

## ICSCC CONTEST BOARD RULE CHANGE PROPOSALS

### Proposals for Championship Season 2024

YES	NO	Item #	Page #	Club	Selection/ Jurisdiction	Proposal
		1	49	CRA	E/C 1110.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 <del>Formula class cars,</del> 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)
		2	30	CSCC	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. In the case of a grid designated to execute a split start, the car will be placed at the back of the appropriate group. 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. <del>No engines may be running on pre-grid between the 5 minute warning and the 1 minute warning, except for practice and qualifying.</del> At the 1 minute warning the pregrid area must be cleared of all support personnel. Any race car being worked on after the 1 minute warning will lose it's grid position and be released at the back of the grid. <del>At the 1 minute warning, all cars must start with their on-board starter (auxiliary power sources OK) on pre-grid.</del> 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 <del>then be push started, if necessary, and</del> be 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, <del>a push start will be allowed, if necessary, and</del> 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. (Fall 2023)
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		3	58-	CSCC	E/C 1311	Delete ALL ( <i>Radial Sedan class</i> )
		4	77	CSCC	C 1317 B.5(a)	(Line 19)...Factory, OEM equivalent or heavy duty (part number m20rarmHD or <a href="#">M20 Forged Steel factory equivalent</a> ) rocker arms must be used...
		5	90-	CSCC	C 1325 A.2  C1325 A.3	<p>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. <a href="#">A one race weekend waiver per season may be granted by the Race Steward. If granted, the Race Steward shall determine a minimum weight for the car using information provided to them by the driver of the car granted the waiver.</a></p> <p>A minimum race weight will be calculated based on the following formula and maximum horsepower and torque declared on the Dyno Certification Form. The calculated weight ratio used in the formula is determined by the following factors:</p> <p>Super Sport Touring (SST): 7.5 Sport Touring (ST): 10.0 <a href="#">Sport Touring 1 (ST1): 12.5</a> <a href="#">Sport Touring 2 (ST2): 15.0</a> <a href="#">Sport Touring 3 (ST3): 17.5</a> <a href="#">Sport Touring 4 (ST4): 20.0</a> <a href="#">Sport Touring 5 (ST5): 22.5</a></p> <p>Declared horsepower &gt;= 370: -.3 Declared horsepower &gt;= 350 and &lt;370: -.2 Declared horsepower &gt;= 330 and &lt; 350: -.1 Declared horsepower &lt;=260 and &gt; 220: +.1 Declared horsepower &lt;= 220 and &gt; 180: +.2 Declared horsepower &lt;= 180: +.3 DOT approved tires with UTQG &gt;= 100: -.5 DOT approved tires with UTQG &lt;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</p> <p>If declared torque is greater than declared horsepower:</p>

						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
		6	104-	CSCC	C 1402	Delete ALL ( <i>Allowable modifications for Production Cars</i> )
		7	116	CSCC	E/C 1505	Leaving the course. <del>Four</del> <u>One or more</u> wheels off course, if done for advantage or in a dangerous manner, <del>shall</del> <u>may</u> constitute a chargeable offense.

		8	80	IRDC	1317.12.b / C	Any stock transmission, including automatics, correct for the body series may be used. In addition, the ZF S5D 320Z transmission maybe 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.
		9	80	IRDC	1317.12.c / C	Only OEM drive shaft and drive shaft components appropriate to the transmission and or body style may be used. The drive shaft vibration damper attached between the transmission and drive shaft may be removed.
		10	80	IRDC	1317.12.e / C	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, or to adapt the ZF S5D 320Z transmission, provided the alternate mounting bracket maintains the stock position and configuration of the transmission and serves no other purpose.
		11	76	NWMS	C.1317 B.2. (f)	(f) <del>Openings to duct air to the brakes may be modified, but not exceed the original design dimensions.</del> THE FACTORY BRAKE DUCT AND FOG LIGHT AREA CAN BE RECONFIGURED, FOR BRAKE COOLING PURPOSES. BUT CAN NOT EXCEED THE FACTORY OUTER AREA OF THE BRAKE DUCT OPENING/INLET (22 SQUARE INCHES) AND CAN NOT EXCEED THE FACTORY OUTER AREA OF THE OUTLET (7.5 SQUARE INCHES). ANY EXCESS OPENING TO THE FOG LIGHT AND BRAKE DUCT AREA MUST BE COVERED WITH NON VENTING MATERIAL. The stock engine under tray may be removed

		12	59	TC	E/C 1310	American Sedan. This class shall run under current or immediately prior year SCCA rules. A. In addition to the tires allowed by SCCA rules, any tire with a maximum cross section of 275 and a minimum UTQG rating of 100 may be used. B. In addition to the wheels allowed by SCCA rules, any wheel with a maximum diameter of 18 inches, and a maximum wheel width of 10.5 inches may be used.
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