

**ICSCC CONTEST BOARD RULE CHANGE PROPOSALS**  
**Proposals for Championship Season 2015**

YES	NO	Item #	Page #	Club	Section/ Jurisdiction	Proposal	
	358	11	1	8	Stew	EC 302.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 is a member of a Conference member or affiliate club for the current 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., <del>305.</del> and 306.
	358	11	2	8	Stew	EC 302.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 <del>ARR</del> or 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 or <del>ARR</del> licensed 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 <del>their IRR number</del> 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.
	358	11	3	9	Stew	EC 303.	ICSCC competition licenses are designated as follows:

						<p>A. Novice license or Driver Observation race(s) required (red card)</p> <p>B. <del>Area Road Racing (ARR) license (white card)</del></p> <p><del>C.</del> B. International Road Racing (IRR) license (gold card)</p>
358	11	4	9	Stew	E 304.B.	<p>Drivers holding an ICSCC Novice <del>or ARR</del> 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 <del>or ARR license holder</del> in ICSCC events.</p>
358	11	5	10	Stew	E 304.D.	<p>A 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 <u>and for a minimum of their first three races as an IRR licensed driver</u> whenever said car is on the circuit. Size exceptions may be allowed at the discretion of the License Director.</p>
358	11	6	New	Stew	E 304.G.	<p><u>Novice Driver Work Requirements:</u></p> <ol style="list-style-type: none"> <li><u>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.</u></li> <li><u>2. Each Novice driver will work at least one Tech inspections, i.e. Friday night, Saturday morning or afternoon, Sunday morning.</u></li> <li><u>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.</u></li> </ol>

358	11	7	10	Stew	EC 305.	<p><del>Area Road Racing License</del></p> <p><del>A. The ARR License permits the holder to participate in Senior practice, qualifying and/or races. He/she may also participate in the Novice practice and/or races. Drivers may not practice with the Novice group unless they are entered in the Novice race.</del></p> <p><del>B. ARR License holders shall be gridded with and in the same manner as IRR license holders and receive any IGSCC Championship points earned.</del></p> <p><del>C. An ARR license shall be issued by the License Director, at his/her discretion, to the holder of a Novice license after the driver has successfully completed the following requirements:</del></p> <ul style="list-style-type: none"> <li><del>— 1. One driver training session.</del></li> <li><del>— 2. Three Novice races.</del></li> <li><del>— 3. 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 turnworker morning meeting the same day.</del></li> <li><del>— 4. Driver will work at least one Tech Inspection, i.e. Friday night, Saturday morning or afternoon, Sunday morning.</del></li> <li><del>— 5. Driver will time, score, and/or tape, or work in pre-grid one half day (minimum six senior sessions) of qualifying and/or racing.</del></li> </ul> <p><del>D. Drivers who do not receive an ARR license by the end of the racing season immediately following the calendar year in which they took the driver training will be required to re-enter the Novice program.</del></p>
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						<p><del>E. Drivers holding ARR license must report to the License Director before entering the circuit for practice, qualifying or racing.</del></p> <p><del>F. ARR license holders must continue to display the day glo panel specified in Section 304.D., however an "X" of contrasting color must be displayed through the panel.</del></p> <p><del>G. Novice license holders who qualify for an upgrade to an ARR 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.</del></p> <p><del>H. ARR drivers who are not entered in the Novice race are not required to attend the Novice Drivers meeting.</del></p>
358	11	8	10	Stew	EC 306.B.	<p>An IRR license shall be <del>issued</del> <u>approved</u> by the License Director, at his/her discretion, to the holder of a ARR <u>Novice</u> license after said driver has completed a minimum of three ICSCC <del>Senior Novice</del> races on at least two different circuits and who has completed the work requirements outlined in 304 G. 1,2 and 3.</p>
358	11	9	11	Stew	EC 307.B.	<p>Any Novice <del>or ARR</del> driver who is disqualified shall <u>may</u> lose credit for said race at the discretion of the License Director.</p>
358	11	10	11	Stew	EC 307.C.	<p>Any driver holding a Novice <del>or ARR</del> 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.</p>

365	4	11	12	Stew	EC 308.	<p>A. <u>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.</u></p> <p><del>ICSCC competition numbers, for IRR licensed drivers shall range from 00 through 299 for each race group. A driver's competition license number shall be that appearing on his/her Conference competition license. Any driver competing in a Conference Championship event under any number other than his/her own shall be disqualified. Assignment of numbers will be the responsibility of the License Registrar.</del></p> <p><del>B. ICSCC licensed drivers shall be assigned numbers in groups as follows:</del></p> <p><del>— 1. Non ICSCC drivers will be assigned numbers in the 700 series.</del></p> <p><del>— 2. ICSCC novices and ARR drivers will be assigned numbers 300 through 499.</del></p> <p>C. <u>For an IRR an ICSCC licensed driver to retain his/her competition guaranteed number in each race group, he/she must apply annually for his/her competition</u></p>
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					<p>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 <del>competition</del> <u>guaranteed</u> number.</p> <p><del>E. Any senior or Area driver sharing one car may practice under the same number only after informing Registration and the Race Steward. The correct transponder for each driver must be installed and used for each track session. Novice series numbers may not be shared.</del></p> <p>F. Any licensed driver found racing and/or qualifying for <u>another licensed driver under a number other than his/her own</u> 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 (<del>see 308.E.</del>). Any driver found having allowed an unlicensed and/or unregistered driver on the race course <del>under his/her number</del> <u>with his/her car</u> <del>will</del> <u>may</u> have his/her competition license permanently revoked.</p>
					<p><b><i>Note: Since both 12 and 13 passed, item 13 was applied to item 12 to eliminate the checkered flag requirement as indicated by the italic strike through.</i></b></p>
369	0	12	18	Stew	C 502.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 <del>and receive the checkered flag</del> . In an odd number of laps, round to the next lower number. 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 <del>and receive the checkered flag</del> to receive first place trophy and points. In both cases if an odd number of laps,

						<u>round to the next lower number.</u> In the event of a red flag race, see 702.
369	0	13	18	TC	C 502.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 <del>and receive the checkered flag.</del> If an odd number of laps, round to the next lower number. 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 the event of a red flag race, see 702.
4	337	14	25	VMSC	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 <i>but if practice is reduced it shall be reduced for all groups equally</i>
4	337	15	26	VMSC	P & P 7.3.11 (New)	As a policy to promote the entry by novice drivers into the ICSCC Novice program, member clubs will charge for any of the first three Novice races in the program that the novice shall enter at the Member Club's race events, an entry fee 2/3 of the fee charged to the Senior Drivers.
4	337	16	26	VMSC	E/C 703 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) practise session and two (2) qualifying sessions per championship race. All qualifying sessions must be of at least 15 minutes in length. <del>Practice sessions are optional for Senior race events.</del> <i>If practice and/or qualifying sessions are to be shortened or eliminated, then they shall be so altered for each of the groups equally so that all race groups shall have equal time on the track.</i> 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
4	337	17	27	VMSC	E/C 703 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

						<p>races are completed.</p> <p>During double race weekends, a special race may be scheduled on both Sunday and Monday. Notwithstanding the provisions above, special and/or feature races may also be conducted on Saturday where the need arises due to multiple special races being scheduled for the race weekend. With the exception of ICSCC Novice races, any non-Championship race shall be considered a special race.</p> <p>Championship races shall not be shortened to facilitate special races.</p> <p><u>Special races shall not use separate practice and qualifying session(s) to establish starting positions. Qualifying times shall be extracted from the regular qualifying times for the car's championship race .</u></p>
83	258	18	27	TC	E/C 706	<p>Drivers Meetings. There shall be a <del>minimum of</del> 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.</p>
212	157	19	27	TC	E/C 706.A	<p><del>A. The location for picking up checkered flags and trophies will be announced at the drivers meeting.</del></p>
369	0	20	28	Stew	E/C <b>709.A</b>	<p>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 <del>ON THE PACE LAP(S)</del> PRECEDING THE INITIAL GREEN FLAG STARTING THE EVENT <u>WHEN FOLLOWING THE PACE CAR WITH ITS LIGHTS ON</u> and during</p>



						a full course <u>yellow</u> under the pace car control, but not in the area under the waving yellow.
369	0	21	28	Stew	E/C 709.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.
369	0	22	39	TC	E 1105.B.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 <del>2<sup>nd</sup></del> <u>5<sup>th</sup></u> year after the date of manufacture. For example, a belt manufactured in May 2010 shall not be used after December 31, <del>2012</del> <u>2015</u> . Systems meeting FIA specifications must have all belts <del>labelled</del> <u>labeled</u> with their date of expiration, and these belts will expire on the last day of the year indicated on their labels.
369	0	23	39	CSCC	E 1105 B.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 <del>2<sup>nd</sup></del> <u>5<sup>th</sup></u> year after the date of manufacture. For example, a belt manufactured in May 2010 shall not be used after December 31, <del>2012</del> <u>2015</u> . Systems meeting FIA specifications must have all belts labelled with their date of expiration, and these belts will expire on the last day of the year indicated on their labels
330	0	24	49	Stew	E/C 1303	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 <u>and/or</u> SP Class as determined by the Race Steward.
48	261	25	54	NWMS	E/C 1307	Production class cars are permitted to run appropriate IT classes as classified by SCCA-IT. They must be prepared to ICSCC production class rules including weight. Cars running under Production preparation must adhere to the ICSCC Production specification.
293	44	26	76	IRDC	C1316.B.16	(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.
309	0	27	78	IRDC	C1323.A – 1323.P	Club Spec Miata (CSM). <i>Existing rules eliminated and changed to:</i>  Must comply to last year's SCCA's Spec Miata rules dated December 31 <sup>st</sup> , with the only exceptions listed below. A. <u>Only 1990 thru 1997 Miata's are allowed.</u> B. <u>Tires: They must only use matching sets of Toyo RA-1's, R888's, or RR's.</u>
149	160	28	82	CSCC	C 1323 L.2	The required tire is the Toyo Proxes RA1 or RR or <u>Hoosier SM6 or SM7 or H2O 205-50-15.</u>
201	0	29	84	IRDC	C1324.A.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.  <u>The calculated weight ratio used in the formula is determined by the following factors:</u> <u>Base Weight Ratio: 10.0</u>  <u>Declared horsepower &gt;= 370: -.3</u> <u>Declared horsepower &gt;= 350 and &lt; 370: -.2</u> <u>Declared horsepower &gt;= 330 and &lt; 350: -.1</u> <u>Declared horsepower &lt;= 260 and &gt; 220: +.1</u> <u>Declared horsepower &lt;= 220 and &gt; 180: +.2</u> <u>Declared horsepower &lt;= 180: +.3</u> <u>DOT approved tires with UTQG &gt;= 100: -.5</u> <u>DOT approved tires with UTQG &lt; 100: -.3</u> <u>Non-DOT approved tires: +.4</u> <u>Tire width greater than 300mm: +.2</u> <u>Tire width less than 250mm: -.2</u> <u>H-pattern synchromesh transmission: -.2</u> <u>Front wheel drive: -.8</u>

						<p>If declared torque is less than declared horsepower: Declared HP multiplied by 10 equals the minimum car weight with driver.  <del>Declared HP x 10</del> <u>Calculated Weight Ratio</u></p> <p>If declared torque is greater than declared horsepower: The average of declared horsepower and declared torque multiplied by 10 equals the minimum car weight with driver.  <del>((Declared HP + Declared Torque)/2) x 10</del> <u>Calculated Weight Ratio</u></p>
201	0	30	85	IRDC	C 1324.A.6	<del>The absolute minimum weight (with driver) is 2200 lbs.</del>
201	0	31	86	IRDC	C 1324.C.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. <u>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.</u> All wings must be behind the centerline of the rear axle.
201	0	32	86	IRDC	C 1324.C.8	<u>Active aerodynamic devices are not permitted, including, but not limited to computerized, cockpit adjustable, self-adjusting, and OEM devices.</u>
201	0	33	86	IRDC	C 1324.E.1	<del>All cars shall run on D.O.T. approved tires.</del> <u>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.</u>
201	0	34	86	IRDC	C 1324.E.2	<del>Wheels may be not greater than 10 inches in width.</del> <u>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.</u>
201	0	35	86	IRDC	C 1324.E.4	<u>Non-ferrous brake rotors are not permitted.</u>  <i>Also update section header E. Wheels/Tires/Brakes</i>

201	0	36	87	IRDC	C 1324.F.2	<del>The engine block must be from the same manufacturer as the chassis.</del>
201	0	37	87	IRDC	C 1324.F.4	<u>Use of an H-pattern synchromesh transmission shall result in an adjustment to the calculated weight ratio used for determining minimum weight.</u>  <i>Also update section header F. Engine/Transmission</i>
201	0	38	87	IRDC	C 1324.H.1.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 <u>or higher</u> 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
201	0	39	87	IRDC	C 1324.H.1.d	<u>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.</u>
201	0	40	89	IRDC	C 1324.J	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 <u>or higher</u> .  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

						<input type="checkbox"/> -.3 Declared horsepower (Line 3) >= 370 <input type="checkbox"/> -.2 Declared horsepower (Line 3) >= 350 and < 370 <input type="checkbox"/> -.1 Declared horsepower (Line 3) >= 330 and < 350 <input type="checkbox"/> +.1 Declared horsepower (Line 3) <= 260 and > 220 <input type="checkbox"/> +.2 Declared horsepower (Line 3) <= 220 and > 180 <input type="checkbox"/> +.3 Declared horsepower (Line 3) <= 180 <input type="checkbox"/> -.5 DOT approved tires with UTQG >= 100 <input type="checkbox"/> -.3 DOT approved tires with UTQG < 100 <input type="checkbox"/> +.4 Non DOT approved tires <input type="checkbox"/> +.2 Tire width greater than 300mm <input type="checkbox"/> -.2 Tire width less than 250mm <input type="checkbox"/> -.2 H-pattern synchromesh transmission <input type="checkbox"/> -.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 10 Line 5 ____ = _____ Calculated Minimum Weight  If declared maximum torque (Line 4) is greater than declared maximum horsepower (Line 3): ((Line3 _____ + Line 4 _____ )/2) x 10 Line 5 ____ = _____ Calculated Minimum Weight  * Must be greater than or equal to 2200.
0	309	41	97	NWMS	C 1401	IT cars are permitted to run in appropriate Production classes as classified by ICSCC stock HP to weight ratio for specific class. They must be prepared to SCCA-IT rules including weight. Cars running under IT preparation must adhere to the SCCA-IT specifications.
302	7	42	101	CSCC	C 1402 C.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 furthestmost 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/ <u>splitter</u> .
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