

CLUB RACING BOARD

DATE: January 20, 2018

NUMBER: TB 18-02

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

SUBJECT: Errors and Omissions, Competition Adjustments, Clarifications, and Classifications

All changes are effective 2/1/2018 unless otherwise noted.

NOTE: This preliminary version of the Road Racing Technical Bulletin is provided at this time as a service to the membership. These items may be corrected and will not be official until published on the Fastrack page of the scca.com website on or about January 20.

American Sedan

AS

1. #23549 (American Sedan Committee) Adjust Weight of 1979-1993 Mustang

Effective 1/2/18, in AS, change weights for Ford Mustang Including Cobra and Cobra R (79-93) as follows:

Under 313 CID, **3150**

Over 313 CID, **3450**

*The original weight change will be re-considered with other possible weight changes in the near future. See Racing Memo RM 18-01.

B-Spec

None.

Formula/Sports Racing

F500

1. #23620 (Formula/Sports Racing Committee) Allow Aftermarket Sleeves for Rotax 593 Engine

In GCR Section 9.1.1.D.14, make the following changes:

H. Kawasaki and Rotax 494/493 engines: "OEM Type" replacement pistons of cast aluminum construction permitted. Must match OEM design, specifications, and compression ratio (such as SPI/Kimpex). No forged pistons permitted, except as specified in 9.1.1.~~ED~~.14.I.

J. Overbore pistons

"OEM Type" cast replacement pistons as allowed in 9.1.1.~~ED~~.14.H. are permitted as acceptable substitutes for those listed below. Engines may be overbored as specified by Rotax to allow fitting of specified piston.

1. Rotax 493 engine only: Rotax OEM 0.010" overbore piston (P/N 420888446).
2. Rotax 494 engine only: Rotax OEM 0.010" overbore piston (P/N 420887556).
3. Rotax 593 engine only: Rotax OEM 0.010" overbore piston P/N 420889171 is permitted.
4. The following aftermarket replacement cylinder sleeves manufactured by Los Angeles Sleeve of Santa Fe Springs, CA are for the Rotax 493 and 494 respectively:

Rotax 493: Part Number FL 1286 (69.5mm)

Rotax 494: Part Number FL 1224 (69.5mm)

Note: the appearance of the port is machined as opposed to the as-cast port of the OEM sleeve and the sleeves are machined to size after installation in the cylinder casting.

K. Rotax 593 engine only: Rotax OEM 0.010" overbore piston P/N 420889171 is permitted. Engines maybe overbored as specified by Rotax so that this piston may be fitted.

The following aftermarket replacement cylinder sleeves manufactured by Los Angeles Sleeve of Santa Fe Springs, CA are for the Rotax 493 and 494 respectively: Rotax 493: FL-1286 (69.5mm) Rotax 494: FL-1224 (69.5mm) Note: the appearance of the port is machined as opposed to the as-cast port of the OEM sleeve and the sleeves are machined to size after installation in the cylinder casting.

LK. The following aftermarket replacement cylinder sleeves manufactured by Los Angeles Sleeve of Santa Fe Springs, CA are *permitted* for the Rotax 493, and 494, and 593, respectively:

Rotax 493: FL-1286 (69.5mm)

Rotax 494: FL-1224 (69.5mm)

Rotax 593: FL-1255 (76.0mm)

Note: the appearance of the port is machined as opposed to the as-cast port of the OEM sleeve. and the sleeves bores are machined to size after installation in the cylinder casting, *but no machining to the ports is permitted.*

2. #23621 (Formula/Sports Racing Committee) Reduce weight for Rotax 493 to 800 lbs and correct errors:

In F500, make the following changes to the Spec Lines:

AMW Outlet Restriction: Y-pipe exhaust manifold and single expansion chamber (ref 9.1.1.ED.14.B)

Rotax 494 Non-RAVE Outlet Restriction: "*Y-pipe exhaust manifold and single expansion chamber (ref 9.1.1.D.14.B)*"

Rotax 494 Non-RAVE Notes: Notes *1 and 4*

Rotax 494 RAVE Outlet Restriction: "Y-pipe exhaust manifold and single expansion chamber (ref 9.1.1.ED.14.B)"

Rotax 493 Weight: ~~825~~ *800*

Rotax 493 Outlet Restriction: Y-pipe exhaust manifold and single expansion chamber (ref 9.1.1.ED.14.B)

Rotax 593 Outlet Restriction: Y-pipe exhaust manifold and single expansion chamber (ref 9.1.1.ED.14.B)

P1

1. #23616 (Formula/Sports Racing Committee) Clean up P1 Engine Table Line E

In P1 Engine Table, Line E, make the following revisions:

Weight: ~~1175~~ *1075*

Restrictor: "~~None Required~~ *38mm flat plate intake restrictor*"

Notes: "May run ~~38mm flat plate intake~~ *without inlet* restrictor at ~~1075~~ *1175* lbs. min. weight"

GCR

None.

Grand Touring

GT1

1. #23590 (Club Racing Board) 1/1/2018 18 Inch Wheels for GT1 Cars

In GCR section 9.1.2.D.7.a., add a new section as follows:

"5. For cars not specified to allow 18 inch wheels, 18 inch wheels permitted with a 100 pound weight adder."

GT2

1. #22462 (Steven Pounds) GT2 Competition Adjustment for Maserati GT4

In GT2, Maserati GT4 with 65mm flat plate restrictor, change the weight as follows:

~~3100~~ **3,300**

GTA

1. #23384 (Butch Kummer) Updating Wheel & Tires Specs

In GCR section 9.1.2.G,VII.B make changes as follows:

~~Goodyear D2902~~

Goodyear D2560

Goodyear D1439

GTL

1. #23706 (SCCA Staff) Delay Implementation of 100lbs/24mm SIR Option

Effective 1/2/18, in GCR section 9.1.2.F.7.k.1, replace the language as follows:

~~"Allow all currently restricted 2V and 3V engines less than 1400ccs to run 1mm larger SIR as an option at a 100 lb weight penalty."~~

"Allow currently restricted 2V and 3V engines <1400ccs to run unrestricted at a 100 lb weight penalty."

Effective 3/1/18, in GCR section 9.1.2.F.7.k.1, replace the language as follows:

~~"Allow currently restricted 2V and 3V engines <1400ccs to run unrestricted at a 100 lb weight penalty."~~

"Allow currently restricted 2V engines less than 1400ccs to run unrestricted at a 100 lb. weight penalty.

Allow currently restricted 3V and 4V engines less than 1400ccs to run 1mm larger SIR as an option at a 100 lb. weight penalty."

*See Race Memo RM 18-01

Improved Touring

None.

Production

1. #23232 (Benjamin Johnson) Classification Request: 02-06 Mini convertible

In HP, classify 2005 - 2008 Mini Cooper Convertible as follows:

HP	Pre p. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm.(in.)	Displ . cc./(ci)	Block Mat'l	Head/PN & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/(in.)
Mini Cooper convertible(2005-2008)	2	2080* 2132** 2184	4 Cyl. SOH C	3.03"x3.38"	1598	Iron	Alum	(I) 1.19" (E) .92"	Fuel injection	97.1"	61.6"/61.9"

HP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Notes:
<i>Mini Cooper convertible(2005-2008)</i>	<i>15x7</i>	<i>5</i>	<i>(F) 10.9" vented (R) 9.4" solid</i>		<i>Comp. Ratio limited to 10.6:1, Valve lift limited to .450"</i>

2. #23541 (Bill Blust) Request Spridget 1098 w/ full prep chassis weight reduction

In HP, Austin-Healey Sprite/MG Midget 1098 Level 1, change the weight as follows:

~~1660~~ *1630*

3. #23298 (david mead) add Holley 2bbl carb to list in 9.1.5.E.1.b.1

In GCR Section 9.1.5.E.1.b.1, add the following carburetor and note:

13. Holley

"The orientation of the auto type carburetor(s)-downdraft or sidedraft, must remain as in the stock induction system."

Spec Miata
None.

Super Touring
STL

1. #23724 (SCCA Staff) Postpone Acura/Honda restrictor implementation

In STL, Table A, Acura/Honda B18C (JDM Type R), B18C5 (USDM Type R), B18C6 (UK and Euro Type R), B18C7 (Australia Type R), add a restrictor to the notes as follows:

"Effective 03/01/2018, 53mm flat plate restrictor required."

In STL, Table B, Honda B16A (JDM), add a restrictor to the notes as follows:

"Effective 03/01/2018, 54mm flat plate restrictor required."

*See Racing Memo RM 18-01

Touring
T1

1. #22885 (Cheyne Daggett) Ford Mustang Rear End

In T1, add the following:

GCR section 9.1.9.1. Touring (T1) Category Specifications:

N. Suspension and Steering

13. Cars with an OEM solid rear axle (live axle) are permitted a non-OEM, camber-adjustable solid axle replacement with a 50lb increase in weight over the spec line. The suspension configuration cannot be changed. Suspension pick up points cannot be changed beyond allowances elsewhere in the T1 category rules.

2. #22908 (Joe Aquilante) Correct Model Years on C6 T1 Corvette listings

In T1, Chevrolet Corvette C6 Coupe (05-10) / Grand Sport (10-12), add the **2013** model year.

3. #23221 (Charlie Hayes) NC Mx5 Turbo Spec Line

In T1, Mazda MX-5 Miata MazdaSpeed, add to engine notes:

"BorgWarner EFR 6258 or BorgWarner 7163 turbo allowed."

In T1, Mazda MX-5 (06-15), add to engine notes:

"BorgWarner EFR 6258 or BorgWarner 7163 turbo allowed."

4. #23696 (Touring Committee) Correct Mustang Restrictor Type

In T1, Ford Mustang/Thunderbird, 5000 Coyote and 5000 Coyote Boss 302, change the restrictor types as follows:

60mm throttle inlet restrictor **flat plate intake restrictor**

T2

1. #23341 (Scotty B White) T2 Ecoboost classification

In T2, classify the 2015 to current model Ford Mustang Ecoboost as follows:

T2	Bore x Stroke(mm)/ Disp. (cc)	Wheel- base (mm)	Max Wheel Size (inch)	Tire Size (max)	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
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Ford Mustang Ecoboost 2.3 (2015+)	87.55 mm x 94 mm / 2300 cc	2717	18x11	295	4.236, 2.538, 1.665, 1.238, 1.0, 0.704	3.31, 3.55, 3.73	(F) 355 (R) 330	3500	Ford Performance Handling Kit part #M-FR3A-M8, Sway Bars in M-FR3A-M8 kit part #M-5490-E, Rear Toe Bearing part #M-5A460-M, Ford Performance Radiator part #M-8005-M8, Strut Tower Brace part# M-20201-M, Camber Bolts M-3B236-A, Solid Differential Bushings part#M-4425-M, Short Shift Kit part#M-7210-M8, Solid Subframe Bushings part#M- 5872-M, Dampers in Handling Pack part #M-18000-F. 44mm TIR required. SpeedFactory Intercooler, part # SF-55-002 permitted. BMR rear upper control arm camber links part #UTCA064 permitted. Performance Package Brembo front BBK and 380mm one-piece rotors permitted (Ford PN M-2300-V) at +100lbs.
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2. #23578 (Roger Eagleton) Proposed SMG Updates for 2018

In Appendix M. SMG, make the following changes:

SCCA Spec Mustang (SMG)

Purpose and Intent

The Spec Mustang class is for the S197 Ford Mustang *GT* built from 2005-2009. The goal of this class is to provide a fast and safe race car that is affordable to build *and maintain with readily available parts and a fully adjustable racing suspension*. ~~when compared to other race cars in its category of performance.~~

~~The Spec Mustang (SMG) includes a spec, fully adjustable racing suspension, and bans the building, balancing and blueprinting of engines.~~

Cars must meet the general regulations of Section 9 of the SCCA General Competition Regulations (GCR) for Touring category cars.

Ford Racing Parts listed may or may not be available *from* ~~under~~ the Ford *Performance* brand since Ford may remove them from the Ford Racing listings without notice. However,

~~THIS DOES NOT MEAN YOU ARE FREE TO FIND A SUITABLE REPLACEMENT ON YOUR OWN. We have listed the manufacturer (for Ford Racing) by any parts where supply or availability may be an issue. You ARE free to order the same part from the manufacturer (i.e. radiator from BE COOL rather than Ford Racing), as we have listed the same exact part with the manufacturer's part number as an alternative to buying the Ford Racing branded product. If, at any time we lose *there is a loss of supply* of any of these parts, please notify us *SMG* immediately and we will, *so that SMG*, as a group, *can* select an equivalent alternative.~~

The following items represent ~~the only~~ *approved* modifications and safety items permitted and/or required on Spec Mustangs, *in addition to* ~~other than~~ safety items as required ~~in by~~ Section 9 of the GCR. Permitted components or modifications must not perform a prohibited function.

1) Eligibility

- Ford Mustang GT hardtops with manual transmissions from 2005-2009 (S197)
- Bullitt Option Mustangs and Shelby GT Option Mustangs are ~~allowed~~ *permitted*, but must be brought to spec per the rules and part numbers listed below.

2) Specifications

a) Engine Type:

SOHC 24-valve V-8, aluminum block and heads, port fuel injection
Displacement: 281 cu in, 4601cc (4.6 liter)

b) TRANSMISSION:

5-speed manual, factory

c) Dimensions: Wheelbase: 107.1 inches; Length: 188.0 inches; Width: 73.9 inches

~~The~~ Front and rear track measured from outside to outside of tires front and rear:

Front: 75 inches Rear: 74-3/8 inches

d) Weight: with driver: ~~3450~~ *3400* pounds

e) Allowed *I* Interior *M*Modifications:

- (1) ~~Strip and/or R~~remove all interior trim, door panels, sound system and components, air bags and related wiring, A/C, compressor and condenser with hoses/fittings, heater/heater motor/core, glove box, headliner, driver and passenger windows with hardware, column steering lock, seats and hardware/motors, carpeting and sound insulation, interior lighting, console. Radio/HVAC panel in center of dash may be removed. Otherwise, face of dash to remain intact with air vents removed. Blinkers and switches to be removed. ~~Emergency brake may be removed. Removable steering wheel allowed.~~
- (2) Driver "dead pedal" allowed
- (3) Ballast, if required to be located on floor of front or rear passenger area, secured per GCR approved method
- (4) Interior rear view mirror is open *and mandatory*

(5) *Emergency brake may be removed*

(6) *Removable steering wheel allowed*

f) Body

- (1) Body to remain intact including rocker panel valance. ~~and M~~ must run with the addition of Steeda splitter and wing listed below. Fog lights may be removed and replaced with cosmetic panel. No flaring of fenders is allowed. Rolling of inner fender lips is allowed. ~~but SCCA will monitor appearance of car and not allow cars with cracks in, or obvious stretching of fenders.~~
- (2) Stock windshield, rear backlight and quarter windows are required. Lexan is not allowed. ~~Removal of side windows will be required to accommodate the rollover system side protection.~~ Windshield and ~~backlite~~ *back light* may have retention straps installed.
- (3) Trunk lock assembly to be removed and replaced ~~by~~ *with* external fastener(s)
- (4) Hood pins allowed *and encouraged*
- (5) 1" square steel tube welded to inside body seam under each door for the purposes of jacking the car is allowed
- (6) Stock *side* ~~rear~~ view mirrors to remain in place and functional
- (7) Fuel cells are not allowed
- (8) Radiator side air deflectors (M-8310-A or equivalent) and lower connecting plate is permitted as a replacement structure for air inlet flow to the radiator. It may not serve any other purpose and must be within the confined area of the OEM plastic lower air deflector. This will be used in conjunction with the OEM lower air deflector.

g) Safety:

- (1) Cars must meet the safety regulations of Section 9 of the SCCA GCR for Touring category cars.
- (2) SCCA General Competition Regulations compliant head restraint racing seat to be installed for driver. Optional similar seat for passenger is allowed. In no circumstances will the roll cage obstruct the passenger area from being functional if ~~so desired for non-racing events.~~ Six-point harness is required for driver and ~~same for passenger~~ (if seat is installed).
(a) A "Petty Bar" is allowed, so long as it is removable and not permanently attached to the roll cage.
- (3) Window net ~~to be installed~~ *required* on driver's side.
- (4) SCCA compliant fire bottle or fire system required.
- (5) GCR compliant, (per Section 9.4 GT and Production Car specs) roll cage ~~installed~~ *required*, double side bars required both sides. SMG ears *roll cages* limited to 6 points of contact to the car. Optionally, two additional bars, extending forward to, but not

penetrating the firewall for foot protection may be added. Additional gusseting connecting the cage to the body is also prohibited.

- (6) Master on/off switch to be mounted at lower front of driver's window, not to block rear view mirror.
- (7) ~~Welded~~ **Steel** tow hooks required front and rear, **welded to bumpers**.

h) Suspension:

- (1) The Cortex Racing Spec Mustang Xtreme-Grip Suspension Kit PN CCS-40-1000SPEC is required. Suspension modifications are limited to this kit as specified below. Any replacement of items in this kit must be the current component part number from this kit.
- (2) Either: Koni Struts and Rear Coilover Shock with Springs Kit comprised of single adjustable, Koni struts and Koni rear coilover dampers with matching springs. Strut system part number: ~~CFS-40-1000SPEC~~ **CSS-40-1000-JRI-SMG**, rear shock system PN: ~~SHK-40-1000SPEC~~ **SHK-40-1000-JRI-SMG**.
Or: **JRi** Single Adjustable Coilover Kit Part #CCK-40-1000-JRI-SASMG
No mixing of the Koni and Jri shocks is allowed.
- (3) Spring rates: 600 lbs. OR 500 lbs. front, 450 lbs. OR 400 lbs. rear.

(a) Eibach part numbers

- 1. Front 0700.250.0600; 0700.250.0500
- 2. Rear 0800.250.0400; 0800.250.0450

- (4) Maximum negative front camber is 3.5 degrees. The approved technique to accomplish this is by using the Cortex P/N CFS-40-ALIGN-SMG, SMG Alignment kit (which includes camber slugs P/N CFS-40-1010), in all SMG strut housings. Installation guidelines are provided by Cortex ~~Engineering~~. The JRi front strut housing will already have this feature. This CFS-40 kit is allowed, not required. But this IS the only allowed means to go beyond 3.0 degrees of negative camber. Potential tire clearance issues, resulting from this modification, are addressed in Section o). No machining of body to allow further travel. Caster: min. +6.35; max. +7.85. Camber plate PN MM5CC-5 or CCP197-05-09.

Illustration of strut housing modification discussed in section g) 4.

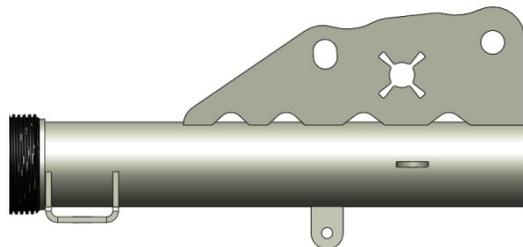


Figure 1: SMG Strut housing with Slotted Upper Hole.
(Note: JRi housings have the slot on the bottom hole)

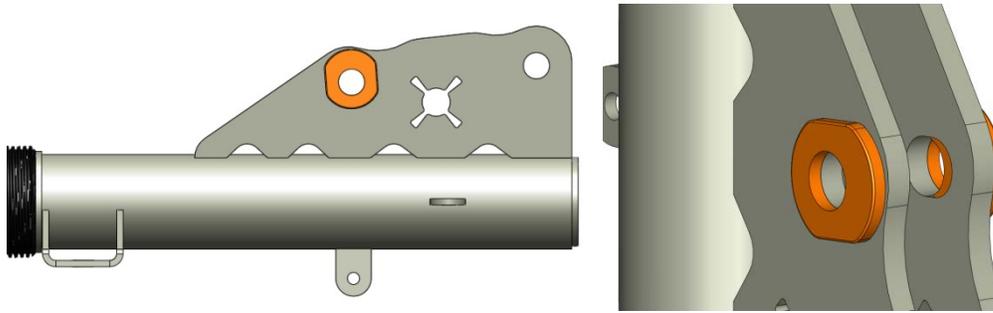


Figure 2: SMG Strut Housing with Camber Slug Installed.

REAR:

- (5) Bump stops - Stock rear bump stops require modification or removal to install the Cortex suspension. The shocks and struts that come with the Cortex Kit have bump stops installed and must be retained.
- (6) Cortex Rear lower control arm bracket, PN CLCA-40-1001 (left), CLCA-40-1003 (right).
- (7) Rear tubular lower control arms with heim joints and angle-correction spacers at both ends (set), PN CLCA-1000.
- (8) Rear shock mounts allowing fitment of up to 18" x 10.5" rear wheels, PN RUSM-40-1000L-ASSY, RUSM-40-1000R-ASSY, RLSM-40-1000L-ASSY, RLSM-40-1000R-ASSY
- (9) Cortex Watts Link package, PN CWL-40-1000SPEC **SMG**
 - (a) Cortex's differential cover: incorporates the Watts pivot mount as well as provision for a differential cooler and temperature sensor (allowed option), PN CWL-1001.
 - (b) Eibach PN 35101.310 (~~formerly Ford Racing~~) front, adjustable anti-sway bar or Ford Racing PN M5490A (Front only)
 - (c) Ford Racing PN M-20201F Strut tower brace – Also Hotchkiss PN 2016016
 - (d) Upgraded ball joints (Steeda X5), PN 555-8108
 - (e) Lower control arm part #M-3075-RA is allowed

FRONT:

- ~~(10)~~ For technical questions about the Cortex Suspension Kit, contact Filip Trojanek: filip@cortexracing.com
- ~~(11)~~ **(10)** Allowed modification not included in Cortex Package: front, lower control arm bushings: Prothane PN 6-218-BL forward bushing PN 6-220-BL Rearward bushings (replace large hydro-bushing). This is not seen as a significant performance enhancement, ~~rather~~ **and** a cost savings when bushings are worn. This allows them to be replaced without entire control arm replacement.
- ~~(12)~~ **(11)** Cortex Racing Adjustable length anti-roll bar end links for corner balance adjustment, PN ARB-40-1002. (Included with CSS-40-1000SPEC **JRI-SMG**)

- ~~(13)~~ (12) Cortex Racing bump steer adjustment kit, PN CBS-40-1000 (Included with CSS-40-1000SPEC ~~JRI-SMG~~)
- ~~(14)~~ (13) Steeda 555-4104 upper link/differential mount spherical bearing is permitted
- ~~(15)~~ (14) Any type/origin of upper 3rd link and mount bracket assembly may be used. Factory original locations for mounting holes (on both body and differential) must be retained
- ~~(16)~~ (15) Rear anti-sway bar allowed – must be OEM, either 18mm (6R335A771BB) or 22mm (Ford Racing # M-5490-AR Eibach #35101.2)
- ~~(17)~~ (16) Rear lower control arm to axle housing relocate bracket, and the rear lower shock mount bracket may be welded for reinforcement

i) Brakes:

- (1) StopTtech STR40 Trophy front brake kit (PN 87.330.4C00.R1) with 355mm x 35mm rotors (PN 31.747.1101.87, 31.747.1102.87) and the STR40 calipers (PN 379.444.7133, 379.44.7134). Aftermarket rotor of same size allowed.
- (2) Rear brakes stock caliper required. Aftermarket rotor of stock size allowed. Elimination of the parking brake and adjuster cylinder is allowed, which will require the installation of the StopTtech knockback spring.
- (3) Shelby GT500 ABS module required, Ford Racing PN M-2353A
- (4) Stainless braided lines are allowed
- (5) Brake pads free
- (6) Ducting to front and rear brakes is allowed
- (7) Removal of dust shields front and rear is allowed (highly recommended)
- (8) The OEM brake booster assembly from a 2007-2009 Shelby GT500 (7R3Z-2005-AA/8R3Z-2005-AB) is permitted and recommended.
- (9) *The OEM GT500 Brembo brake calipers from the 2007-2009 Shelby GT500 are allowed. Ford OEM part (7R3Z2B120A.RT / 7R3Z2B121A.LT)*

j) Transmission/Differential:

- (1) Stock transmissions: 5 speed to run with 3.73 ratio rear end. ~~All SMG cars will be 5speed/3.33 ratios for the 2016 season.~~
- (2) Ford Racing Short-shift kit with knob ~~allowed Ford PN M-7210T~~ ~~—Also available as,~~ Hurst PN 391-0201, ~~—This part is not required. Additional shifter allowed is~~ *or* MGW Short Throw shifter for 2005-2009 Mustang GT ~~(not including GT500 option).~~ Stock

shifter can be run.

- (3) Eaton Truetrac limited slip differential required (PN 913A561); overflow bottle allowed. If housed inside ~~cabin~~ *trunk* this triggers need for full bulkhead of trunk area
- (4) ~~Safety straps or Driveshaft loop to protect the driveshaft from dropping in case of failure~~ are required
- (5) Metallic, one-piece driveshaft is allowed

k) Engine:

- (1) No modifications to the engine are allowed except where specifically authorized within these rules. RACE-BUILT ENGINES ARE NOT ALLOWED. All engines will be as built and delivered by Ford Motor Company.
- (2) Cars in this class are to run stock 4.6 liter engines from 2005-2009 cars at no more than 315 rear wheel horsepower, and 325 ft lbs of torque. Updating or backdating of entire engine long block is allowed.
- (3) Dyno testing may be required if it appears ~~than~~ *that* an engine in a competing car has an edge in power. Determination of any potential power advantage will be made by SCCA stewards. Test to be done at owner's expense by dyno shop approved by the SCCA.
- (4) Engine is to be unmodified internally. No balancing or blueprinting is allowed.
- (5) Ford Racing radiator required: M-8005-MGT ~~Also available as~~ *or* BE COOL PN 60205
- (6) Ford Racing de-gas overflow bottle/radiator cap allowed: PN M-8080-A *or* Moroso PN 63768
- (7) Long tube headers: Borla PN 17237 ~~which includes the~~ *with* X pipe. ~~This is the same header system that was formerly a Ford Racing part.~~ (Ford Racing short tube on Miller cars grandfathered)
- (8) Cold air intake kit: M-9603-M463; Steeda #555-3131 or Ford Racing #M-9603-GT06. ~~(Does not come with Ford calibration tool which is good since we cannot use it anyways)~~
- (9) Ford Racing power steering cooler required: Ford PN M3746A or Derale PN 13225
- (10) Ford Racing idler pulley required: PN M19216-D46 ~~Also available as~~ *or* Dorman PN 34191
- (11) ECU tuning is allowed ~~but this does not change~~ to exceed the HP limit regulation listed above *in J(2)*
- (12) The Steeda PN 701-0005A which is an Underdrive Pulley System consisting of a water pump pulley and a SFI rated crankshaft pulley/damper" is allowed, but does not exempt competitor from meeting HP and torque limits. (Optional)

- (13) Fuel shall comply with GCR Section 9.3.26.
- (14) Clutch replacement: The following specified replacement clutch parts are: ~~stock-sized 11" disc that represent no performance enhancement, but some additional longevity:~~
 - (a) ~~5-speed:~~ Clutch disc Centerforce PN DF380800
Clutch disc limited to OEM diameter (11") with OEM equivalent pressure plate and flywheel.
- (15) ~~Both:~~ Stock pressure plate: Ford PN 8R3Z-7563-A or Sachs PN SC70272.
- (16) ~~Both:~~ Dorman throw out bearing Ford PN 4R3Z-7A-508-AA, or Dorman PN CS650109.
- (17) Road racing oil pan, Moroso P/N 20548/18548 is allowed
- (18) Ford Racing high volume oil pump #M-6600-F46 is allowed
- (19) EVAP/emissions system components on engine and chassis may be modified, removed, or disabled but, not vented from engine to exhaust or any vacuum source other than the engine air intake. An engine oil /air separator is permitted but is restricted to the driver's side PCV hose and must be mounted within the engine compartment. Charge motion delete plates or plugs are permitted. Throttle body spacers are NOT PERMITTED.
- (20) ~~Rehagen Racing~~ (Ford Racing# M-6038-R) or Prothane (#6-505-BL) motor mounts are permitted as a replacement to the OEM motor mounts. The engine must retain its original mounting location and height.

l) Exhaust:

- (1) Stock GT exhaust to be retained with catalytic converters and resonators removed.
Car to be legally able to run at 92db at 100 feet.

m) Electrical:

- (1) ~~For any issues with wiring harnesses on the 2005-2006 cars, consult with Dean Martin of Rehagen Racing to obtain an allowed update to the wiring.~~ *Stock wiring recommended but removal of unused wiring is allowed.*

n) Aero package:

- (1) All Spec Mustangs will run the Steeda fixed rear wing, PN 307-0009
- (2) Splitter, two options allowed:
 - (a) Classic Design Concepts – Steeda PN 067-110020 Chin Spoiler-GT
 - (b) Front fascia that includes integrated splitter: Steeda part PN 555-0500
- (3) Miller Cup Mustang carbon fiber splitter grandfathered *on Original Miller cars*

o) Wheels/Tires:

- (1) Jongbloed Wheel, Part PN 70010545 - 18" X 10.5" front and rear. All tires and wheels on car must be the same size.
(a) Apex wheels, Part PN EXC71810ET43-45 – 18" X 10" front and rear. Black, Anthracite and Hyper-Silver are the permitted colors.
- (2) Wheels for practice and rain conditions are free; they must all be the same size.
- (3) Tires: ~~The spec tire for SMG is the BF Goodrich R1-S size P285/30ZR18.~~ SMG cars competing in Touring Category may run any tire that meets 9.3.454 and that meets the size specified by the SMG rules *(max tire size 295, aspect ratio open)*. *SMG cars competing elsewhere should consult the supplemental regulations for that event for any potential tire specification requirements when running as a regional only SMG class.*
- (4) 0.5" hub-centric wheel spacers are an allowed option in front only.

p) Graphic Requirements:

- (1) All Spec Mustang must have SCCA Club Racing decals on each side and front *per GCR, SMG Class stickers and numbers per GCR.*
- (2) ~~Mandatory stickers on sides of car: (a) Hooked On Driving
(b) Cortex Racing
(c) Jongbloed Wheels
(d) Competitors who wish to be eligible for the On Edge Performance L.L.C. contingency must display a total of three 'BF Goodrich' & 'On Edge Performance' decals in the following positions: one on each front fender and one on the front bumper.~~ *Other graphic requirements are based on annual sponsors, to be distributed accordingly.*

q) Allowed options:

- (1) Tiger racing vented, fiberglass hood
(a) OR OEM Ford hood with louvers not to exceed the dimensions of those as found on the optional "Tiger Racing" hood.
- (2) AIM dash/transponder system
- (3) Oil Cooler - Derale PN 52508 *or equivalent*

3. #23703 (SCCA Staff) Delay implementation of Corvette Restrictor

Effective 01/02/2018, in T2, Chevrolet Corvette C6 / Grand Sport (05-13), change the notes as follows:
"LS2: ~~53mm~~ *57mm* flat plate restrictor is required."

Effective 03/01/2018, in T2, Chevrolet Corvette C6 / Grand Sport (05-13), change the notes as follows:
"LS2: ~~57mm~~ *53mm* flat plate restrictor is required."

*See Race Memo 18-01

4. #23707 (SCCA Staff) Increase Restrictor Size for LS3 Engine Corvette C6

Effective 01/02/2018, in T2, Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04), change the restrictor as follows:

3525 (w/~~50mm~~ **55mm** flat plate restrictor)

Effective 03/01/2018, in T2, Chevrolet Corvette C-5 Incl. Fxd Cpe (98-04) Z06 (hardtop) (01-04), change the restrictor as follows:

3525 (w/~~55mm~~ **50mm** flat plate restrictor)

Effective 01/02/2018, in T2, Chevrolet Corvette C6 Coupe / Grand Sport (05-13), change the third and fourth to last sentence as follows:

"LS2: ~~53mm~~ **57mm** flat plate restrictor is required. LS3: ~~48mm~~ **51mm** flat plate restrictor is required and must be placed in the front of the factory throttle body manifold opening.

Effective 03/01/2018, In T2, Chevrolet Corvette C6 Coupe / Grand Sport (05-13), change the third and fourth to last sentence as follows:

"LS2: ~~57mm~~ **53mm** flat plate restrictor is required. LS3: ~~51mm~~ **48mm** flat plate restrictor is required and must be placed in the front of the factory throttle body manifold opening."

*See Racing Memo RM 18-01

5. #23709 (SCCA Staff) 2018 Touring 2 Recommendations

Effective 01/02/2018, in T2, Ford Mustang GT 5.0L (11-14), change the notes as follows: "~~52mm~~ **56mm** flat plate restrictor required."

Effective 03/01/2018, in T2, Ford Mustang GT 5.0L (11-14), change the notes as follows: "~~56mm~~ **52mm** flat plate restrictor required."

Effective 01/02/2018, in T2, Chevrolet Corvette Z06 (06-12), change the notes as follows: "LS2: ~~52mm~~ **56mm** flat plate restrictor is required."

Effective 03/02/2018, in T2, Chevrolet Corvette Z06 (06-12), change the notes as follows: "LS2: ~~56mm~~ **52mm** flat plate restrictor is required."

Effective 01/02/2018, in T2, Porsche Carrera S (06-08), change the notes as follows: "~~60mm~~ **65mm** flat plate restrictor required."

Effective 03/01/2018, in T2, Porsche Carrera S (06-08), change the notes as follows: "~~65mm~~ **60mm** flat plate restrictor required."

*See Racing Memo RM 18-01

6. #23726 (SCCA Staff) Postpone Mustang GT restrictor implementation

Effective 01/02/2018, in T2, Ford Mustang GT 5.0L (2015-), change the notes as follows:

"~~48mm~~ **53mm** flat plate restrictor required."

Effective 03/01/2018, in T2, Ford Mustang GT 5.0L (2015-), change the notes as follows:

"~~53mm~~ **48mm** flat plate restrictor required."

*See Racing Memo RM 18-01

7. #23727 (SCCA Staff) Postpone Camaro restrictor implementation

Effective 01/02/2018, in T2, Chevrolet Camaro, 1LE (2016-), change the notes as follow:

"~~53mm~~ **60mm** flat plate restrictor required."

Effective 03/01/2018, in T2, Chevrolet Camaro, 1LE (2016-), change the notes as follow:

"~~60mm~~ **53mm** flat plate restrictor required."

*See Racing Memo Rm 18-01.

8. #23740 (Touring Committee) Allow 1200 pound springs in the 2016 Camaro

In T2, Chevrolet Camaro, 1LE (2016-) make changes to the notes as follows:

"Springs up to ~~1200~~ **800#**/in front and rear permitted."

9. #23741 (Touring Committee) Allow GM solid bushings for rear suspension cradle

In T2, Chevrolet Camaro, 1LE (2016-), add to the notes as follows:

"**ZL1 1LE Spec Solid Cradle Mounts allowed, Chevrolet Performance part number 84341929.**"

T3

1. #23715 (SCCA Staff) 2018 Touring 3 Recommendations

Effective 01/02/2018, in T3, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08), change the notes as follows:

"HR Engine: Two ~~37mm~~ **40mm** flat plate restrictors required.

Effective 01/02/2018, in T3, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08) Spec Z "HR Engine: Two ~~37mm~~ **40mm** flat plate restrictors required.

Effective 01/02/2018, in T3, Nissan 370Z (09-16) /370Z NISMO Edition (09-13), change the notes as follows:

"~~2~~ **Two** ~~37mm~~ **40mm** flat plate restrictors required."

Effective 03-01-2018, in T3, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08), change the notes as follows:

"HR Engine: Two ~~40mm~~ **37mm** flat plate restrictors required. **DE Engine: 57mm flat plate restrictor required.**"

Effective 03/01/2018, in T3, Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08) Spec Z "HR Engine: Two ~~40mm~~ **37mm** flat plate restrictors required. **DE Engine: 57mm flat plate restrictor required.**"

Effective 03/01/2018, in T3, Nissan 370Z (09-16) /370Z NISMO Edition (09-13), change the notes as follows: "~~2~~ **Two** ~~40mm~~ **37mm** flat plate restrictors required."

*See Racing Memo RM 18-01

2. #23728 (SCCA Staff) Postpone Infinity restrictor

Effective 01/02/2018, in T3, Infiniti G35 /Sport (03-08), change the notes as follows:

Two ~~37mm~~ *40mm* flat plate restrictors required. ~~DE Engine: Single 57mm flat plate restrictor required.~~"

Effective 03/01/2018, in T3, Infiniti G35 /Sport (03-08), change the notes as follows:

"Two ~~40mm~~ *37mm* flat plate restrictors required. *DE Engine: Single 57mm flat plate restrictor required.*"

*See Racing Memo RM 18-01