any exhaust manifold and exhaust system may be used. All emission related devices may be removed or disabled. Catalytic converters may be removed. *NOTE: Some facilities have rules governing sound limits. Vehicles must fall within these limits to be allowed to compete.*
p) Fasteners may be replaced with items of unrestricted origin, but performing the exact OEM function.

q) Gaskets (including the use of phenolic spacers) may be replaced with others of unrestricted origin so long as they do not violate any other rules contained herein.
r) Engine drive belts may be replaced with others of unrestricted origin.
s) Alternate accessory drive pulleys ("under-drive pulleys") may be used. Crankshaft may use any pulley (size and material unrestricted).
t) Alternate water pumps of *OEM design* may be used and must bolt to engine without modification.
u) Cars equipped with vacuum advance distributors may perform necessary distributor modifications to install other Honda electronic advance distributors.
v) H and F series engines may utilize Kaizen speed balance shaft removal kit.

Miscellaneous

a) All Heating Ventilation and Air Conditioning (HVAC) components may be removed.
b) Heater hoses, clamps and heater control valves may be added or substituted with those of unrestricted origin, or removed.
c) Heater cores may be removed or plugged.
d) Windshield wiper arms, motors, controls and washer bottles may be removed.
e) Power steering pumps, hoses and their mounting brackets may be removed.
f) Any battery of same size, voltage, and weight as the original is required and must be installed in the original OEM location.
g) Cruise Control components may be removed.
h) Mirrors may be replaced with any item serving the same purpose.
i) All engine components not listed in these rules shall conform to factory OEM specifications.
j) Any unused wiring may be removed
k) Weather stripping and sound deadening may be removed
l) Any OEM Honda/Acura steering rack may be used but must attach to the vehicle without modification
m) Non-OEM engine and/or transmission/differential mounts are permitted but must locate the engine/transmission/differential in the exact location as the OEM Honda/Acura engine, transmission, and differential mounts. Items may only provide the original functionality of locating the engine/transmission/differential as intended by the manufacturer.

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Current year ICSCC Competition Regulations, Section 11 - Technical and Safety Inspections shall apply to all vehicles and competitors of this class.

C **1323.** Club Spec Miata (CSM).

Must comply to last year's SCCA's Spec Miata rules dated December 31st , with the only exceptions listed below.

A. Only 1990 thru 1997 Miatas are allowed.
B. Tires: They must only use matching sets of Toyo RA-1's, R888's, or RR's.

C **1324.** Sport Touring (Fall 2010)

A. General
1. Purpose and Intent - The intent of this class is to provide a venue for production based automobiles which have been modified and exceed SCCA Improved Touring specifications but still meet all IT safety regulations. It is also intended that the cars resemble the

street going version of the automobile and only be restricted by power to weight ratio and a simple rule set. Entrants shall not be guaranteed the competitiveness of any car.

2. It is required that all entrants declare wheel horsepower and torque numbers as well as have their vehicle dynamometer certified before a minimum weight can be assigned by the Race Steward. Dynamometer test results must be accompanied by a signed and completed Dyno Certification Form (Section J). The entrant may declare a wheel horsepower and torque number greater than those shown by the dynamometer certification results.

3. A minimum race weight will be calculated based on the following formula and the maximum horsepower and torque declared on the Dyno Certification Form.

   The calculated weight ratio used in the formula is determined by the following factors:
   Base Weight Ratio: 10.0

   Declared horsepower >= 370: -.3
   Declared horsepower >= 350 and < 370: -.2
   Declared horsepower >= 330 and < 350: -.1
   Declared horsepower <= 260 and > 220: +.1
   Declared horsepower <= 220 and > 180: +.2
   Declared horsepower <= 180: +.3
   DOT approved tires with UTQG >= 100: -.5
   DOT approved tires with UTQG < 100: -.3
   Non-DOT approved tires: +.4
   Tire width greater than 300mm: +.2
   Tire width less than 250mm: -.2
   H-pattern synchromesh transmission: -.2
   Front wheel drive: -.8

   If declared torque is less than declared horsepower: Declared HP multiplied by the calculated weight ratio equals the minimum car weight with driver. Declared HP x Calculated Weight Ratio

   If declared torque is greater than declared horsepower: The average of declared horsepower and declared torque multiplied by the calculated weight ratio equals the minimum car weight with driver ((Declared HP + Declared Torque)/2) x Calculated Weight Ratio

4. All minimum weight measurements will be made with driver and this weight must be met at all times during qualifying and race sessions. Any vehicle found to be under their calculated minimum weight signed off by the Race Steward in the vehicle's log book will be disqualified.

5. All cars will be required to display their calculated All cars will be required to display their calculated minimum weight on both sides of the car with numbers at least 1" high. Cars may run in class without dyno certification and without an ST class entry in the

vehicle's log book. However, any car required to weigh at the end of a session that does not have a calculated minimum weight signed off by the Race Steward in the vehicle's log book will be disqualified.

6. Deleted Fall 2014.

7. All cars must operate at or below their maximum declared power numbers at all times. Dynamometer testing may be required at an event. Any vehicle found to be above their declared power will be disqualified.

8. Compliance with these rules is the responsibility of the driver/entrant. All entrants should be aware of the differences between brands and types of dynamometers. Dyno results can vary as much as 30%–40%, depending on brand. Results of a dynamometer at an event are final, regardless of dyno results from any previous testing.

9. If the declared horsepower or torque numbers are changed, a new Dyno Certification Form must be submitted and a new weight assigned by the Race Steward in the vehicle's log book

10. The results of dynamometer tests shall be available to all competitors. As much as to show compliance, this is intended to dissuade unnecessary protests.

11. Entrants may be required to pay an extra fee to cover compliance monitoring.

12. All cars shall display the class designation ST.

13. Unless specifically restricted by these rules, modifications are free.

B. Safety

1. All cars shall meet or exceed all current SCCA GCR safety standards for Improved Touring competition (*GCR:9.1.3.10 Safety*). Fuel cells and fire systems are allowed and encouraged.

2. Roll cage shall meet Improved Touring standards described in the SCCA GCR (*GCR: 9.4*) except for the following: Any number of additional mounting points and/or tubes may be used. Two (2) forward cage braces per side (total of four) may pass through the firewall and connect at no more than two points in the engine compartment (i.e. strut tower or frame).

C. Body

1. All vehicles must be based on OEM series production street cars that were sold as complete vehicles (chassis and drivetrain) by the manufacturer to the general public in the USA or Canada. Tube-frame cars are not eligible.

2. The external shape and recognizable features of the body must not be changed. Original roofline, front and back window angle and shape

must be maintained. Wheel flares are allowed. The total width may not exceed 74 inches, not including mirrors. Wheelbase must remain original.

3. Every vehicle must retain its OEM strut towers, frame rails, floorpan, and firewall in their original configuration and intended usage, although the floor pan and tunnel on the driver's side may be modified for driver safety and comfort. Partial tube-frame chassis conversion is not permitted. If the car could not be driven normally with the tubes removed then it is considered to be tube frame.

4. Doors, left and right, must be able to be opened from the outside.

5. A front spoiler/air dam/splitter may not protrude further forward than 6 inches past the front bumper when viewed from the top and may not be wider than the body of the vehicle.

6. A rear spoiler/wing may not be wider than the width of the car, not including the mirrors. The wing/spoiler may not extend further rearward than 6 inches from the back of the rear bumper. No part of the wing/spoiler may be above the original roofline. For cars with a wagon-style or a near vertical hatchback body, no part of the wing shall be more than 8.0 inches above the roofline. All wings must be behind the centerline of the rear axle.

7. There is no minimum ride height. However, no part of the car may touch the ground when both tires on one side are deflated.

8. Active aerodynamic devices are not permitted, including, but not limited to computerized, cockpit adjustable, self-adjusting, and OEM devices.

D. Ballast

1. Ballast is allowed anywhere in the car but must be securely fastened. Ballast shall be in segments no heavier than 50 lbs. Each segment shall be fastened securely with a minimum of two (2) one-half (1/2) inch bolts, SAE grade 5 or better with locking nuts, with large-diameter, load distributing washers.

E. Wheels/Tires/Brakes

1. Cars shall receive an adjustment to the calculated weight ratio based on whether or not the tires are DOT approved and the tire manufacturer’s specified UTQG rating.

2. There shall be an adjustment to the calculated weight ratio based on the width of the widest tire used on a vehicle. The size printed on the tire sidewall by the manufacturer will be used to determine width. If the tire size is not printed on the sidewall then the actual measured width from sidewall to sidewall will be used to determine the width.

3. The tires and wheels must be inside the bodywork from the

horizontal axle centerline up when viewed from above at the vertical axle centerline.

4. Non-ferrous brake rotors are not permitted

F. Engine/Transmission

1. The engine must be in the original engine bay but may be freely located in the original engine bay as long as no changes to the original firewall dimensions are made.

2. Deleted Fall 2014

3. Any device which is capable of modifying engine ignition timing, rev limit, fuel delivery, air flow, boost, or other parameters that can modify engine performance must not be user adjustable during competition.

4. Use of an H-pattern synchromesh transmission shall result in an adjustment to the calculated weight ratio used for determining minimum weight.

G. Performance Monitoring

1. Data acquisition may be used during on track sessions to monitor vehicle performance. Data acquisition may be used to calculate wheel HP and vehicles can be found illegal if the calculated wheel HP exceeds their declared wheel HP number.

H. Dynamometer Procedures

1. Dynamometer equipment:

(a) Entrants are encouraged to use a Dynojet facility for dynamometer testing and completion of the Dyno Certification Form, but any dynamometer may be used. If not using a Dynojet 248/224/424, consider the differences between dynamometer makes and models when declaring your horsepower and calculating your minimum weight. Dynamometer tests must be conducted in a commercial facility that offers dynamometer testing as part of their business and is open to the public.

(b) All post race and protest dynamometer testing shall be done on a Dynojet 248, 224 or 424 dynamometer. SAE Correction shall be used for all dynamometer testing. Smoothing factor 4 or higher shall be used. Some versions of dyno software may not have more than three different smoothing factors, in such cases; the highest available factor shall be used. Post race and protest dynamometer results override the results of record.

(c) All post race and protest dynamometer runs must be performed with a dynamometer technician driving the car. No entrant or crew member can be at the controls of the car while dyno testing takes place. There will be no exceptions to this rule. Failure to comply will result in disqualification.

(d) Dyno testing shall be done in the gear closest to a 1:1 ratio. All Dyno graphs must show decreasing power for 300 rpm from the peak horsepower level, or the car must reach the rev-limiter during the Dyno testing.

2. Dynamometer Variance: Due to the multiple factors that can alter dynamometer results, the results of post race and protest dynamometer testing will include a variance exception. Wheel horsepower may not be more than 4% greater than the HP declared on the Dyno Certification Form. In cases where torque is greater than HP, the average of HP and torque will also not be more than 4% greater. The intended purpose is given as a safeguard to entrants that have made every effort to assure their cars' legality. It is recommended that entrants declare horsepower and torque greater than the dynamometer testing shows, as an additional safeguard.

3. Post race procedures:

(a) When a trackside dynamometer is present: All cars designated for weighing must proceed directly to scales after leaving the track. Failure to do so will result in disqualification. Cars are to be weighed first because 3-6 pounds of fuel can be used on the dynamometer. Scales should be available to entrants during the event for their use, and all entrants are encouraged to verify their weight before the qualifying and race sessions. The dynamometer testing immediately follows the scales. Cars shall be at normal operating temperature when going on the dynamometer. The results of any post race or protest dynamometer testing replaces the results on record. Because it is nearly impossible to have an AWD dynamometer at an event, AWD cars may not be tested.

(b) When a trackside dynamometer is NOT present: All cars designated for weighing must proceed directly to the scales after leaving the track. Failure to do so will result in disqualification. Any car not meeting minimum required weight or not having a calculated minimum weight signed off by the Race Steward in the vehicle's log book will be disqualified.

I. Protests

1. Any dynamometer testing required for a protest shall be done on a Dynojet 248/224/424 dynamometer at a facility chosen by the Race Steward. Dynamometer testing will be supervised by the Race Steward or a Contest Board member in the area where the testing occurs. If feasible, the facility used for the protest will be different than the facility used for the previous certification. The testing is to be completed in the most timely manner possible. The protested car will be adequately sealed at the course by the Race Steward. This may include the sealing of any or all of the following: hood, kill switch, ignition, other engine management electronics as well as

other components at the Steward's discretion. A new Dyno Certification Form must be completed.

2. An additional bond may be required for any protest requiring a dynamometer test. Payment for the dyno run shall be determined by the outcome of the protest. If the dyno results show the car was at or below the declared number (including the variance exception), the dyno cost shall be paid by the protesting party. If the dyno results show the car was above the declared number (including the variance exception), the cost shall be paid by the protested competitor.

J. Dyno Certification Form

A certified Dyno report consists of three separate, reproducible Dyno tests with SAE correction. All testing must be done with engine at normal race running temperature, SAE Correction and smoothing factor 4 or higher.

Entrants are encouraged to use a Dynojet facility for dynamometer testing and completion of the Dyno Certification Form, but any dynamometer may be used. If not using a Dynojet, consider the differences between dynamometer makes and models when declaring your horsepower and calculating your minimum weight. All post race and protest dynamometer testing shall be done on a Dynojet 248/224/424 dynamometer. As an additional safeguard in the case of protest, the entrant may declare a HP and/or torque number greater than those shown by the dynamometer certification results.

Dynamometer test results are NOT valid if not accompanied by this form signed and dated by the dynamometer operator and the entrant at the time of testing.

Vehicle Year: _____ Make: _____ Model: _____
VIN # (if available): _____
Forced Induction (turbo-supercharger) ☐
AWD (All Wheel Drive) ☐
FWD (Front Wheel Drive) ☐

Entrant (Print Name) _____ Car#: _____
Signature_____ Date _____

Dyno Facility:
Name_____
Dyno Make and Model: _____
Address_____
City_____ State _____ Zip code_____
Phone_____
Dyno Operator (Print Name) _____
Signature_____Date_____

**** Dyno Sheets from the three runs signed by the dyno operator must be attached. ****

1. Maximum Horsepower of three runs: _____ hp
2. Maximum Torque of three runs: _____ ft/lbs

3. Declared Maximum Horsepower: _____hp (must be greater than or equal to Line1)
4. Declared Maximum Torque: _____ft/lbs (must be greater than or equal to Line2)

10.0 Base weight ratio

- ☐ -.3 Declared horsepower (Line 3) >= 370
- ☐ -.2 Declared horsepower (Line 3) >= 350 and < 370
- ☐ -.1 Declared horsepower (Line 3) >= 330 and < 350
- ☐ +.1 Declared horsepower (Line 3) <= 260 and > 220
- ☐ +.2 Declared horsepower (Line 3) <= 220 and > 180
- ☐ +.3 Declared horsepower (Line 3) <= 180
- ☐ -.5 DOT approved tires with UTQG >= 100
- ☐ -.3 DOT approved tires with UTQG < 100
- ☐ +.4 Non DOT approved tires
- ☐ +.2 Tire width greater than 300mm
- ☐ -.2 Tire width less than 250mm
- ☐ -.2 H-pattern synchromesh transmission
- ☐ -.8 Front wheel drive

5. Calculated Weight Ratio

If declared maximum torque (Line 4) is less than declared maximum horsepower (Line 3):
Line 3_____ x Line 5 ___ = _____ Calculated Minimum Weight

If declared maximum torque (Line 4) is greater than declared maximum horsepower (Line 3):
((Line3_____ + Line 4_____)/2) x Line 5 ___= _____ Calculated Minimum Weight

C **1325.** ITX This class shall run under current ITA, ITB, ITC, & ITS SCCA rules. (Fall 2011)

C **1326.** PRO44

PRO44 was established to provide a dedicated class and rules for racing the Porsche 944 in the Pacific Northwest. The goal is to reasonably control costs to provide an affordable and competitive racing experience.

Eligible Models: PRO944 allows 1983-88 Porsche 944 and 1987-88 924S models with a factory 2.5L 8-valve engine.

Minimum Weight: All eligible models have a minimum class weight of 2600 pounds including driver.

Performance Limits:
Maximum HP: 146, Max HP + TQ: 292 (Max TQ = HP + 5%)

All cars must meet the HP, torque and weight restrictions of the class as provided above. No variance is permitted from the HP and torque limits, as a variance for possible dyno fluctuations due to conditions is already built into the prescribed limits. Competitors will submit cars for dyno testing that will produce sheets from three separate "reproducible" dyno pulls with SAE correction and smoothing factor of 4. It is the responsibility of the competitor to be within the power guidelines for the car's model, year, and level of preparation. These guidelines have been established based on the estimated performance of an engine built to the allowed specifications of that car, and include built in allowances for some variance in the testing results. To ensure fairness, an appointed official or an approved technician will operate any cars being inspected on the chassis dynamometer. Prior to the chassis dynamometer inspection the competitor may top off any fluids needed to ensure the engine and drive train are not damaged during testing (however the operator/ official conducting the testing will not be held responsible for mechanical failures during the testing). The fluids must be added with an official present and no other modifications or adjustments may be made to the car.

If a car is tested and found to be outside the power guidelines, the competitor will be disqualified for the last official track session. If a competitor is disqualified, he/she will be allowed to modify the car for the next qualifying or race session to come within the power guidelines. Another dyno testing session will be permitted to demonstrate compliance and allow the competitor to continue to race at the racer's cost.

Allowed Modifications: *Any modifications not specifically allowed in these rules are not permitted.*

All vehicles must use factory stock parts (OEM) from the eligible models as defined above, except where otherwise noted. Stock parts may be updated or backdated except where otherwise noted. Stock replacement parts

may be obtained from sources other than the manufacturer provided they are the exact equivalent of the original parts (OEM equivalent).

Cars may not use any driver-accessible systems that allow adjustment of horsepower levels. Examples of such systems are driver-adjustable electronic tuning and engine timing advance devices, fuel pump output modification devices, boost controllers, adjustable MAP and MAF voltage clamps, and any other system or device that could alter Dyno readings when measured for compliance purposes.

1. Engine
   - (a) Manifold and cylinder head port matching is permitted. No material may be removed further than one (1) inch in from the manifold to cylinder head mounting face. Valve guide material is unrestricted.
   - (b) Stock or aftermarket chips allowed.
   - (c) The 2.7L engine is not allowed.
   - (d) Adjustable fuel pressure regulators are permitted.
   - (e) Fuel lines may be replaced, relocated, and given additional protection. Aftermarket fuel rail may be used provided the stock fuel pressure regulator is retained.
   - (f) Air cleaner assemblies may be modified, removed, or replaced.
   - (g) Exhaust emission control air pumps, associated lines, nozzles, and electrical/mechanical EGR devices may be removed. Engine pulley belts may be removed.
   - (h) Oil pans, pan baffles, scrapers, windage trays, oil pickups, lines, and filters are unrestricted. Oil and power steering hoses may be replaced with metal braided hose (i.e. Aeroquip). A pressure accumulator/"Accusump" may be fitted. Dry sump systems are prohibited.
   - (i) Any ignition system which utilizes the original distributor for spark timing and distribution is permitted. Internal distributor components and distributor cap may be substituted. Any spark plugs and ignition wires may be used. Ignition timing is unrestricted.
   - (j) Any exhaust header and exhaust system may be used.
   - (k) Engines may be bored to a maximum of .040 inch over standard bore size. Factory oversize replacement pistons or their exact equivalent shall be used. Cast or forged equivalent pistons shall provide the same dome/dish/valve relief configuration, ring thickness and spacing, pin height relationship, weight, and compression ratio as factory replacement oversize pistons. Piston rings are unrestricted.
   - (l) Balancing and "blueprinting" of the engine assembly is permitted. Lightening of parts beyond the minimum material removal necessary to balance is prohibited.
   - (m) A tolerance of twenty five thousandths of an inch (0.025") less than the factory service limit is permitted for truing of the head. Under no

circumstances may the compression ratio be increased by more than one half (0.5) point over stock. An offset key may be used to return cam timing to the factory specifications.

(n) Any clutch disc and pressure plate of stock diameter may be used, provided that they are bolted directly to an unmodified stock flywheel. Balancing of the flywheel/clutch/pressure plate assembly is permitted. Lightening of the flywheel beyond the minimum material removal necessary to balance is prohibited.

(o) Engine gaskets may be replaced with any gasket thickness. Engine drive belts may be replaced with others of equivalent OEM specifications.

(p) The application and/or use of any painting, coating, plating, or impregnating substance (i.e. anti-friction, thermal barrier, oil shedding coatings, chrome, anodizing, etc.) to any internal engine surface, including intake manifold internal surface, is prohibited.

(q) Any radiator may be used, provided it is mounted in the original location, maintains the same plane as the original core and requires no body or structure modifications to install. No new openings created by fitting an alternate radiator may be used for the purpose of ducting air to the engine.

(r) Oil cooler(s) may be added or substituted. Location within the bodywork is unrestricted, provided that it/they are not mounted within the driver/passenger compartment.

(s) Water cooling fans may be removed or replaced. Electrically operated fans with manual or automatic actuation may be fitted. Thermostats may be modified, removed, or replaced with blanking sleeves or restrictors.

(t) Heater hoses may be plugged. Heater water control valve(s) may be added or substituted.

(u) 944 Turbo connecting rods permitted for all models.

2. Transmission / Differential

(a) Updating and backdating of transmissions is permitted within a specific model. Mixing of gear ratios between years for specific models is permitted.

(b) Transmission fluid coolers are unrestricted providing that they serve no other purpose than to cool the transmission fluid.

(c) Any limited slip diff can be used.

(d) Modification to or substitution of the shifter mechanism which reduces the range of motion is allowed.

3. Suspension

(a) Shock absorbers may be replaced provided they attach to the original mounting points. Remote reservoir shock absorbers are

prohibited. External shock adjustment limited to two. No shock absorber may be capable of adjustment while the car is in motion.

(b) Any springs may be used, provided they are of the same number and type as originally fitted, i.e., coil, leaf, torsion bar, and that they shall be installed in the original location using the original system of attachment. Coil over threaded body shock/struts are permitted.

(c) Sway bars (anti roll bars) are unrestricted providing that they mount in the original location and they are not cockpit adjustable.

(d) Adjustable camber plates are allowed.

(e) Bushing material, including that used to mount a suspension subframe to the chassis, is unrestricted.

(f) The steering lock must be removed.

(g) Front control arms may be modified or replaced with updated or aftermarket control arms. Front control arm mounting points must remain in the stock location. Front control arms may be modified or replaced with updated or aftermarket control arms providing that the mounting locations remain the same as OEM and the end links are not adjustable. Bump steer kits are not permitted.

4. Tires and Rims

(a) Any DOT approved tire is allowed.

(b) Rim type and style are unrestricted.

(c) Maximum rim size is 7" x 16". No tire and/or rim may protrude from under the fender when viewed from the top. Note- fenders may not be modified however the inner fender lip may be rolled to provide extra tire clearance.

(d) Wheel spacers are unrestricted providing that they do not cause a violation of rule 4.(c).

(e) Any wheel stud, bolt, and or nut is permitted.

5. Brakes

(a) Brake pad material is unrestricted.

(b) Steel braided brake lines are allowed and recommended.

(c) Updating / backdating of brake components is not allowed.

(d) Parking brake lever, cables and associated parts may be removed.

(e) Brake fluid is unrestricted.

(f) Brake ducts are permitted providing that they serve no other function.

(g) Grooving, slotting, cross drilling of rotors is allowed.

(h) Removal, replacement, or modification of dust shields is allowed.

(i) Brake proportioning valves may be used provided that they are of the in-line, pressure limiting type.

(j) Antilock braking systems must be disabled.

6. Body / Chassis / Interior

(a) Removal or substitution of components other than those specifically indicated below is not allowed.

(b) Any mirrors are permitted.

(c) Lexan or polycarbonate is permitted to replace any glass on the car. Replacement windshields must be at least three sixteenth inches (3/16") thick.

(d) Sheet metal modifications in the rear deck, trunk and spare tire compartment are allowed for installation of a fuel cell or to the spare tire compartment to facilitate removal and installation of transmission. The welding of flat metal for repair of chassis cracks is permitted. Added material may not connect with roll cage components or otherwise provide chassis stiffening beyond the repair of worn areas. Welded metal cannot be used for ballast.

(e) The driver's seat must be replaced with a racing-type seat meeting the published Competition Regulations.

(f) Spare tires must be removed.

(g) Ducting may be added to provide fresh air to the driver/passenger compartment providing that no modifications to body panels are made to accommodate the ducting.

(h) Modifications to the underside of the car for the purpose of improving aero effects are not allowed.

(i) Removal of the car interior, passenger seat, A/C and heating system, audio system, head lamps and related parts are allowed.

(j) The factory "splash guard" located under the engine may be used or deleted. Alternatively a replica in an alternate material may be used subject to the following restrictions. The replica may only be mounted in the original holes for the factory part, it may be no wider than the frame rails and may not extend farther rearward than the cross member. The replica may not be designed to produce significant aero effect and should be as flat as possible. No ducts, holes or similar openings are allowed in the replica.

(k) 85.5 and newer cars may use any battery, provided it is mounted in the original location and securely fastened. 83-85.1 cars must use an OEM-size battery mounted in the original location.

(l) Windshield washer systems, rear windshield wiper systems, cruise control systems, horns and the wiring associated with any of these may be removed. Any holes left in the body must be covered or plugged.

(m) Modifications may be made to the foot pedals to improve the comfort of and control accessibility to the driver.

(n) Any steering wheel except wood rimmed types may be used. Any shift knob may be used.

(o) Gauges and instruments may be added, replaced, or removed. They may be installed in the original instrument(s) location using a mounting plate(s), or any other location using a secure method of

attachment. Other than modifications made to mount instruments and provide for roll cage installation, the remainder of the dash "board" or panel shall remain intact. Switches to activate the ignition, the lights, the windshield wipers, the starter and other accessories located within the passenger compartment may be replaced and their location changed.

(p) A maximum of 50 pounds of ballast may be used. All ballast shall be located in the front passenger footwell/seating area, aft of the firewall and any footwell angle, and forward of the aft-edge of the forward-most passenger door opening. Ballast and shall be capable of being removed to be weighed apart from the car.

i. Each segment shall be fastened with a minimum of two (2) one-half (1/2) inch bolts and positive lock nuts of SAE Grade 5 or better, and shall utilize large-diameter, load-distributing washers.

ii. Holes may be drilled in the front passenger footwell/seating area floorpan for purposes of mounting the ballast (only), and said floorpan may be reinforced as required for the same purpose.

(q) A front aero skirt may be used provided it attaches directly to the front valence and extends downward in the vertical plane only.

SECTION 14 - PRODUCTION CARS: Specifications and Allowable Modifications

C **1401.** Production Cars, as defined in Section 1302, must be raced as purchasable new. The only exceptions are listed in Section 1402. To determine whether a car meets production specifications, a workshop manual for that specific model will be the governing factor. In the event of a conflict, then the official factory manual will prevail.

C **1402.** Allowable Modifications

A. Electrical

1. Headlights, headlight motors and associated brackets may be removed. Any resulting opening must be covered with non-ventilating material. Protective headlight covers are allowed.

2. Ignition timing is free. Substitution of spark plugs is free. Substitution of make but not type of coil is allowed. Breaker point distributor may be fitted with a breakerless pickup and control system. Electronic spark advance or multiple discharge spark control systems will not be allowed unless OEM equipment. Ignition wires may be substituted.

3. Substitution of one (1) 12 volt for two (2) 6 volt batteries is permitted. Modification to the stock battery box to accept one 12 volt battery is also permitted. Battery location is free as long as it is securely mounted. Batteries located in passenger compartment must be enclosed in a safety box.

4. The removal of side marker lights is permitted but must be covered with non-ventilating material. The removal of fog lights and turn signals is allowed with the resulting openings to be used for brake duct cooling only.

B. Suspensions, Wheels and Tires

1. Substitution of make and specification but not type, geometry and location of shock absorbers, struts or strut cartridges, springs and bushings. Adjustable suspension bushings will be allowed. Adjustable shackles will be allowed on leaf springs provided the location of mounting points to the chassis remains the same. Sealed strut cartridges may be substituted for the stock oil reservoir type. Coil over type springs and adjuster sleeves may be used. The adjuster sleeve may be permanently attached to the strut. Any shock absorber or strut may be used. Remote reservoir shock, strut, and/or insert is prohibited.

2. Addition of sway bars, anti-roll bar(s), watts link, traction bars, and panhard rods. They may be adjustable, and different sizes may be substituted.

3. Cars with swing axles may, at the discretion of the Race Steward, be required to be equipped with camber compensators. Such equipment requirements will be included

in the Supplementary Regulations for the event. The make and

specification of axles may be upgraded for safety purposes with axles of a like type, geometry and location upon written approval of the Race Steward, recorded in the technical log book.

4. Installation of any wheel provided by the car manufacturer for that specific model, or any substitute provided that the wheel used is dimensionally identical in diameter +/- 1 inch. Wheels may be reinforced.

5. The maximum rim width for each car will be determined by original equipment specifications, or factory dry weight as follows:
   3000 lbs. and over - 8.5” wide
   2500 lbs. through 2999 lbs. - 7” wide
   1500 lbs. through 2499 lbs. - 6” wide
   1499 lbs. and below - 5.5” wide

6. Wheel offset and use of spacers are not regulated except that tire tread must be covered as per Section 1108. B. Factory stud bolts or studs may be replaced by aftermarket studs to facilitate wheel and spacer installation provided the studs and/or nuts do not extend past the outermost edge of the wheel rim.

7. Tire width. Production cars having wheels up to 5.74” will be allowed a tread width ratio of 1-1/3 times the rim width. Cars having wheels 5.75” and over will be allowed a tread width ratio of 1-1/4 times the rim width. A 10% tolerance over the resulting width dimension will be permitted. Tread width is defined by manufacturer’s specifications.

8. Production cars having stock wheel diameter of 12” will be allowed to use 13” diameter wheels. Production cars having stock metric dimension wheels (i.e. TRX 15.5” diameter) will be allowed to use 15” diameter wheels. If your car has 14” wheels and racing slicks are not available in that size, you are allowed to use 13” or 15” wheels with slicks.

9. Wheel alignments may be set to any desired specifications. Camber plates may be used on upper strut towers.

10. A cross brace may be added from one shock or strut tower to the other. The brace and/or its mounting bracket can not be anchored to any other part of the car.

C. Chassis and Body

1. (a) Production cars will be classified by the following weight to horsepower ratios only: (Fall 2009 – correction only)

CLASS A	12.9 and under
B	13.0
C	14.5
D	16.0
E	18.0
F	20.0
G	22.0
H	24.5
I	27.0 and over

These classifications are for minimum race weight with driver. A car may be classified to run in 3 adjoining classes, as long as minimum race weight is met. Example: B C D are adjoining, F G H are adjoining and H I J are also adjoining. Examples of car classes: A car with 140 stock horsepower to run in E class would have a minimum race weight of 2520 pounds: 140 times 18 equals 2520. A car with 75 stock horsepower to run in H class would have a minimum race weight of 1838: 75 times 24.5 equals 1837.5 rounded to 1838. Race weight rounding will be determined by standard mathematical rounding. 0.5 to 0.9 gets rounded up and 0.1 to 0.4 gets rounded down. A-Production cars have no minimum weight, and are not required to report to scales.

(b) Horsepower rating will be the published stock rating by the manufacturer for the vehicle as it is sold in the U.S. If both gross and net are published, the gross rating will be used. If the car is sold in Canada with a different horsepower rating it will be the Race Stewards responsibility to determine if the rating system is different or if the engines are actually different. If the Race Steward determines the engines are the same, the U.S. rating will apply. (Engines are defined as blocks, heads, exhaust systems, fuel delivery systems, intake manifolds and all internal parts.)

(c) Up to 150 pounds of ballast may be added to achieve the minimum race weight. This weight is in addition to any weight achieved by not removing allowable items in 1402. C. 2.-19. The ballast must be placed on the passenger side of the car, aft of the firewall and in front of the front passenger seat rear mounting bolts or bolt holes. No further back than 48 inches measured from the vertical part of the firewall, or no further back than the rear original factory bolt holes for mounting the front passenger seat. (Ballast is defined as a non-functional mass securely fastened inside the car.)

(d) These classifications are for cars racing with radial tires. Slicks will be allowed, however, the cars will be required to move up 1 class while maintaining its previous race weight.

C. 1. (e) It is acknowledged that different cars have more or less performance advantages. If an individual car is by far superior in performance to an equally prepared car in class, the Race Steward with approval of 75% of the Competition Committee will either encourage the driver to move up a class or assess a weight penalty. The weight penalty imposed by the Race Steward shall not exceed 5% of the cars race weight. This penalty would apply to the next year and must be assessed by the Race Steward before October 31. The following year another 5% penalty can be assessed in addition to the first penalty if the car continues to have superior performance. These weight penalties will be rounded up or down according to standard mathematical rounding. The penalty weight will be placed in the same area as the ballast rule. The penalty weight will be in addition to any ballast the car may be running with in class. Appeals may be taken as provided in Section 10.

(f) Production cars that come factory equipped with turbo/super charging forced induction must run in the next higher production class than would be specified by the power to weight production classification rule [Rule 1402. C. 1. (a)].

(g) Cars with turbo and or super chargers will not be allowed to compete in Conference Production classes. Cars that are turbo charged and are currently racing will be allowed to compete through the 2005-racing season. “Currently racing” is defined as having a log book with a Conference Production race entry prior to October 31, 2002.

2. Removal of grilles and/or bumpers. If bumpers are removed, all brackets, braces, etc., which protrude past the body shell must also be removed.

3. Removal of interior fender lips and wheel well projections to allow fitting of legal sized tires. Exterior dimensions may not be modified.

4. Removal of the windshield, wiper blades and wiper arms, on open cars, provided a suitable racing windscreen is fitted. Removal of side window glass in one or two doors. If removed, the elevating mechanism may also be removed. Rear windows may be removed on certain cars (Porsche 914, Fiat X1/9, Toyota MR2, etc.) and substituted with plastic window of identical shape if removal of window is necessary to construct SCCA legal roll bar or cage. Substitute rear window must fit tightly around roll bar/cage braces and offer no aerodynamic advantage over glass window it replaces. Open cars are those termed as roadsters, convertibles, etc. by NADA, Kelly Blue Book, State Department of Transportation or insurance codes. Only windshields that may be removed by unbolting may be removed from open cars.

5. Installation of rear facing louvers or raising hood or trunk for engine cooling.

6. Installation of additional hood straps or fasteners.

7. Removal of the spare tire, jack and tool kit, if any.

8. Removal of convertible tops.

9 The fitting of a spoiler/splitter to the front of the car, provided that no changes are made in the body work for this purpose, and that it does not extend, to the side, beyond the furthermost outside point of the fender, nor more than four (4) inches above a horizontal plane passing through the wheel hub center lines, nor forward of the most forward part of the front body panel. The front valance panel may be removed or modified to facilitate installation of aforementioned air dam/spoiler/splitter.

10. All inside modifications for the purpose of improving the comfort of the driver.

11. Removal of all decorative, luxury and/or insulating material from the interior of the vehicle, including, but not limited to the headliner, passenger seat, carpets, padding, sun visor(s), console, side

panels and armrests, and any non-mechanical device attached to the inside of the roof, sides, tunnel, front or rear of the passenger compartment, provided the stock instrument panel is retained with modifications as allowed by these rules.

12 The radio, lighter, ashtray and glove-box door may be removed from the dashboard/instrument panel. It may be modified to accept the placement of appropriate gauges, lights and switches.

13. Back seat(s) may be removed to facilitate installation of a roll bar (cage).

14. All cars must have a sealed flameproof bulkhead between the driver/passenger compartment and the fuel tank, fuel cell, filler neck & cap (when cap is located inside the car).

15. Inside rearview mirrors may be removed to facilitate the installation of after market mirrors.

16. After market steering wheels may be installed.

17. Windshield clips and rear window straps may be installed.

18. Removable steering wheels and adaptors are allowable.

19. Air conditioner components may be removed.

20. Cars 25 years and older may replace metal body pieces with fibreglass replacement panels provided that the fibreglass pieces conform to the original body profile. Flares are not allowed unless they were offered on the production model.

21. All the emergency brake hardware may be removed.

22. Wiper blades and wiper arms may be removed.

D. Fuel, Exhaust, Cooling System

1. Installation of any fuel tank provided by the manufacturer for that specific model, or any substitute, provided that the fuel tank does not weigh less than the original tank. Any fuel cell may be used regardless of its weight, or location. However, the fuel cell shall be located within the same compartment as the stock tank, or elsewhere upon the Steward's written approval, recorded in the Technical Log Book.

2. Installation of electric fuel pump(s). The number of fuel pumps shall be free.

3. Any fuel filter of a non-glass type, and/or fuel pressure regulator may be used.

4. Substitution of carburetor jets and/or needles. Air-fuel mixture may be altered on fuel injection cars but may not be adjustable from the cockpit. On computer controlled cars, air-fuel mixture and ignition timing may be altered by means of a substitute computer chip.

5. Addition of carburetor float bowl baffles or other devices similar in purpose, to eliminate starving or flooding during cornering on cars so affected.

6. Removal of air cleaner and/or engine air filter element type which can be replaced with aftermarket filter elements or housing and element can be completely or partially removed or aftermarket housing and element may replace original equipment housing and element. Velocity stacks and Ram-Air are not allowed unless original equipment.

7. Except as specified in Section 1112 any exhaust system retaining the stock exhaust manifold may be used. Due to the unsuitability for racing of cars equipped with thermal reactors, cars so equipped may have the thermal reactor replaced with factory available (North American Market) cast iron exhaust manifold(s) from a newer series motor, provided that no alterations are required to either the manifold or to the motor.

8. Substitution of any radiator provided that the stock mounting brackets and hose fittings are used

9. The hoses to the heater core may be bypassed or removed.

10. Cooling fans are free.

11. Weber 32/36 DGV, DGAV, DGEV may be substituted for production two barrel carburetor.

E. Engine

1. Balancing is permitted.

2. Matching and polishing of ports. Ports of intake/exhaust manifolds and heads may not be enlarged to a size greater than that of a manufacturer's stock manifold gasket for the specific engine being used. Combustion chambers may be polished, but the shape shall not be altered. Valve size shall not exceed the manufacturer's stock specifications. Valve guides and valve bosses may not be altered.

3. Substitution of make, but not specification or type of pistons, valves, camshafts and bearings. Gasket type and material is free.

4. Substitution of make and tension, but not type of valve springs. Valve spring shims are allowed.

5. Reboring, on condition that bore does not exceed by more than.0472" (1.2 mm.) the original bore.

6. Planing of heads and/or blocks to any extent which does not increase the compression ratio by more than 0.5, excluding any increase in compression ratio gained by the allowable overbore. Head gaskets are free so long as the compression ratio does not exceed allowable increase.

7. Addition of oil filter, oil coolers and/or alternate sumps of the same type. Addition of baffles in oil sump and Accusump type oil accumulator.

8. Engines must maintain factory workshop manual specifications for cam timing. Cam timing may be set to factory specification using a manually adjustable cam sprocket or gear or offset key. Dual overhead cam engines may install the offset key on the crankshaft. Only one of the above options may be used at any one time. Modified cam profiles are expressly prohibited. Rotary engines must maintain factory workshop port timing. Modified port timing is expressly prohibited.

9. Restraining straps or chain may be used to restrict engine movement in the event of stock motor mount failure. The straps or chains may not restrict engine movement in any way when the stock motor mounts are intact.

10. Non-OEM fasteners may be used for the engine.

F. Brakes

1. Substitution of make and fitting system of brake linings.

2. Installation of dual master cylinders.

3. Fitting of “safety braker” type systems. Installation of brake proportioning valve(s).

4. Removal or venting of backing plates and fitting of air scoops, providing that no changes are made to the interior or exterior body panels.

5. Raising of rear deck lid for ventilation.

6. Wire braid reinforced brake lines may be substituted for stock.

7. Cars equipped with pivot style front brake callipers may replace the front brake callipers with another that has the following attributes;

   (a) Calliper must be made of same material as OEM (ie: cast iron)

   (b) Calliper must have same number of pistons as OEM

   (c) Calliper pistons must be equal to or less in size as OEM

   (d) Brake rotor diameter must be equal to or less in size as OEM

   (e) Brake rotor style must be the same as OEM (ie: solid disc - substituting ventilated discs are not allowed)

   (f) Brake pads must be equal to or less than the OEM square inches. (Fall 2010)

G. Transmission, Differential and Clutch

1. Substitution of make and fitting system of clutch lining.

2. Substitution of number and/or tension of clutch springs.

3. Substitution of gearbox and final drive ratios when those different ratios are produced and listed as standard for that specific year and model by the manufacturer in the factory workshop manual.

4. Overdrives shall be considered as a standard item if provided by the manufacturer as standard or as an option.

5. Addition of a device for locking out reverse gear.

6. Installation into the original housing of limited-slip, locker type final drives or welding of final drive gears.

H. Breathers. Installation of spiral tube or other types of breathers on crankcase, transmission and differential in accordance with Section 1109. C. 3.

C **1403.** Updating. Any model production car may be completely updated or back dated mechanically (engine, brakes, transmission, rear end) without updating or back dating the body, PROVIDED THAT any updated or back dated model shall have the same body shell as the current model. Any model production car being updated or back dated shall not weigh less than the corresponding model years weight. Cars cannot be partially

updated or back dated by choosing only desirable components from various years or models. If a component is used from a particular year or version of a car, all equipment unique to that car must be used. Also the weight of that version must be used in establishing race weight.

C **1404.** Sunroof. Production cars may be fitted with original equipment and/or after market sunroofs. Sunroofs shall remain in a completely closed position whenever the car is on the racing surface. For original equipment and after market sunroofs made of glass or other breakable material, the Race Steward may require that said roof(s) be taped in a manner designed to prevent shattering in the event of an accident.

E/C **1501.** Flag signals used for the control of race events sanctioned by ICSCC shall be obeyed without question by all drivers.

A. Green or National Flag.

1. Displayed only at Start/Finish.

2. Waved to start or restart a race.

B. White Flag

1. Steady: Slow competitor is on the course. First lap of the day, for each group to be standing white at all manned stations. Pass with caution.

(a) Displayed at a turn station previous to a waving white flag.

2. Waved: Emergency vehicle is travelling through or may be stopped beyond this station. Pass with extreme caution.

3. Pace Car: Waving white flags will follow the last car in the main group. (Spring 2011)

C. Yellow Flag

1. Steady: Take care, Danger. SLOW DOWN, NO PASSING from the flag until past the incident or until the next station not displaying the yellow flag.

(a) Displayed at all turns. Indicates a full course yellow without the deployment of a pace car.

2. Waved: Extreme danger. SLOW DOWN, be prepared to stop. No passing from the flag until past the incident or the next flag station not displaying a yellow flag.

3. A one lap penalty will be assessed for a flagrant violation of the yellow flag rule.

4. Double Yellow: Displayed at all turn stations. Indicates full course yellow with the imminent deployment of the Pace Car during a race.

(a) 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. 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. 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.

D. Blue Flag

1. Steady or Waved:. Check your mirrors! .

E. Yellow Flag With Vertical Red Stripes. Debris, oil or other slippery substance on course, use caution.

F. Black Flag With Orange Disc ("meatball"). Possible mechanical trouble of which driver may be unaware. Complete lap at reduced speed and report to designated area. Whenever possible a representative of the sponsoring club (i.e. Pit Marshal) or the ICSCC (i.e. Steward/Asst. Steward) will locate the pit crew of the flagged car and meet it there. This will allow the driver and/or crew to expedite repairs and rejoin the race with a minimum of time lost. Meatball flag shall be displayed in all instances of noise emission violations.

G. Black Flag. Displayed at Start/Finish

1. Furled (Closed): Pointed at driver indicates that driving infractions have been observed. Further infractions may bring disqualification.

(a) Any driver who, after having been given a black flag warning, fails to acknowledge the warning to the Starter by hand signal within two laps of the warning shall be disqualified.

2. Unfurled (Open) with competitors number. Driver may be disqualified. Complete lap at reduced speed and return to designated area. The competitor's number, of a quality equal to that required in Section 1106., shall be displayed with the black flag.

(a) Any driver failing to report to the designated area within two laps of the display of the unfurled (open) black flag as described in 1502. G. 2., or in 1501. F. shall be disqualified.

3. Unfurled (open) with word ALL: Race has been. stopped Used with waving black on all corners. No passing under waving black flag. Complete lap at reduced speed and return to hot pit area. All work on race cars on track or in the hot pits is governed by 708.C

H. Checkered Flag. End of practice, qualifying or race. Complete lap at reduced speed and exit the track. Races shall be started and finished from the same location.

I. Red Flag

1. A red flag shall be positioned at all manned turn stations and the

Starter's stand.

2. When a red flag is displayed, it shall be waved only. EXTREME DANGER – THE SESSION HAS BEEN STOPPED. No passing allowed when a red flag is displayed.

3. Should a driver encounter a red flag, it is the driver's responsibility to come to an immediate and controlled stop with regard to other cars, at the side of the track. Stay in your car and wait for instructions from an Official. When released by an Official, proceed with extreme caution to the hot pits. All work on race cars on track or in the hot pits is governed by 708.C.

4. This flag shall only be used on instruction from the Race Chair/Race Steward or their nominee(s) and will be shown around the entire circuit.

J. Deleted Fall 2004.

E/C **1502.** Special Signals

A. Lights. On some circuits, lights are used to supplement flags. They have the same significance as flags. A flashing light has the same meaning as a waving flag, a steady light the same as a stationary flag.

B. Time Boards. These shall be used to signify the amount of time remaining in a race.

C. Last Lap Board. The driver must be informed that only one lap remains in the race. A last lap board shall be displayed.

D. Lights. The word "lights" displayed on a board by the Starter means to turn on required lights.

E. Fire Advisory. A fire extinguisher bottle held by a course worker in an overhead position is to indicate to a driver the existence of some manner of onboard fire.

E/C **1503.** Passing from the grid. From the grid position, it will be permissible to pass slower cars, after the race event has started, before crossing the Start/Finish line, providing the overtaking car does not leave the course. If two wheels of the overtaking car leave the course, the car may be black-flagged at the discretion of the Starter.

E/C **1504.** Responsibility in overtaking. Under all conditions, both the passed and the passing car shall be equally responsible for the safe passing of one by the other.

E/C **1505.** Leaving the course. Four wheels off course, if done for advantage or in a dangerous manner, shall constitute a chargeable offence.

E/C **1506.** Spin-outs. A spin-out is defined as constituting rotation of the car in excess of 90 degrees to the direction of the circuit, and/or becoming stationary, and/or four wheels off course. Four spin-outs, as defined in the Section, shall automatically

bring disqualification (black flag), providing the driver is deemed solely responsible.

E/C **1507.** Re-entry to the course. A car leaving the course must re-enter at approximately the leaving point. Re-entry will be at the driver's discretion, but if done in an unsafe or unfair manner will be subject to disciplinary action by the Race Steward at the conclusion of the event. A driver desiring assistance in re-entry may so indicate by raising his/her hand.

E/C **1508.** Stopping on the course. A car forced to stop on the course should be placed in such a manner to cause no danger or obstruction.

E/C **1509.** Hand signals. The driver of an inoperable car off the road should indicate by hand signal the need of a flat tow, wrecker or ambulance. These signals will be used:

Rope or flat tow - use both arms and body to form a T.

Wrecker - use arms and body to form a W.

Ambulance - use both arms over the head to form an A.

E/C **1510.** Cars and drivers involved in accidents or body contact. Any car or driver involved in an accident may be required to stop, by indication of the "**meatball**" flag, at his/her racing pit or designated place immediately for inspection. No laps will be scored for the car until it has stopped and permission to continue is granted by the Race Steward or his/her designated representative. The Race Chairman and/or Race Steward may require any driver involved in an accident or body contact to be examined by the course physician.

E/C **1511.** Overrunning the pits. Should a pit-bound driver overshoot his/her pit, the car must be either pushed back to the pit by hand or else continue another lap. No car may be pushed back to the pit under any condition which would constitute a hazard.

E/C **1512** Towing or driving counter to traffic. No car may be towed or driven counter to the flow of race traffic without the express permission of the Race Chairman.

E/C **1513.** Victory lap. The victory lap shall include all class winners and be run at a greatly reduced speed with no passing allowed. Any passenger(s) carried

must be at least eighteen (18) years of age, have sufficient room and be completely within the car.

E/C **1514.** Passengers and instructors. Only the driver will be allowed in the car during practice, qualifying or a race, other than provided in Section 1513., with the exception of a driver training event, in which an assigned instructor can be the only other occupant.

E **1515.** The driver of a disabled vehicle being flat towed to the pits or paddock from the race course must be completely suited up - helmet, gloves and safety harnesses.

E **1516.** CONES MARKING THE COURSE SHALL BE SINGLE AND NOT DOUBLED.

E **1517.** Dangerous driving is considered a chargeable offence and the offender will be penalized as per Section 8.

A. Avoidable contact is considered a chargeable offence and the offender will be penalized as per Section 8.

E/C **1518.** Blocking may be considered a chargeable offence and the offender may be penalized under the rules in Section 8. Blocking is defined as a leading car choosing a racing line on the race track then drastically or radically changing that line in a manner that is clearly intended to stop or block a passing manoeuvre by another car.

E **1519.** An unsafe entry or re-entry from the pit out area onto the race track, or an unsafe exit from the race track into the pit in area is subject to disciplinary action by the Race Steward.

SECTION 16 - PADDOCK and PITS

E **1601.** There shall be a definite place or places assigned or selected for the accommodation of each competing car's equipment, repairs and crew members. At the place or places, the car shall stop and shall remain whenever the car is not actually in competition, qualifying or practice.

E **1602.** Racing pit area. Unless the car is actually in the racing pit, for minor repairs, only one crew member shall be allowed in the area for the purpose of signalling to his/her driver, and then only for the length of time necessary to accomplish the actual signalling operation.

E **1603.** Authorized personnel. Every person in the pit or paddock area must have a pass or other proper identification. At no time shall anyone but authorized crew members, drivers and officials be in the racing pit area.

A. Persons holding pit and/or paddock passes are at all times under the control of the Pit Marshals appointed by the Race Chairman and must obey them instantly and without question.

B. Price and number of pit and paddock passes shall be at the discretion of the sponsoring club.

C. Children under twelve years of age may remain in the paddock area only under the direct, active and continuing supervision of an adult. No bicycles are allowed in the racing pit area except as they may be used by Race Officials. Bicycles may be operated in the paddock area by persons over 16 years of age, unless restricted by the race sponsoring club in the supplemental regulations for the event. Dogs are permitted in the paddock area only if they are leashed with a leash of six feet or less in length. The leash must at all times be held by an adult (over 18 years) or be attached firmly to an immovable object such as a car or trailer. Dogs are absolutely prohibited from entering the pits. Dog owners are solely responsible for the sanitary condition of the paddock area and those not picking up after their pets will be subject to a Fifty Dollar Fine.

E **1604.** If a race car is to be driven on the street for a substantial distance, it is recommended that a competition number be covered or removed. The driver of the car is responsible for obeying all state, county, city and provincial traffic laws.

E **1605.** If any club within Conference wishes to assign pits on a preferential basis, the method of assigning pits must be stated in the race announcement.

E **1606.** Motorized vehicles

A. Motorized vehicles, including racing cars, shall not be driven in the pit or paddock areas by persons not having a valid state or provincial drivers license.

B. Racing and non-racing cars shall be driven at a reasonable speed in the paddock area and in no case shall exceed 15 mph or the speed designated by the sponsoring club in the supplemental regulations,

whichever is less.

C. Anyone driving an open wheel car in the pits or paddock area shall at all times wear a helmet and suitable eye protection.

D. Except as provided in Sections 603. and 618., no person under eighteen (18) years of age shall be allowed in any vehicle while that vehicle is being operated in the hot pits or on the racing surface at any time including, but not limited to, practice sessions, qualifying sessions, races, victory laps, drivers schools or track days, except that persons under eighteen (18) years of age may ride in a vehicle during planned parade laps.

E **1607.** All persons in the racing "hot pit" (i.e., over the pit wall), shall wear long pants, shirts that cover the shoulders, and shall not wear open toe shoes or be barefooted. This rule applies during practice, qualifying and during races.

E **1608.** At no time shall work be performed under a car while it is elevated unless the car is firmly supported by at least two jack stands.

E **1609.** A minimum 5 lb. ABC rated dry chemical fire extinguisher is required to be in plain sight and readily available in every paddock location per racing vehicle. Extinguisher to be provided by the competitor.

SECTION 17 - RACE OFFICIALS DIVISION

E **1701.** Purpose and objective. The Race Officials Division of ICSCC is responsible for organizing, training and licensing of responsible individuals to act as Officials and Marshals at all racing events held under Conference sanction.

A. Its primary goal is to provide the safest possible conditions for the holding of competition events by ensuring that properly trained and experienced personnel conduct and marshal all racing meets sanctioned by the Conference.

B. Secondary goals are to promote inter-club worker exchange and uniformity in worker performance.

E **1702.** Organization

A. Director. The ICSCC President will appoint the Race Officials Division Director to administer and license members of the division.

B. Area representatives. Each member club shall appoint an area representative to the division, who will be responsible for training and certifying qualifications of applicants for membership in the division from his/her geographical area.

C. Members. Membership in the Division shall be categorized as follows:

1. Race Marshalling personnel:
   - (a) Course Marshals (or Chief Turn Marshal).
   - (b) Turn Marshals.
   - (c) Flag Marshals.
   - (d) Safety Marshals.
   - (e) Communications/Recorders.

2. Other Race Officials and Workers:
   - (a) Pit Stewards and Marshals.
   - (b) Scorers.
   - (c) Timers.
   - (d) Crowd Control personnel.
   - (e) Registrars.
   - (f) Race Chairmen and related executive personnel.
   - (g) Mobile emergency personnel.

D. Deleted Spring 2005.

APPENDIX A

MAJOR and MINOR TEARDOWN PROCEDURES

Following are definitions of teardown inspections as indicated in Section 9. After procuring the necessary factory specifications for the car to be inspected, or the appropriate SCCA specifications for Formula cars, perform the following specific tests:

A. Minor Inspection

1. Visual Inspection: Type of piston, part, size, combustion chamber shape, carburetor type, internal carburetor alterations, ignition system, fan, exhaust header, velocity stacks, limited slip differential.

2. Measure the following: Bore, stroke, cylinder head volume, compression, intake valve diameter, exhaust valve diameter, venturi size, intake valve (cam) lift, exhaust valve (cam) lift.

B. Major Inspection

1. In addition to the above, the following test or visual inspection shall be performed: Intake valve weight, exhaust valve weight, piston weight, rod weight, crankshaft weight, flywheel weight, rocker arm weight, pushrod weight, generator, cam duration, cam timing, cam overlap, differential ratio, transmission ratios, car weight, interior panels, suspension, brakes.

2. Additional items may be added, or items may be deleted by the person ordering the inspection.

C. Measurement procedures

1. To determine compression ratio: Where (a) equals volume of combustion chamber and (b) equals swept volume of a single cylinder:

$$\text{Compression ratio} = \frac{(a + b)}{a}$$

2. To determine swept volume of a single cylinder: Divide the published engine capacity in cc. by the number of cylinders.

3. To determine volume of combustion chamber: In order to establish uniformity in all cases, SAE 10 engine oil will be used.

APPENDIX B

APPLICATION of FIA APPENDIX C to ICSCC SPORTS RACING CARS

The following provisions of the current FIA Appendix C shall apply for Sports Racing category automobiles:

Art. 203, altered as follows:

Self starter. A self starter fitted to the vehicle in proper working order is obligatory. It must be used at the start of the competition, and none of its parts may be removed during the event. All other means of starting the engine are prohibited, unless laid down in the supplementary regulations.

Art.204:

Braking safety. The braking system shall function in such a way that the brake pedal normally controls the four wheels. In case of a leak at any point in the piping or failure in the braking transmission, the brake pedal shall operate on at least two wheels on the same axle. Rear deck lid may also be raised for ventilation.

Art. 206, altered as follows:

Coachwork, seats: The minimum specifications shall conform to SCCA single seat sports racer specifications. Coachwork must be completely finished and offer no makeshift element.

The minimum width for the foot space must be 25 cm (9.84 in) measured perpendicularly to the longitudinal axis of the chassis plumb with the pedals.

Art. 207, altered as follows:

Closed cars shall be equipped with at least one rigid door affording the driver easy access to the driving position.

Art.209:

Mudguards of vehicles must not include temporary parts and they must be firmly affixed. They must be placed exactly above the wheels and they must cover them effectively by surrounding at least a third of the circumference. It will, however, be permitted to make an opening in each mudguard not to exceed a maximum of 211 sq. cm (31 sq. in.) to enable the driver to check the condition of his/her tires. The width of mudguards must be such as to cover the tires completely when the wheels are parallel to the longitudinal axis of the car. In those cars where the mudguards are entirely or partly overhung by the structure of the body, the combination of mudguards and body, or the body alone, must nevertheless fulfil the above-mentioned requirements as to protection.

APPENDIX B (continued)

APPLICATION of FIA APPENDIX C to ICSCC SPORTS RACING CARS

The rear extremities of the front and rear mudguards must not be higher above the ground than a horizontal line passing through the center of the wheel hub cap.

Mudguards fitted on the wheels and liable to turn when the wheels are steered are prohibited. They must therefore be solid with the body, there being no gap between them.

Art.211:

Closed cars: Bodies of closed cars must correspond at least to all the conditions indicated above for open cars and must be established in such a way that they insure adequate and safe visibility for the driver.

During races either by means of open windows or by a special apparatus, a sufficient draft must exist to prevent gases from accumulating inside the car.

Art. 213, altered as follows:

Wheels and tires: There shall be no restrictions on the size of wheels and tires, provided they are identical for the right and left front axles, and identical for the right and left rear axles.

Art. 214, altered as follows:

Rear-reflecting mirrors, lighting and warning apparatus. Automobiles must be fitted with:

1. A rear-reflecting mirror with a reflecting surface of at least 50 sq cm (7.75 sq. in).
2. A functional red brake signal light mounted on the rear of the car.

The following provisions of the current FIA Appendix C, shall not apply:

Art. 201: Weight
Art. 202: Chassis, Ground Clearance, Lock
Art. 205: Fuel Tanks
Art. 208: Windscreen, Windscreen Wiper
Art. 210: Hoods (tops) shall not be required
Art. 212: Luggage Space
Art. 215: Special Provisions

APPENDIX C

2015 ICSCC EVENT SCHEDULE

Championship Race Events

Date		Track	Club
May 2/3	(rotn 2)	Portland International Raceway	CSCC
May 16/17	(rotn 3)	Pacific Raceways	IRDC
May 22/24	(rotn 4/5)	Oregon Raceway Park (double race)	TC
June 6/7	(rotn 6)	Portland International Raceway	CSCC
June 19/21	(rotn 1/2/3)	Spokane County Raceway (triple race)	NWMS
August 1/2	(rotn 4)	Pacific Raceways	IRDC
August 22/23	(rotn 5)	Portland International Raceway	CSCC
Sept 4/6	(rotn 6/1/2)	Mission Raceway Park (triple race)	SCCBC
Sept. 19/20	(rotn 3)	The Ridge	IRDC

Endurance Events

April 19	The Ridge	IRDC
October 18	Portland International Raceway	CSCC

Driving Schools

March 14	Portland International Raceway	CSCC
March 29	Oregon Raceway Park	TC
April 18	The Ridge	IRDC
May 1	Portland International Raceway	CSCC
May 22	Oregon Raceway Park	TC
June 5	Portland International Raceway	CSCC
August 21	Portland International Raceway	CSCC
Sept. 26	Portland International Raceway	CSCC

ICSCC Awards Banquet & Fall Meeting

November 14	Sea-Tac Marriott	ICSCC

APPENDIX D

2015 ICSCC OFFICERS

PRESIDENT
David Bennitt
14023 Bear Creek Road NE
Woodinville, WA 98077
425-869-2868
Email: president@icscc.com

VICE PRESIDENT
Dick Boggs
13749 97th Ave NE
Kirkland, WA 98034
Tel: 425-823-4883 (evenings)
Email: vice_president2@icscc.com

VICE PRESIDENT
Mike Tripp
5477 Beach Bluff Dr
Freeland, WA 98249
Tel: 503-367-2452
Email:

TREASURER / ADVISOR
Dan Heinrich
P.O. Box 1977
North Plains, OR 97133-1977
Tel: 503-647-5399
Fax: 503-647-5389
Email: treasurer@icscc.com

ASSISTANT RACE STEWARD
Rick Bostrom
2909 N. 13th Street
Tacoma WA 98406
Tel: 253-298-8465
Email: asst_steward@icscc.com

LICENSE DIRECTOR
Wes Hill
PO Box 3314
Bellevue, WA 98009
Tel: : 206-769-9516
Email: license_director@icscc.com

VICE PRESIDENT
Linda Heinrich
P.O. Box 1977
North Plains, OR 97133-1977
Tel: 503-647-5399
Fax: 503-647-5389
Email:vice_president@icscc.com

VICE PRESIDENT
Kevin Skinner
25141 53rd Ave.
Aldergrove, BC V4W 1T1
Tel: 604-856-8957 (res)
Tel: 604-230-6084 (cell/business)
Email: vice_president3@icscc.com

SECRETARY
Lynn Coupland
5670 SW Menefee Dr.
Portland, OR 97239
Tel: 503-246-3511
Cell: 503-701-3547
Email: secretary@icscc.com

RACE STEWARD
Bob Mearns
22638 Old Woodinville Duvall Rd
Woodinville, WA 98077
Tel: 206-713-3345
Email: steward@icscc.com

ASSISTANT RACE STEWARD 2
Dan Heinrich
P.O. Box 1977
North Plains, OR 97133-1977
Tel: 503-647-5399
Fax: 503-647-5389
Email: asst_steward2@icscc.com

LICENSE REGISTRAR
Linda Heinrich
P.O. Box 1977
North Plains, OR 97133-1977
Tel: 503-647-5399
Fax: 503-647-5389
Email: license_registrar@icscc.com

APPENDIX D (continued)

2015 ICSCC Officers

PUBLIC RELATIONS
Scott Faris
5015 Denton Drive
Lake Oswego, OR 97035
Tel: 503-639-6660
Email:

POINTS KEEPER
Charles Hurley
16025 Cascade Lane SE
Monroe, WA 98272
Tel: 206-353-7854
Email: points@icscc.com

RACE OFFICIALS DIVISION
Ann Peters
10952 McAdam Road
Delta, BC, BC Canada
Tel: 604-581-7189
Email: rod_director@icscc.com

INSURANCE ADVISOR
Dennis Sutich
10210 NE 8th St Suite #210
Bellevue WA 98004
Tel: 425-766-2769 cell
425-688-8668 Work
Email: insurance@icscc.com

HISTORIAN
Gerry Frechette
2355 W 7th Avenue
Vancouver, BC V6K 1Y4 Canada
Tel/Fax: 604-734-4721
Email: historian@icscc.com

SOUND CONTROL
T.B.A.

LEGAL ADVISOR
Charles Denkers
4208 SE Harrison
Milwaukie, OR 97222
Tel: 503-222-6102 (work)
Email: denkersc@gmail.com

MEDICAL OFFICER
Doug Jennings
467 Solnae Place NW
Bremerton, WA 98311
Tel: 360-692-6244
Email: medical@icscc.com

BANQUET FACILITATOR
T.B.A.

BANQUET SUPPORT
Kristi Bennitt
14023 Bear Creek Road NE
Woodinville, WA 98077
425-869-2868
Email: banquet2@icscc.com

MEMO EDITOR
Karen McCoy
13702 SW Hall Blvd #4
Tigard, OR 97223
Tel: 503 730-9007
Fax: 503-684-0976
Email: memo@icscc.com

WEBMASTER
Alberto Fonseca
9025 161st Pl NE
Redmond WA 98052
Tel: 323-459-3332 (cell)
Email: admin@icscc.com

APPENDIX E

2015 ICSCC MEMBER CLUB PRESIDENTS

CASCADE SPORTS CAR CLUB
James Gregory
4025 SE King Road
Milwaukie, OR 97222
Tel: 503--267-5826
Email: flyinlionracing@comcast.net

NORTHWEST MOTORSPORTS
Greg C. Coffin
3508 S. Adams Rd.
Veradale, WA 99037
Tel: 509-926-2290
Email: greg_coffin@fmi.com

TEAM CONTINENTAL
Ben Weaver
36801 SE Proctor Rd.
Boring, OR 97009
Tel: 503 318 6722
Email: starralpacas@yahoo.com

INTERNATIONAL RACE DRIVERS CLUB
Fred Wright
3843 85th Ave. NW
Olympia, WA 98502
Tel: 360-628-8679cell 360-628-1545
Email: fred.wright@comcast.net

SPORTS CAR CLUB OF BC
Ray Stec
18978 119th Ave,
Pitt Meadows, BC V3Y 1X6
Tel: 604-465-5773
Email: racestec@shaw.ca

APPENDIX F

2015 ICSCC EXECUTIVE BOARD REPRESENTATIVES

CASCADE SPORTS CAR CLUB
Bob Hillison
19552 Silverfox Parkway
Oregon City, OR. 97045
Tel: 503-518-3332
Email: bhillison@juno.com

NORTHWEST MOTORSPORTS
Greg C. Coffin
3508 S. Adams Rd.
Veradale, WA 99037
Tel: 509-926-2290
Email: greg_coffin@fmi.com

TEAM CONTINENTAL
Kevin B. Smith
1440 NW 317th Ave
Hillsboro, OR 97124
Tel : 503 522 2016
Email: kevin.b.smith@intel.com

INTERNATIONAL RACE DRIVERS CLUB
Bruce Boyd
24419 NE 8th Street
Sammamish, WA 98074
Tel: 425-868-4617
Cell: 206-713-3306
Email: dboyd1950@comcast.net

SPORTS CAR CLUB OF BC
Terry Ward
1667 McPherson Drive
Port Coquitlam, BC V3C 6C9 Canada
Tel: 604-941-5347
Email: trw36@shaw.ca

APPENDIX G

2015 RACE REGISTRARS

CASCADE SPORTS CAR CLUB
Gail Fetterman
2902 NE 151st Ave
Portland, OR 97230
Tel : 503-251-0015
Email: gailfetterman@comcast.net

NORTHWEST MOTORSPORTS
Susan Coffin
3508 S. Adams Rd.
Veradale, WA 99037
Tel: 509-926-2290
Email: susancoffin@aol.com

TEAM CONTINENTAL
Val Starr
36801 SE Proctor Road
Boring, OR 97009
Tel: 503-668-6998
Cel: 503-348-5527
Email: val@starralpacafarm.com

INTERNATIONAL RACE DRIVERS CLUB
Kristi Bennitt
14023 Bear Creek Road NE
Woodinville, WA 98077
Tel : 425 864-5412
Email: kbennitt@gmail.com

SPORTS CAR CLUB OF BC
Marc Ramsay
330 Gloucester Court.
Coquitlam, BC Canada V3K 5S5
Tel: 604-816-6272
Email: registrar@sccbc.net

APPENDIX H

2015 RACE CHAIRS

CASCADE SPORTS CAR CLUB
Mike Smith
39516 NE 144th Ave
Amboy, WA 98601
Tel: 360-518-3986
Email: joesmith@spiritone.com

NORTHWEST MOTORSPORTS
Jay Sharp
1625 S. Royal St.
Spokane, WA 99224
Tel: 509-710-5755
Email: rskporsche@yahoo.com

TEAM CONTINENTAL
Peter Belfanti
12350 SW 7th St
Beaverton, OR 97005
Tel: 503-803-6627
Email: peterbelfanti@yahoo.com

INTERNATIONAL RACE DRIVERS CLUB
Tom Pritchett
Tel: 425-417-3675
Email: tom@turn2lapping.com

SPORTS CAR CLUB OF BC
Tasma Wooton
32877-B Harwood Place,
Abbotsford, BC V2S 7C1
Tel: 604-854-4245
Email: tasmahrt@shaw.ca

APPENDIX I

2015 ICSCC AFFILIATE CLUBS

BMW-CCA, PUGET SOUND REGION
de-Anna Martin
206-295-3663

VICTORIA MOTOR SPORTS CLUB
Ron Simpson, President
206-5329 Cordova Bay Rd.
Victoria, BC V8Y 2L3 Canada
Tel: 250-383-5457
Email: piper180@shaw.ca

CENTRAL RACING ASSOCIATION
Mac Russell, President
6530 154 Ave NE
Redmond, WA 98052
Tel: 425-883-9968
Fax: 425-883-3678
Email: mr170@comcast.net

VANCOUVER SPORTS CAR CLUB
Bill Hill, President
1530 Sweetwater Loop SW
Olympia, WA 98512-9165
Tel: 360 357-7865
Email: bhill73@comcast.net

APPENDIX J

2015 ICSCC CONTEST BOARD REPRESENTATIVES

Member Clubs

CASCADE SPORTS CAR CLUB
Phil Rees
22708 Johnson Rd
West Linn, OR 97068
Tel: 503-654-0785
Email: prrisco@qwest.net

INTERNATIONAL RACE DRIVERS CLUB
Michael Olsen
4410 88th Ave NW
Gig Harbor, WA 98335
Tel: 206-679-0624
Email: rickshaw-_racing@yahoo.com

NORTHWEST MOTORSPORTS
George Doran
2012 W. 1514 Indiana Avenue
Spokane, WA 99205
Tel: 509-328-1668
Email: gdoran1@comcast.net

SPORTS CAR CLUB OF BC
Michael Lensen
16529 - 108 A Avenue
Surrey, BC V4N 5B9
Tel: 604-951-8214 / 778-886-2413
Email: mlensen@telus.net

TEAM CONTINENTAL
Peter Linssen
3924 NE 35th Ave
Portland, OR 97212
Tel: 503 706 4135
Email: peter@petesvshop.com

Affiliate Clubs

BMW-CCA, PUGET SOUND REGION
Michael Olsen
4410 88th Ave NW
Gig Harbor, WA 98335
Tel: 206-679-0624
Email: rickshaw_racing@yahoo.com

CENTRAL RACING ASSOCIATION
Phil Edwards
17701 108th Ave SE #412
Renton WA 98055
Tel: 206-226-4915
Email: superalfa@aol.com

VANCOUVER SPORTS CAR CLUB
Stuart Dye
5401 47th Ave E
Tacoma, WA 98443
Email: dye2323@msn.com

VICTORIA MOTOR SPORTS CLUB
Larry Sandham
1255 Queens Ave
Victoria, BC V8T 1N1 Canada
Tel: 250-383-8437
Email: sandbag16v@shaw.ca

APPENDIX K

2015 ICSCC COMPETITION COMMITTEE

Member Clubs

CASCADE SPORTS CAR CLUB
Chris Heinrich
15848 NW West Union Rd. #163
Portland, OR 97229
Tel: 503-690-0939
Email: chrisjheinrich@aol.com

INTERNATIONAL RACE DRIVERS CLUB
Randy Blaylock
16837 104th Avenue NE
Bothell, WA 98011
Phone: 425 806-9725 bus / 206 398-9283 cell
Email: randyblaylock@comcast.net

NORTHWEST MOTORSPORTS
Todd Stanley
2710 N Sargent
Spokane, WA 99212
Tel: 509-991-9299
toddsplace@comcast.net

SPORTS CAR CLUB OF BC
Michael Lensen
16529 - 108 A Avenue
Surrey, BC V4N 5B9
Tel: 604-951-8214 / 778-886-2413
Email: mlensen@telus.net

TEAM CONTINENTAL
Jon Wilson
9323 N Saint Louis Ave
Portland, OR 97203
Tel: 971 219 3184
Email: jonwils@pps.net

At Large

Eric Blois
2375 SW 206th Pl
Beaverton, OR 97006
Email: eric.blois@mail.com
Tel: 971-226-6487

Paul Higgins
1603 Mt. Lehman Road
Abbotsford, BC V2T6H6
Email: paul_higgins@hotmail.com
Tel: 604 852 6520

Mike Olsen
4410 88th Ave NW
Gig Harbor, WA 98335
Email: rickshaw_racing@yahoo.com
Tel: 206-679-0624

Jeff Remfert
25-2375 west broadway
Vancouver, BC v6k 2e6
Email: jremfert@shaw.ca
Tel: 604-230-9788

Karl Seeger
4220 204th Ave NE
Sammamish WA, 98074
Email: karlrseeger@gmail.com
Tel: 206-999-1320

APPENDIX L

SAFETY PRECAUTION GUIDELINES for COMMUNICABLE DISEASES

ICSCC is dedicated to safe racing. As part of that continuing commitment, we want all participants adequately protected when there is an emergency on or off the track. This includes being protected from exposure to blood-borne viruses such as Hepatitis B and HIV (the AIDS virus). According to health officials, the risk of catching the AIDS virus from giving first aid is extremely small. However, because you never know when a potential exposure might occur, “universal precautions” should be used in all instances to protect against possible risk. The following guidelines should be followed whenever there is the potential for contact with blood or other bodily fluids.

1. Wear heavy leather gloves when responding to situations where broken glass, sharp edges, or hot surfaces or liquids will be encountered.

2. When leather gloves are not necessary to protect yourself from cuts or burns, the use of disposable latex or surgical type gloves are recommended when blood or other bodily fluids are present. Disposable gloves should be carried at all times to be ready for use.

3. Avoid getting blood or other bodily fluids in contact with your eyes, nose or mouth.

If you do come in contact with blood or other bodily fluids:

1. Carefully remove the soiled gloves, taking care to avoid contact with the exterior surface. Place the gloves in a plastic bag and seal it.

2. Remove any affected clothing and place it in a plastic bag for later laundering.

3. It is important to cleanse the exposed area(s) as soon as possible. Wash affected areas with soap and water. If your eyes, nose or mouth were affected, flush thoroughly with water. If soap and water are not available near your station, go to the central emergency area and wash with soap and water and the disinfectant cleanser there. Wash your hands if you were wearing gloves.

4. Give your name to the Course Marshal, who will note it as part of the incident report.

5. Working surfaces on which blood has been spilled can be cleansed with soap and water, followed by disinfection.

APPENDIX L (continued)

SAFETY PRECAUTION GUIDELINES for COMMUNICABLE DISEASES

RECOMMENDEDEQUIPMENT

The following items should be available for use at each race. It is recommended that these items be available at each turn station in the central emergency area.

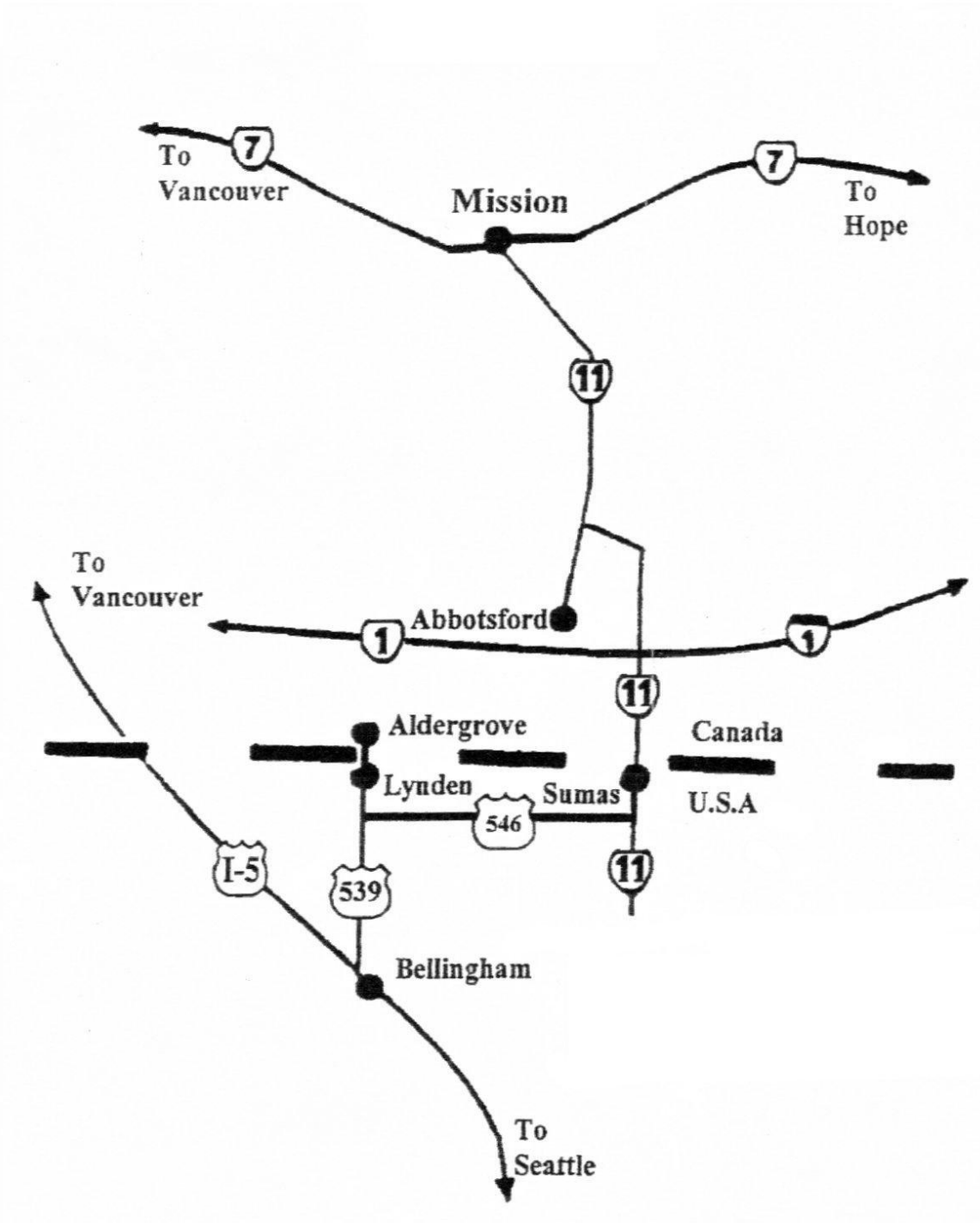
1. Disposable gloves and plastic bags. A plastic bag with several pairs of gloves could be used at each turn station, with an extra plastic bag or two inside to be used for soiled gloves or clothing.
2. Waterless antiseptic hand cleaner (towelette packets could be included in the bag issued to each turn station).
3. Freshly made general purpose disinfectant (one part household bleach to nine parts water) should be located at each turn station and/or at the central emergency area.

APPENDIX M

COURSE LOCATIONS and COURSE MAPS

COURSE NAME	LOCATION
Mission Raceway Park	Mission, British Columbia Canada
Oregon Raceway Park	Grass Valley, Oregon USA
Pacific Raceways	Seattle, Washington USA
Portland International Raceway	Portland, Oregon USA
Spokane County Raceway	Spokane, Washington USA

Mission Raceway Park
Course Location



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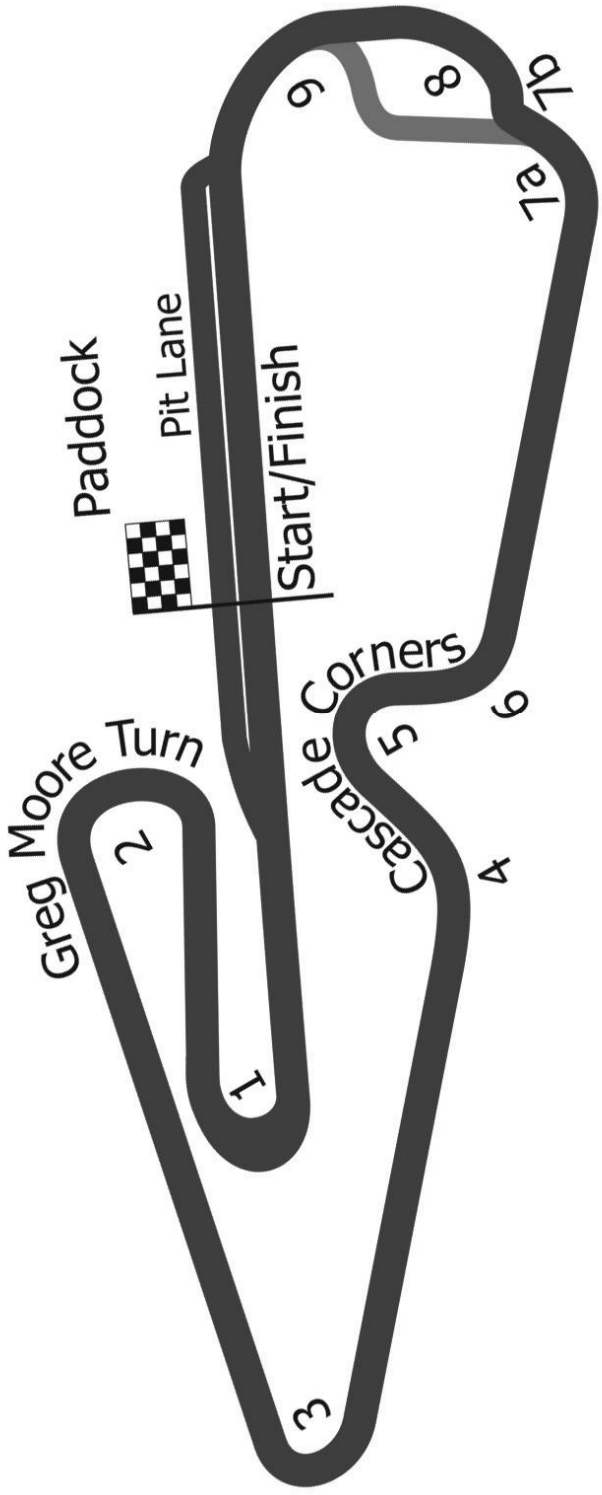
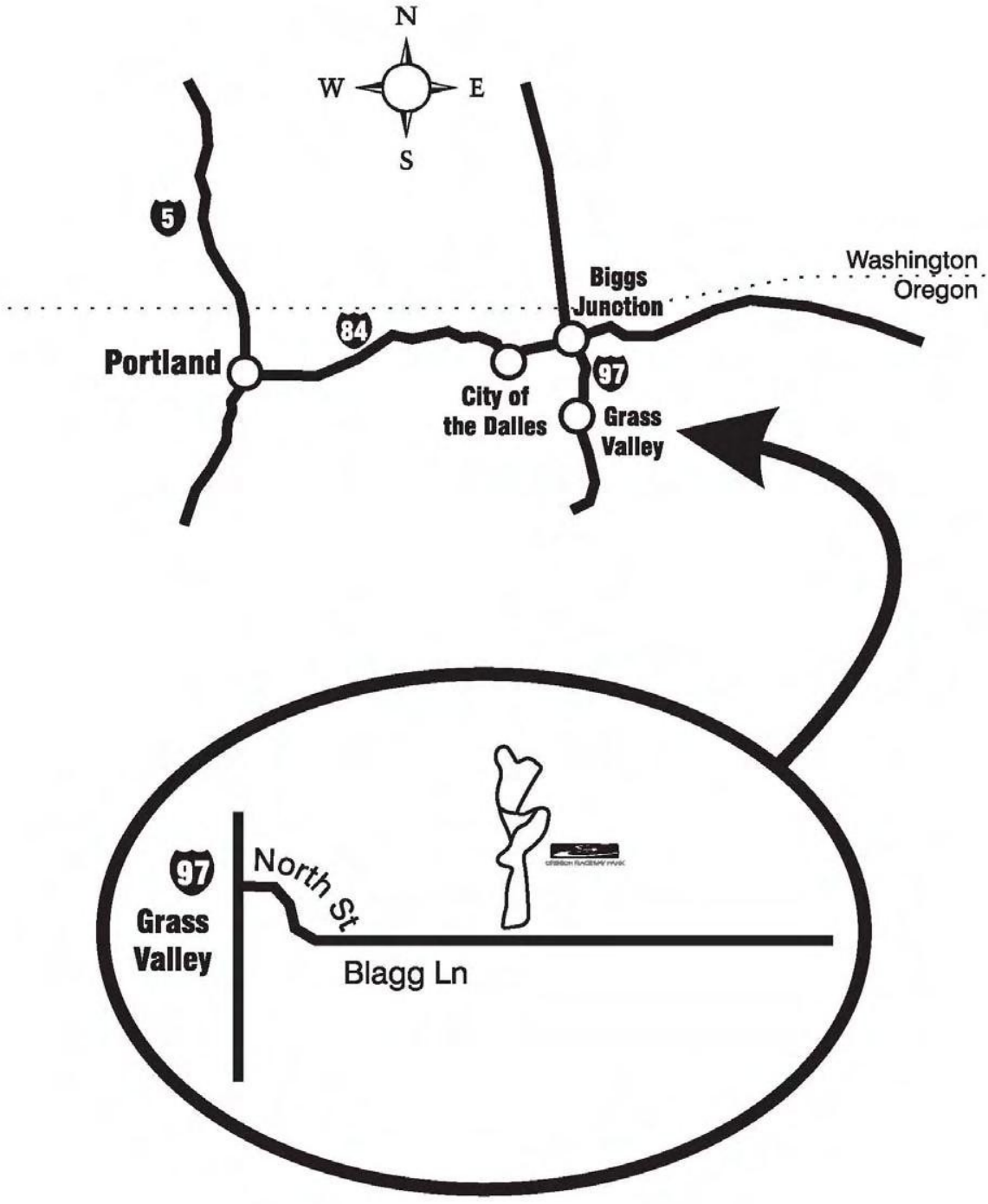
International Conference of
Sports Car Clubs

Mission Raceway Park
Course Map



© 2009

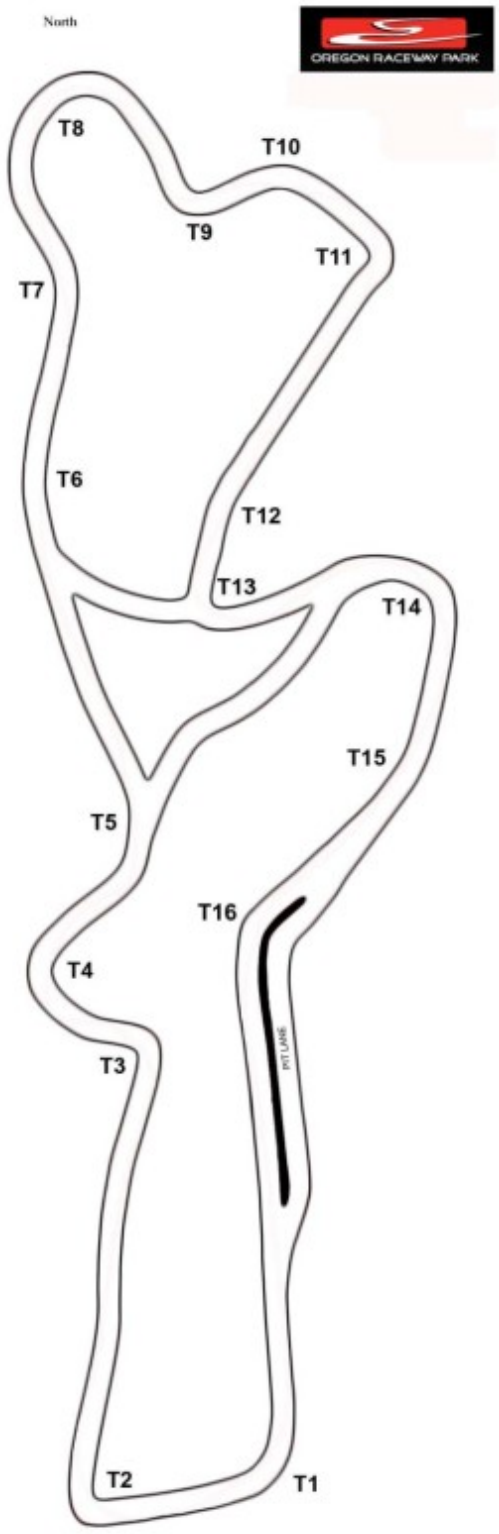
Oregon Raceway Park
Course Location



© 2009

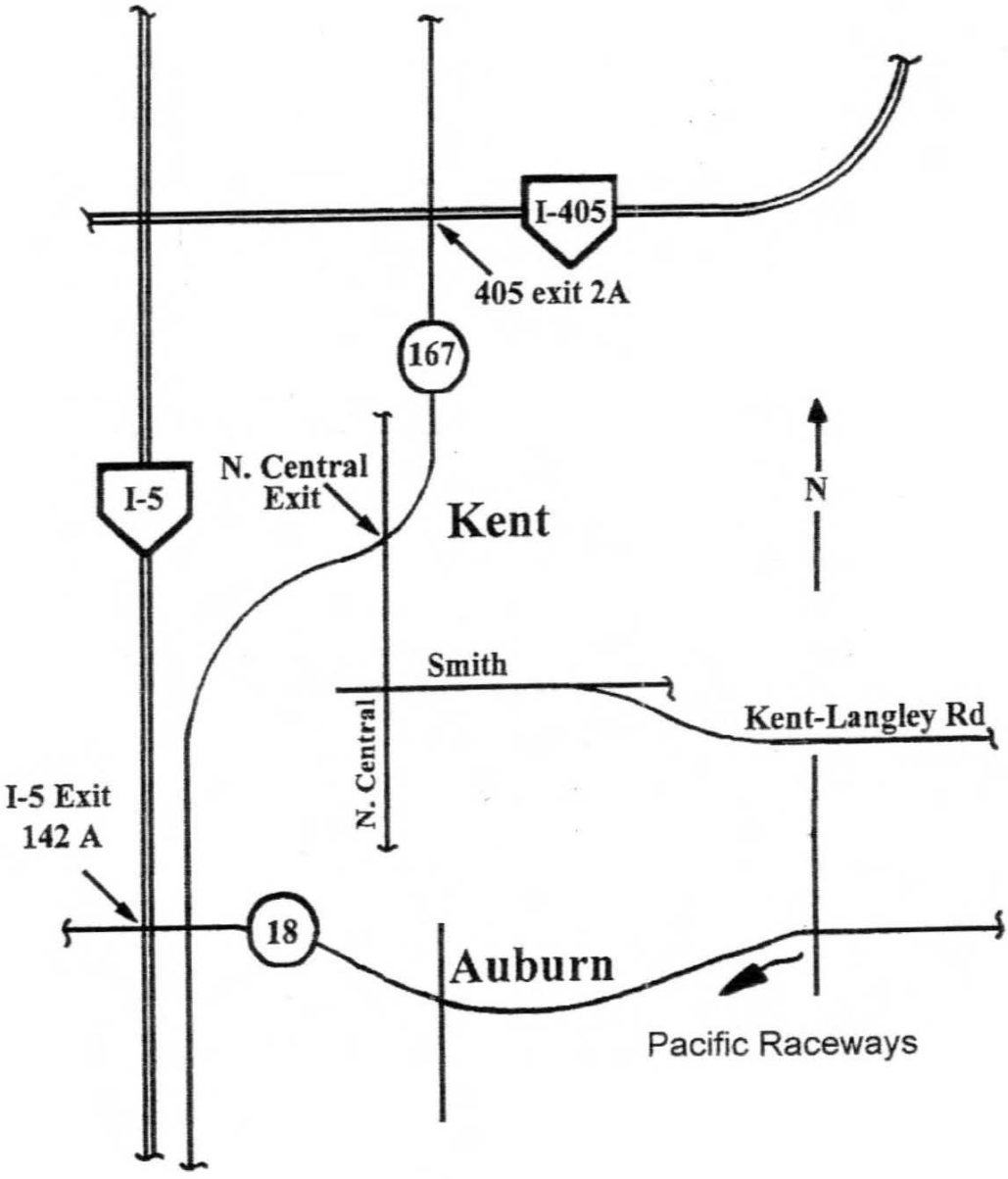
Oregon Raceway Park

Course Map



© 2009

Pacific Raceways
Course Location



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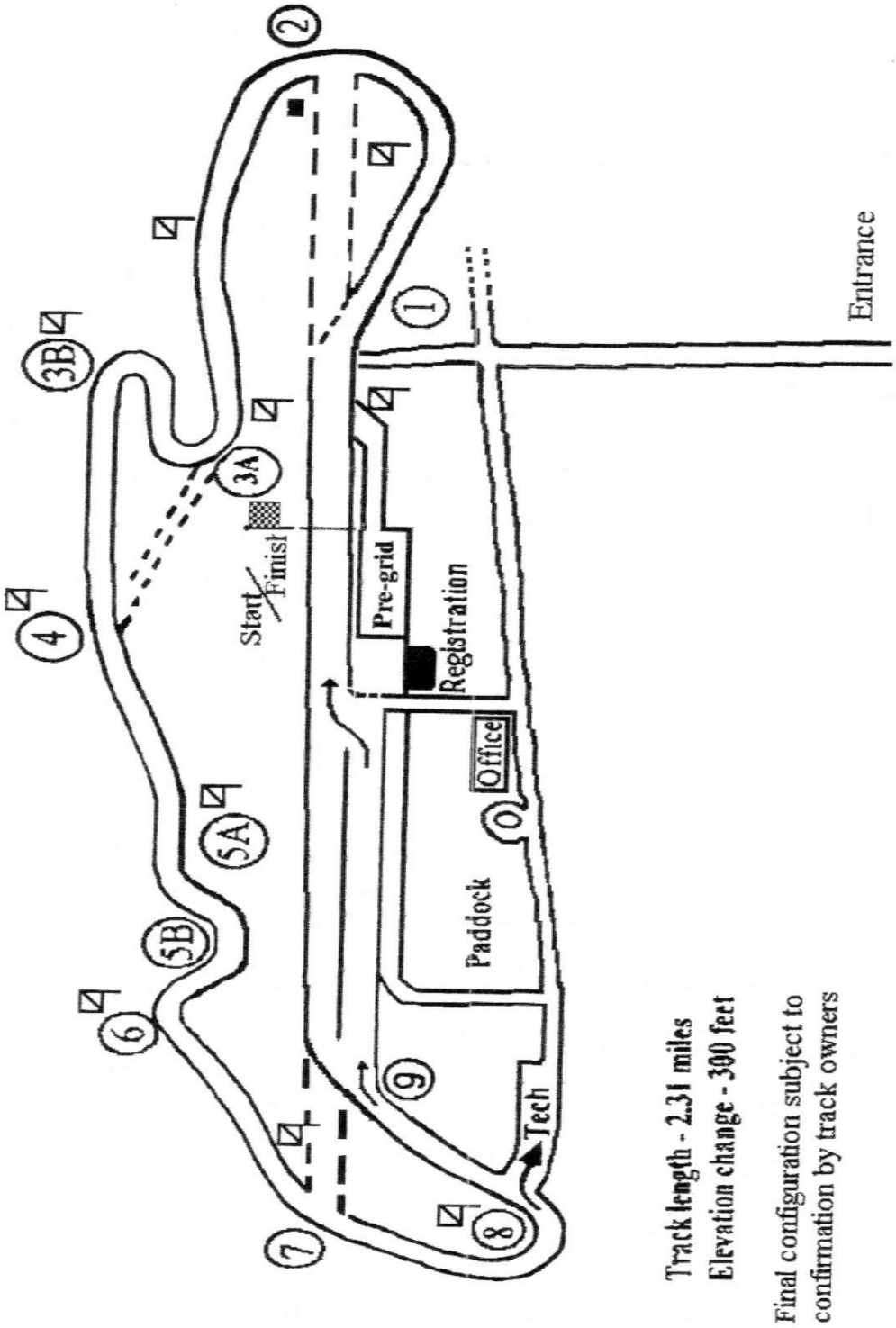
Pacific Raceways
Course Map



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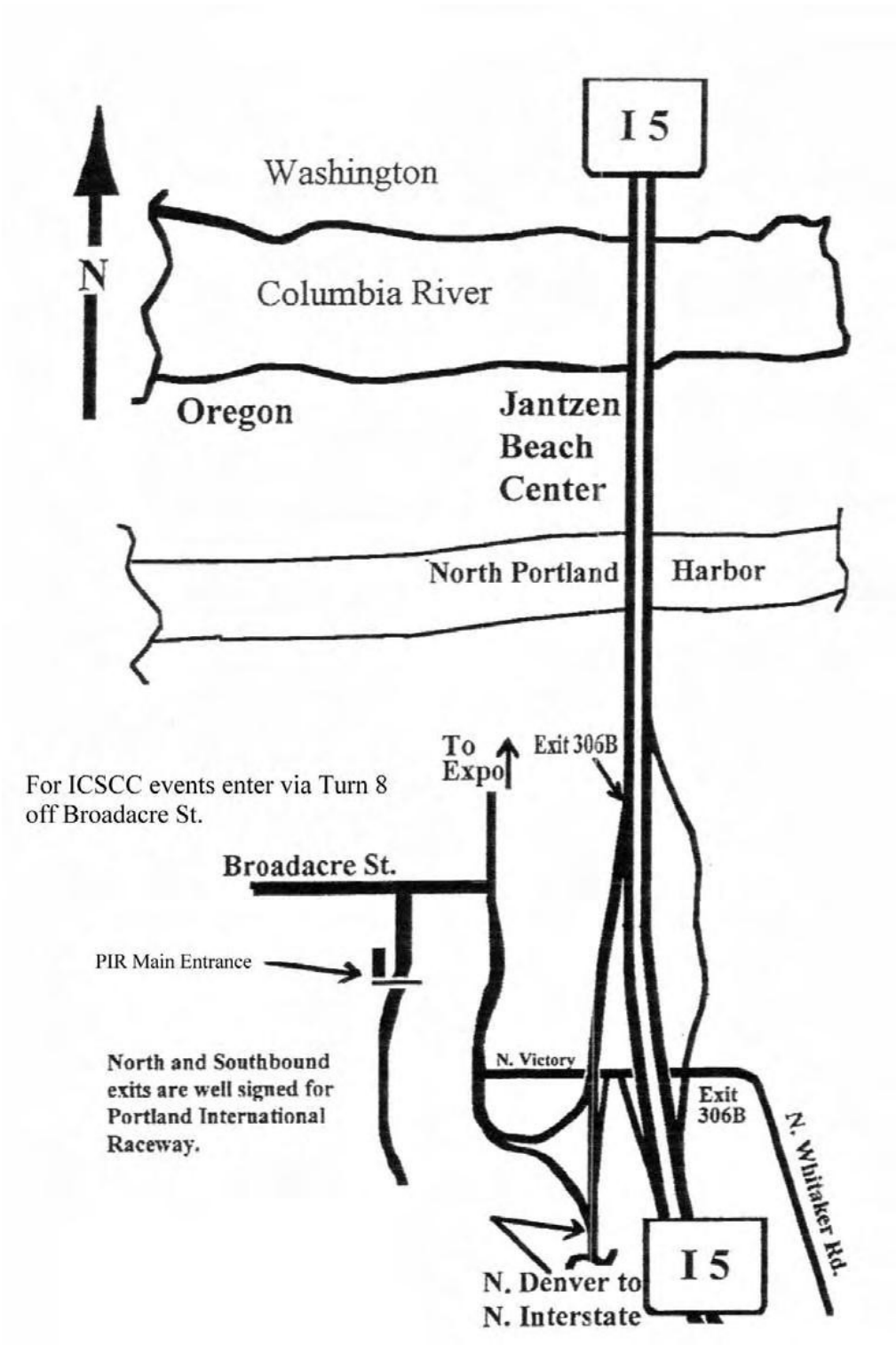
Portland International Raceway
Course Location



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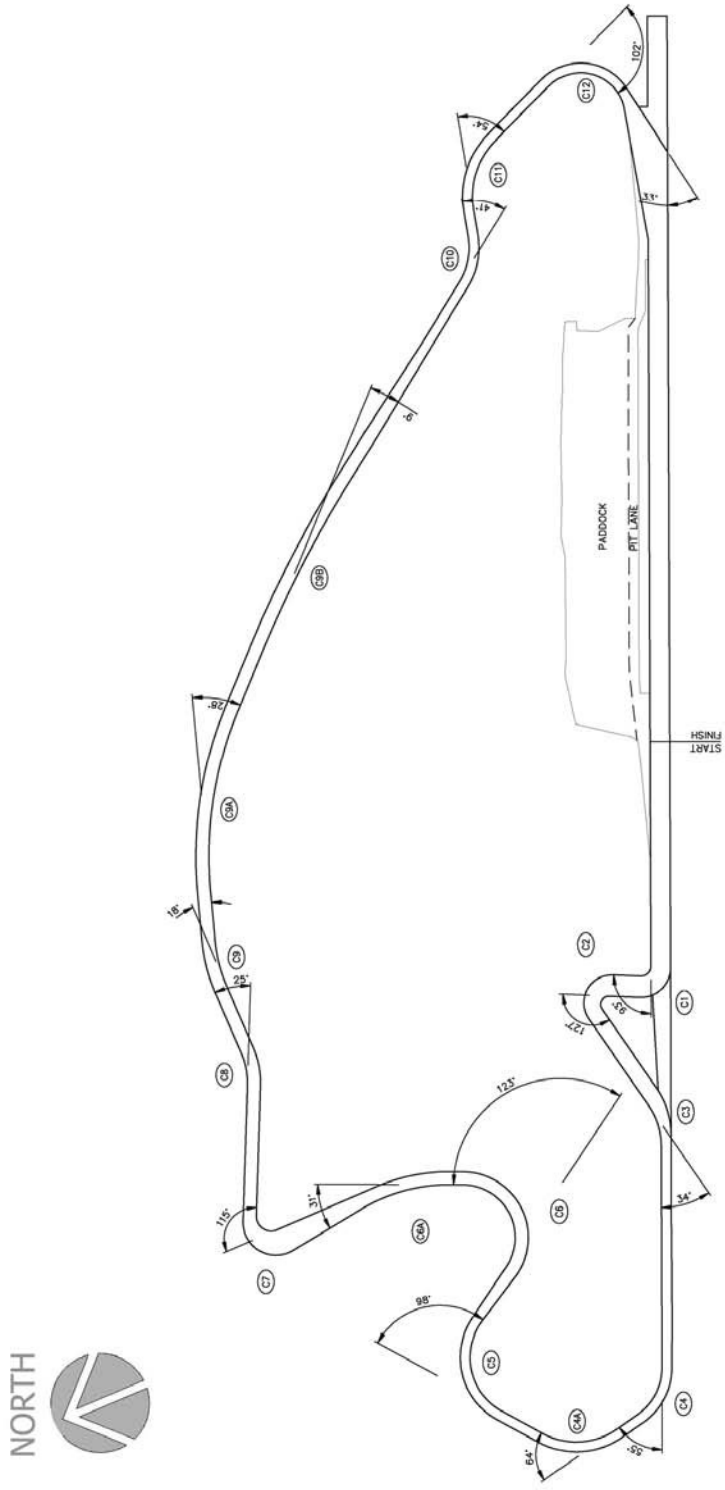
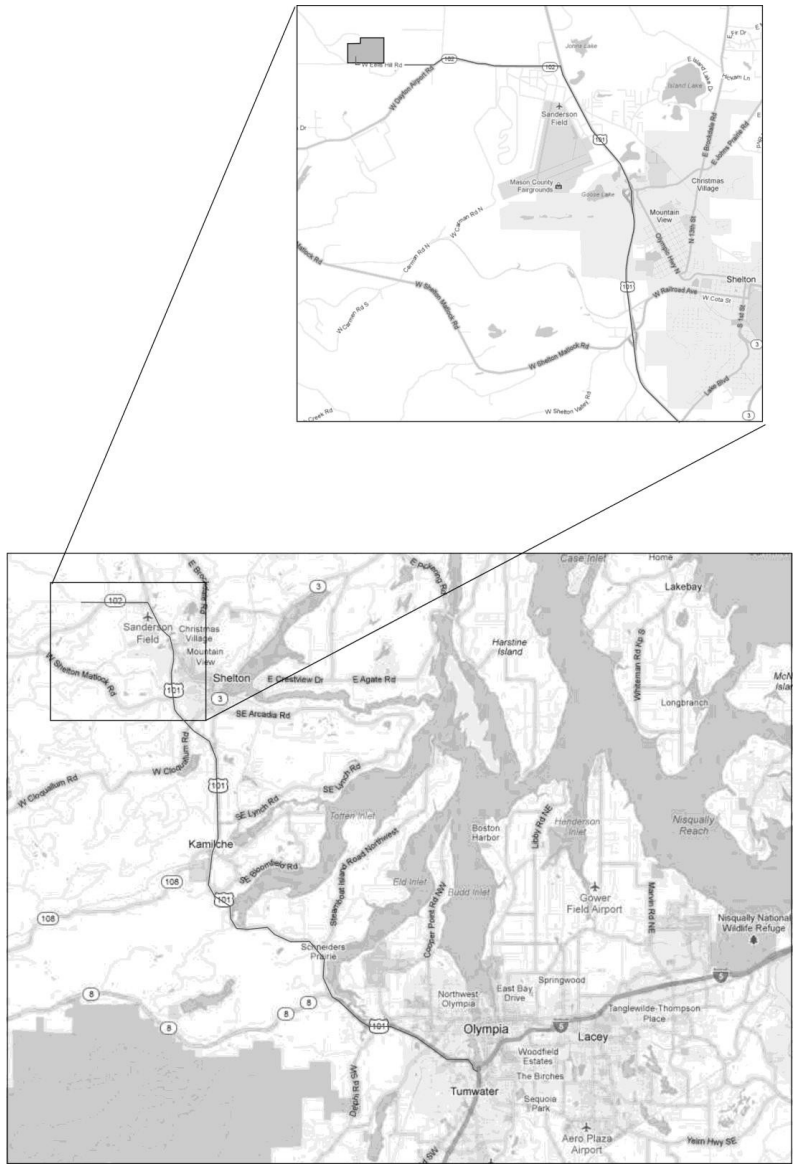
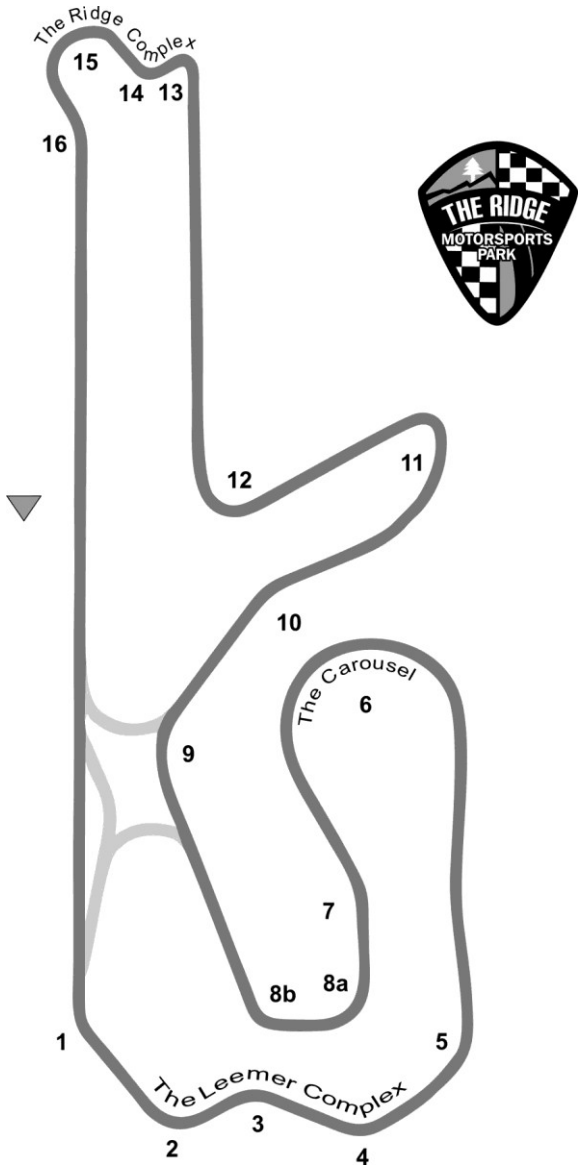
Portland International Raceway
Course Map



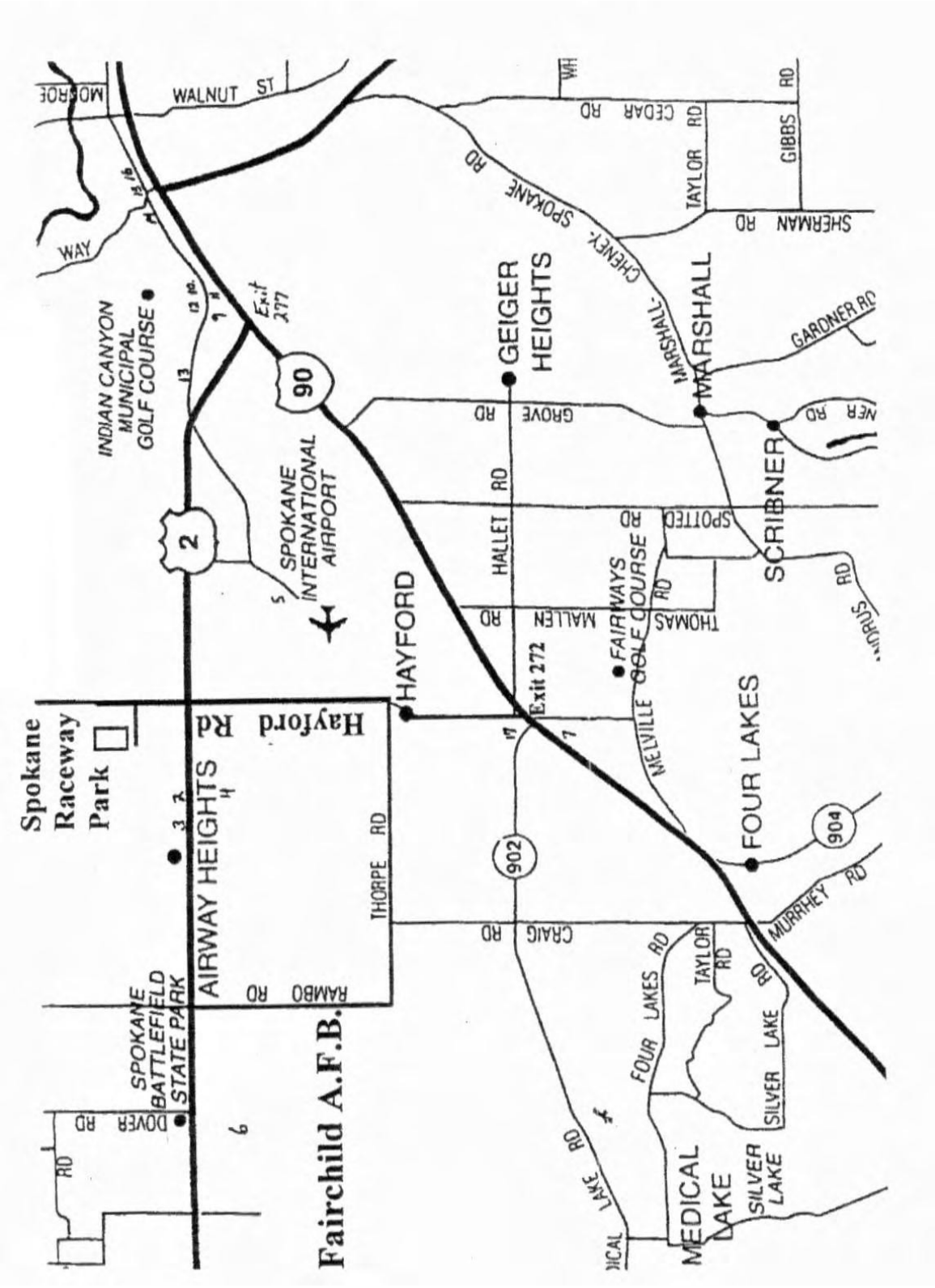
The Ridge Motorsports Park
Course Location



The Ridge Motorsports Park
Course Map



Spokane County Raceway
Course Location



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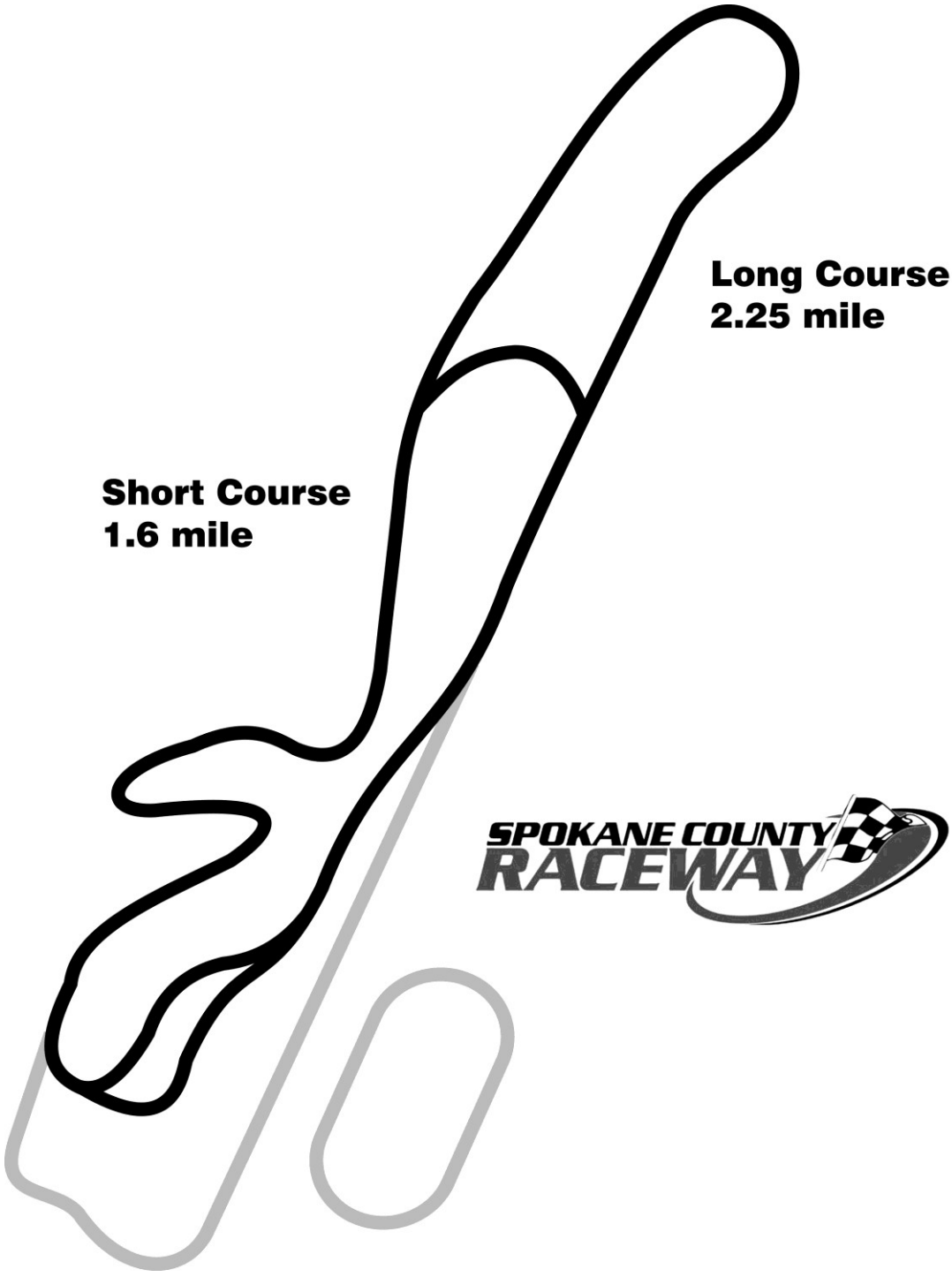
Spokane County Raceway
Course Map



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APPENDIX N

HALON FIRE EXTINGUISHER BAN

Environmental agencies in both Canada and the United States are processing laws to ban the use of Halon gas for use in fire extinguishers. It is recommended that you consider this when choosing a new fire suppression system.

APPENDIX O

COMPETITION REGULATORY RESPONSIBILITY

All sections of the Competition Regulations are defined as the responsibility of either the Contest Board (C) or the Executive Board (E) or both (E & C) as follows:

Section 1 - Jurisdiction

All	E

Section 1A - Rule Changes

All	E & C

Section 2 - Sanctioning & Insurance

All	E

Section 3 - License

301	E
302 A, D, F	E & C
302 B, C, E, G, H, I	E
303	E & C
304 A, B, C, D, E, F	E
305 Deleted	
306 - 309	E & C

Section 4 - Race Officials

401/402.A.10/404/405	E
402 (except as above) /403/406/415/417	E & C
407 - 414/416/418	E

Section 5 - Championship Points

501 - 502 E	C
503 - 505	E & C

Section 6 - Entrants/Drivers

601/608/609	E & C
602 - 607/610 – 615	E

Section 7 - Races

701/702	E & C
703 A/705	E
703 B, C, D, E, F	E & C
704/711/712	C
706/707 - 710/714	E & C
713/715/716	E

Section 8 - Penalties

801 - 805/810	E
806/808/809	E & C
807	C

Section 9 - Protests

901 - 905 A, B	E
905 C, D, E, F, G	E & C
906	E & C
907 - 911	C
912 - Deleted November 2001	

Section 10 - Appeals

All	E & C

Section 11 - Tech/Safety

1101 - 1104/1106 - 1112	E/C
1105	E
1113	E

Section 12 - Advertising/PR

1201 - 1202	E
1203 – 1204	E & C

APPENDIX O (continued)

COMPETITION REGULATORY RESPONSIBILITY

Section 13 – Classes	**APPENDICES**
1301 A. B.	E
1302	C
1303	E & C
1304 - Deleted November 2001	E & C
1305 A, B, C	E & C
1305 D	E
1306 A, B	E
1306 B1, B2, B3, B4, B5, B6	E & C
1307	E & C
1308 - Deleted November 2005	
1309/1310	E & C
1311 (renumbered to 1301. A.)	
1312 (renumbered to 1301. B.)	
1313 - 1320	C
1321 - Deleted November 2006	
1322	E
1323	C
1324	C
1325	C
1326	C

A. Teardowns	C
B. FIA	E
C. Event Schedules	E
D. Officers	E
E. Member Clubs	E
F. Executive Board	E
G. Registrars	E
H. Race Chairmen	E
I. Affiliate Clubs	E
J. Contest Board	E
K. Competition Committee	E
L. Safety Precautions	E
M. Course Maps	E
N. Halon Gas	E
O. Competition Regulatory Response.	E
Hand signals	E
Q. Championship Classes	E

Section 14 - Production Car Modifications

All	C

Section 15 - Rules of the Road

1501 - 1514/1518	E & C
1515 - 1517 E	
1519	E

Section 16 - Paddock/Pits

All	E

Section 17 - Race Officials Division

All	E

Please note that "C - Grandfather" was deleted November, 2001 and the remaining Appendices have been re-lettered.

APPENDIX P

HAND SIGNALS

Please note: these hand signals are used by turn marshals. They are included here for drivers' information.

APPENDIX Q

CHAMPIONSHIP CLASSES

1.	A Production	Rules 1302 and 1401-1404
2.	B Production	Rules 1302 and 1401-1404
3.	C Production	Rules 1302 and 1401-1404
4.	D Production	Rules 1302 and 1401-1404
5.	E Production	Rules 1302 and 1401-1404
6.	F Production	Rules 1302 and 1401-1404
7.	G Production	Rules 1302 and 1401-1404
8.	H Production	Rules 1302 and 1401-1404
9.	I Production	Rules 1302 and 1401-1404
10.	J Production (*Deleted Fall 2011)*	
11.	Club Rabbit	Rules 1302, 1314 and 1401-1404
12.	Spec Miata	Rule 1319
13.	Club Spec Miata	Rule 1323
14.	Honda Touring,	Rule 1322
15.	Sport BMW *(Deleted Fall 2006)*	
16.	PRO-7	Rules 1302, 1315 and 1401-1404
17.	PRO-3	Rule 1316
18.	PRO44	Rule 1326
19.	ITA	Rule 1307
20.	ITB	Rule 1307
21.	ITC	Rule 1307
22.	ITS	Rule 1307
23.	ITE	Rule 1317
24.	ITX	Rule 1325
25.	RX7 *(Deleted Fall 2005)*	
26.	American Sedan	Rule 1309
27.	Super Production U	Rules 1302, 1303 and 1313
28.	Super Production M	Rules 1302, 1303 and 1313
29.	Super Production O	Rules 1302, 1303 and 1313
30.	GT 1	Rules 1302 and 1303
31.	GT 2	Rules 1302 and 1303
32.	GT 3	Rules 1302 and 1303
33.	GT Lite	Rules 1302 and 1303
34.	GT 4/5 *(Deleted Fall 2004)*	
35.	E Improved Production	Rules 1302 and 1303
36.	F Improved Production	Rules 1302 and 1303
37.	G Improved Production (*Deleted Spring 2011)*	
38.	H Improved Production	Rules 1302 and 1303
39.	Radial Sedan	Rule 1310
40.	Sport Touring	Rule 1324

APPENDIX Q (continued)

CHAMPIONSHIP CLASSES

41.	Formula Ford	Rule 1306
42.	Club Ford	Rule 1306
43.	Formula Mazda	Rule 1318
44.	Formula Libre	Rule 1306
45.	Formula Atlantic	Rule 1306
46.	Formula Vee	Rule 1306
47.	Formula 440/500	Rule 1306
48.	Formula Continental	Rule 1306
49.	A Sports Racer (*Deleted Fall 2013)*	
50.	B Sports Racer	Rule 1305
51.	C Sports Racer	Rule 1305
52.	D Sports Racer	Rule 1305
53.	E Sports Racer	Rule 1305
54.	F Sports Racer	Rule 1305
55.	S-2	Rule 1320

Provisional Classes are listed in Rule 1301. A.

APPENDIX R

ICSCC
PARTICIPANT CODE OF CONDUCT

As a participant (Sect.601.B) of any event sanctioned by ICSCC, I will:

1. Refrain from entering the competition area under the influence or residual effects of any intoxicating or impairing substance.

2. Not consume alcohol or recreational drugs or chemicals during the course of performing my responsibilities.

3. Be physically and mentally prepared to do the job assigned or chosen.

4. Be prepared to keep myself and all other participants around me safe to the best of my abilities.

Violations will be dealt with through the Review Board as per Sect. 808.C., or Sect.610, in the Competition Regulations. Options include warnings, fines, probations, suspensions, or banishment from ICSCC events. Any action taken is not subject to protest or appeal. (Spring 2011)

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