

## SOLO EVENTS BOARD

### SOLO EVENTS BOARD | December 27th

The Solo Events Board met by conference call December 27th. Attending were SEB members Mike Simanyi, Brian Conners, Mike Brausen, Bob Davis, Zack Barnes, Eric Hyman, and Marshall Grice; Charlie Davis of the BOD; Doug Gill of the National Staff. These minutes are presented in topical order rather than the order discussed. Unless noted otherwise the effective date for all rule, class, and listing change proposals herein is **1/1/2019**.

Comments regarding items published herein should be directed via the website [www.soloeventsboard.com](http://www.soloeventsboard.com)

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### Recommended Items

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Solo Events Board. Member input is suggested and encouraged. Please send your comments via the form at [www.soloeventsboard.com](http://www.soloeventsboard.com).

#### Street Prepared

#22188 Radiators in SP\*, and the dimensions requirement

The SPAC and SEB are recommending the following rule change:

Remove the word “core” from section 15.10.L.1 as shown:

“Radiator ~~core~~ dimensions (width, height, thickness) must be no smaller than the standard part.”

#22368 Reclass 370Z to BSP

The SPAC and SEB recommend the following classing change:

Move **from ASP to BSP**:

Nissan

**370Z(all)(2009-13)**

Note that this proposal adds a new line to the Nissan listing in BSP.

### Member Advisories

#### Tire Rack Solo Nationals

#23757 Course Designer

The SEB is seeking applicants for the Course Designer position for the 2018 Solo Nationals. Interested members are invited to submit their qualifications in writing via [www.soloeventsboard.com](http://www.soloeventsboard.com)

#### Street

## #23587 Proposed Change to 13.9.A

Per the SAC, the use of an adapter between an OE electrical connector and an allowed non-OE part is permitted.

## **Solo Spec Coupe**

### #23349 Wheel weight limit clarification

Per the SEB and the SSC rules, the only 17x7 wheels which are permitted are the OE ones, which must be used in a set of 4.

## **Street Touring**

### #23770 Errors and Omissions Item from Dec/Jan

The January Fastrack contained an error: item #14648 should have been shown with an implementation date of 2018, not 2019. This is correctly reflected in the BOD minutes elsewhere in that issue of Fastrack, but the heading in the Solo Events Board minutes is incorrect.

## **Prepared**

### #22623 PAC member vacancy

The SEB has approved the addition of Han Henze to the PAC.

### #22762 Application to join PAC

The SEB has approved the addition of Chris DeLay to the PAC.

## **Kart**

The SEB thanks Jason Vehige for his service as a member of the KAC.

## **Other Items Reviewed**

### **General**

#### #23085 Please Provide Legal 93 Octane Tanker Truck at Solo Nationals

Thank you for your input.

### **Street**

#### #23404 Feedback on #22613

Please see the response to #23457.

#### #23424 S2000 to CS

Thank you for your input regarding proposal to move the Honda S2000 from BS to CS. Please note, the Mazda Miata MSR and Pontiac Solstice ZOK were not included in the move proposal; the SAC feels those cars are appropriately classed in BS.

#### #23457 Support for Evora/Evora S to BS/AS

Thank you for your input regarding the proposed Lotus Evora class changes.

#### #23523 Feedback on #22613 Street Reclass for Lotus Evora

Please see the response to #23457.

#### #23555 Feedback on DS proposal

Thank you for your input on the proposed DS moves.

## **Street Touring**

### #23236 14648 feedback - ST ECU modifications question

Thank you for your letter. The idea of keeping a functional OBDII system in the Street

Touring category is consistent with with the idea of keeping the cars' ability to still complete emissions checks within states that require them. The STAC prefers to try to keep the "Street" in Street Touring.

### **Street Prepared**

#22781 Feedback for 22368 Reclass 370Z to BSP

Thank you for your input.

### **Street Modified**

#23487 Allowance of alternate engines

This issue was addressed in a 2018 rules update; please see Item 14 in the BOD minutes published in the January Fastrack.

### **Prepared**

#22500, 22552, 22553, 22588, 22597, 22598 Mid engine weight penalty comments (various)

Thank you for your input. Please see the response to letter 20237 in the December 2017 Fastrack.

#22505 21414 Response

The PAC thanks the member for their input.

#22587 Proposal #20090 Please add a years cap and split boxster and caym

The PAC thanks the member for their input and will continue to monitor the balance in FP

#22725 Engine Swaps in Prepared

The PAC thanks the member for their input regarding the subject change proposal, which was withdrawn per item 21543 in the August Fastrack.

#22753 input on #21414 Turbo jets and other anti-lag

The PAC thanks the member for their input.

#23450 PAC opening

The PAC thanks the member for their interest in serving on the PAC.

#23594 PAC openings

The PAC thanks the member for their interest in serving on the PAC.

### **Not Recommended**

#### **Street**

#22631 Move Nissan 370Z (base NON Nismo) to Cstreet

Thank you for your input. The SAC believes the 370Z is appropriately classed at this time.

#23272 Cobalt SS (turbo) to GS

Thank you for your input. The SAC believes the Cobalt SS is appropriately classed.

#23332 Moving older currently uncompetitive sports cars to CS.

Thank you for your input. The SAC believes the C4 is appropriately classed.

#23403 Proposal #22653 S2000 valve spring retainers

Thank you for your input. The SAC does not feel like this part allowance is in the spirit of the Street category rules.

#23417 Mini Cooper S and variants back to GS

Thank you for your input.

#23434 Move R53 and R56 Mini Cooper S and JCW models to GS

Thank you for your input. The SAC believes the Mini Cooper S is appropriately classed at this time.

#23574 2018 ZL1 1LE

Thank you for your input. The SAC would like to monitor how the recent additions to SSR affect the performance balance in 2018 before adding additional cars.

## **Street Touring**

#21802 LSDs for AWD ST Cars

The STAC thanks you for your letter. Currently the STAC does not fully agree that allowing AWD cars to replace 1 differential would be beneficial to overall competition within Street Touring.

#22902 Alfa Romeo 4C Classing

The STAC would like to thank you for your letter. The STAC believes this car exceeds the performance levels within the current Street Touring class structure.

#22974 Class Z4M into STU

The STAC would like to thank you for your input. The STAC does not feel it would be beneficial to class the Z4 M Coupe and Roadster in STU. You may want to ask your local region to class it for regional competition. Please see letter #22214.

#22982 Change to wording for Intake allowances - 14.10.C

The STAC would like to thank you for your letter. Currently the STAC does not feel that it would be beneficial to the category to alter the rules to allow MAF equipped cars to use MAP sensors.

#23132 Give STF cars a chance in STH

Thank you for your comments. The STAC has examined a variety of options for cars previously classed in STF to continue to compete within the Street Touring rule set, and will continue to monitor the competitive balance in the category.

#23147 S2000 AP1 / 2.0L differential allowance

The STAC would like to thank you for your letter. The requested change is not considered consistent with the ST category parameters. Update/backdate is allowed in the Street Prepared category.

## **Street Prepared**

#22547 REPLACEMENT OF BODYWORK WITH OEM WIDEBODY P

Thank you for your input. This change is not considered in the best interests of the category.

#22678 Restrict tires to 200TW

The SPAC does not recommend a change to 200TW tires.

#22714 Mazda Speed Miata to CSP

Thank you for your input. The SPAC believes the car is correctly classed in BSP.

## **Street Modified**

#22720 Import Version of CAM

The SMAC does not see the value in adding an import version of CAM to the National

level rules.

## **Modified**

#22759 Class Structure - Remove Traction Control Rule

Thanks for your input.

#22784 Renaming D Mod

Thank you for your input.

#23267 corvette karts

Thank you for your input. The MAC prefers not to authorize this configuration for National competition, other than in AM for which it is currently eligible. Local regions are free to class vehicles which meet safety requirements in a manner that meets the needs of their programs.

## **Handled Elsewhere**

### **Street**

#22672, 23391, 23485 Nissan 370Z Classing Comments (various)

Please see the response to #22631.

#22808 981 Cayman/Boxster Base and S Class moves

Please see the response to item 22275.

#22956 Classing the 2018 Audi TTRS

Thank you for your input. Please see the response to item #22965

#23278 classify Audi RS3

Please see the response to item #23476.

#23389 Move NC MSR to CS

Please see the response to #23424.

#23390, 23397, 23405, 23410, 23411, 23416, 23420, 23452, 23459, 23460, 23483, 23524, 23547, 23557, 23615 BS to DS Proposed Moves Feedback (various)

Please see the response to item #23555.

#23398, 23408, 23409, 23556, 23395, 23401, 23415, 23419, 23421, 23422, 23432, 23433, 23435, 23464 S2000 Classing Comments (various)

Please see the response to #23424.

#23309 BMW 335 classing missing from FS

Please see Appendix A in the current Solo rule book.

#23531 Moving From BS to CS

Please see the response to #23424.

### **Street Touring**

#22901, 22937, 23107, 23146, 23086, 23186 Feedback on ECUs/14648 (various)

Thank you for your letter. Please see the finalized proposal of letter #14648 in the January Fastrack.

#23269 Proposed Fuel change

The STAC would like to thank you for your letter. Please see final version of the proposal as recommended to the BOD, in the January 2018 Fastrack.

## Street Prepared

#22674 Rotary engine reliability allowance clarification request

Please see the response to letter #21737 in the October 2017 Fastrack.

#23051 Yes to 370z to BSP

Please see item #22368, as approved by the BOD in Solo Events Board Item 28 in the BOD Minutes in the January Fastrack.

## Street Modified

#21319 Clarification on Engine

The Solo Rules for 2018 remove the verbiage pertaining to joint venture swaps and refer to brands only now. As the MZR is in a Mazda branded car it can legally be swapped into any other Mazda without a weight penalty.

#21807 Continuation of Letter #21319

Please see the response to letter #21319.

#22481, 22486, 22503, 22549, 22602, 22690, 22724, 22755, 23266 Street Mod Engine Swaps 21288 Feedback (various)

This issue was addressed in a 2018 rules update; please see Item 14 in the BOD minutes published in the January Fastrack.

#22504 #21288 Response

Please see Solo Events Board Item 14 in the BOD Minutes as shown in the January Fastrack.

#22628 Mazda MZR engines

Please see the response to letter #21319.

#22690 Ideas to Increase SM Participation

Thank you for your input. Please see Solo Events Board Item 14 in the BOD Minutes as shown in the January Fastrack.

## Prepared

#22173, 22735 XP minimum weights comments (various)

Thank you for your input. Please see the revised version of item #14898 elsewhere herein.

## Change Proposals

### General

#23346 Fuel allowance proposal re: methanol

The following rule change proposal is submitted for member review and comment:

Effective 1/1/19, change 3.6.B as follows:

3.6.B. In addition to fuels which are allowed by Section 3.6.A, Street Prepared, Street Modified, Prepared, and Modified category vehicles may use diesel fuel, any grade of gasoline, *or any gasoline-ethanol blend. Federally-approved E85.* Gasolines consist entirely of hydrocarbon compounds. Gasoline may contain antioxidants, metal deactivators, corrosion inhibitors, and lead alkyl compounds such as tetraethyl lead. *Methanol is prohibited;* other oxygen and/or nitrogen bearing additives are prohibited except for those originally present in fuel which is Federally approved for use on public highways. Oxygen and/or nitrogen bearing oil additives are prohibited in two-cycle engine oiling systems.

## Street

#22275 981 Cayman (non-GT4, non-GTS, nonR, non-S) (2013-16) to B Street

The SAC is requesting member feedback on the following proposal:

Move **from AS to BS**

Porsche

*Boxster (non-GTS, non-S, non-Spyder) (2013-16)*

*Cayman (non-GT4, non-GTS, non-R, non-S) (2013-16)*

#23593 Moving Porsche Cayman S & GTS

The SAC would like member feedback on the following change to Appendix A:

Move **from SS to AS**

Porsche

*Boxster S, GTS (981 chassis) (2013-16)*

*Cayman S, GTS (981 chassis) (2013-16)*

## Street Prepared

#22536 Proposal to Reclassify BMW 128i from BSP to DSP

The SPAC is requesting member feedback on the following proposal:

Move the BMW 128(2008-2011), Subaru BRZ (2013-2016), and Scion FRS (2013-2016) to DSP with limitations on fender cutting. Section 15.2.A would not apply to these cars and fender rules would instead follow the applicable rule from Street Touring (14.2.E). These cars would run against normal DSP cars as DSP classed vehicles.

The SPAC is also requesting member feedback on the following classing change:

Move **from BSP to DSP:**

BMW

*128 (2008-2011)*

#22761 Fiesta ST???

The SPAC is requesting member feedback for the following proposal:

Move **from CSP to DSP:**

Ford

*Fiesta ST (2014-16)*

#23109 2011-2012 GT500

The SPAC would like member feedback on the following change package:

Change in ASP

Ford

*Mustang Shelby GT500 (S197) (~~2011-14~~ 2013-14)*

Add to ESP:

Ford

*Mustang Shelby GT500 (S197) (2011-2012)*

#23431 Eagle Talon reclass

The SPAC would like member feedback on the following change:

Move *from ASP to DSP*:

Mitsubishi

*Eclipse Turbo and Talon Turbo (1989-99)*

Plymouth

*Laser (AWD)*

## Prepared

#14898 XP boosted displacement equivalence and min weight

The PAC has reviewed member feedback, event results and weights, and the current state of XPrepared. The PAC is revising the weight formula proposal published in the July 2016 Fastrack, and is seeking member input regarding the revised version.

Executive summary of the changes from the current rule:

- Increase FI multiplier from 1.4 to 1.6 and increase base weight for FI from 1200 to 1300. This results in ~180-245lbs added to the minimum weight of FI engines.
- Increase FI minimum weights to help discourage small “grenade” motors.
- Change NA formula to prevent some larger engines weighing less than slightly smaller engines.
- Change NA formula to give a weight break above 5.0L. A 7.0L NA motor equals the 2300lb weigh limit
- Change wording of “engine behind driver” to “with 51% or more weight on the rear axle”
- Set a minimum weight for NA vehicles.

The specific proposed changes are as follows:

Appendix A, class X Prepared, section A.9.a.2: Turbocharged or supercharged versions of all engines will be classified on a basis of ~~1.4~~ **1.6** times the actual displacement.

Appendix A, class X Prepared, section A.9.b: MINIMUM WEIGHT CALCULATIONS  
All listed weights are without driver. All weights are calculated based on displacement as listed above. Example: Weight for a RWD car w/1796 cc Turbo engine with the engine behind the driver *and 51% of the weight on the rear axle is* ~~4200~~ **1300** + [(1.796 x ~~1.4~~ **1.6**) x (200+ 20)] + ABS = ~~4753~~ **1982** lbs.

Engine displacement less than 4.0L

FWD..... **1300** lbs. + 150 lbs. per liter

RWD..... **1300** lbs. + 200 lbs. per liter

AWD..... **1300** lbs. + 250 lbs. per liter

Engine displacement of 4.0L or greater

**FWD..... 1600 lbs. + 50 lbs. per liter**

**RWD..... 1600 lbs. + 100 lbs. per liter**

**AWD..... 1600 lbs. + 150 lbs. per liter**

Regardless of the weight formulas above, no car shall be required to weigh more than 2300 lbs. before applicable weight adjustments.

Weight Adjustments (lbs.)

- Cars with ABS: +50

- Cars with traction/stability control: +50

- Cars with active/reactive suspension: +100
  - Cars with greater than *51% weight on rear axle: +20 per liter*
- c. Regardless of the Minimum Weight Calculations above (b), no car shall weigh less than the following

minimum weights (lbs.):

	Naturally Aspirated	<i>Supercharged/Turbo</i>
FWD.....	1425.....	<i>1675</i>
RWD.....	1550.....	<i>1950</i>
AWD.....	1675.....	<i>2000</i>

#### #22790 ABS/Prepared category

The PAC is requesting member feedback on allowing Anti-lock Brake Systems to be added/modified in CP. This will allow older vehicles to remain competitive, without placing restrictive takebacks on newer vehicles. The PAC recommends making the following changes to Appendix A - (CP) Prepared:

*Anti-lock braking systems (ABS) may be added, replaced, removed, or modified. The use of non-OE or modified OE ABS incurs an ABS weight adjustment.*

Traction control/stability control may not be added to a car which was not equipped with an OE traction/stability control system. OE systems may be retained, but may not be replaced or modified in any way other than removal. *Modifications to the OE ABS which also modify the OE traction/stability system are not allowed.*

The following weights apply unless a specific weight is indicated with the model listing.

Minimum weight (lbs.):

V8 engines greater than 5100 cc .....	3000
V8 engines equal to or less than 5100 cc .....	2700
6-cyl engines, maximum 4500 cc .....	2450
Turbocharged 6-cyl engines, maximum 4500 cc .....	2550
Turbocharged 4-cyl engines .....	2450

*Weight Adjustments (lbs.)*

*Non-OE or modified OE ABS.....add 250*

Maximum weight on the rear of the car shall be 51% of the total weight of the car. Exceptions: Corvair, Yenko Stinger.

## Tech Bulletins

### Street

#22470 Reclass request: 2017 Camaro V6 1LE

In accordance with section 3.2 in the Solo Rules, the SAC recommends the following change to Appendix A:

Move *from BS to FS:*

Chevrolet

*Camaro V6 1LE (2017)*

#22965 Classification of 2018 TT RS

Per the SAC, add the following listing to Appendix A:

SS

Audi

TT RS (2012-2013, **2018**)

#23110 2017 Viper for SSR?

Per the SAC, make the following change to Appendix A:

SSR

Dodge/SRT

Viper/Viper GTS (non ACR, non T/A) (2013-**2017**)

#23271 Classify the 2018 Mustang

Per the SAC, update the following listing in Appendix A:

FS

Ford

Mustang GT (2011-**2018**)

#23340 Change 991 GT3 2014-15 to 991 GT3 2014-18 to include current GT3

Per the 2018 rules, Appendix A is updated as follows:

SS

Porsche

**991.2 GT3**

#23377 Classification request, Audi A3 e-tron

Per the SAC, add the following listing to Appendix A:

GS

Audi

**A3 e-tron**

#23476 2018 Audi RS3 Classification

Per the SAC, please add the following listing to Appendix A:

BS

Audi

**RS3**

#23535 Ford GT 350 Years

Per the SAC, the SSR and AS listings for Ford Shelby GT350 are to be updated to include the 2015 model year.

#23626 Class the 718 Cayman/Boxster GTS

Per the SAC, add the following listing update to Appendix A:

SS

Porsche

718 Boxster S and **GTS** (2017-2018)

718 Cayman S and *GTS* (2017-2018)

#23627 Class the super kitties

Per the SAC, add the following listing to Appendix A:

SS

*Jaguar*

*F-Type SVR, R-coupe (2018)*

Also, update the AS listing as follows:

AS

Jaguar

F-Type (*NOC*, excluding Project 7)(2014-18)

#23628 Class BMW updates

Per the SAC, update the following BMW related listings in Appendix A:

DS

BMW

228i *2 series (228i, 230i)* (F22 chassis) (2014-*18*)

328i *3-Series (328i, 328d, 330i)* (2012-16) & 328d (2014-17) (F30/F31/F34 chassis) (*2012-18*)

428i *4-Series (428i, 430i)* (F32/F33/F36) (2014-*18*)

### Street Touring

#23230 Please classify the Alfa Romeo Giulia

The STAC has recommended the following listing addition to Appendix A:

Street Touring Ultra (STU)

Alfa Romeo

*Giulia (2.0T) (2016-17)*

### Street Prepared

#22778 Fix year listing for Nissan 370Z

Per the SPAC, update the following listing as shown:

BSP

Nissan

370Z (all) (2009-*2018*)

#22833 Please the class the Kia Forte (N/A) in a Street Prepared Class

Per the SPAC, make the following addition in Appendix A:

FSP

Kia

*Forte (NA) 2008-2011*

*Forte (NA) 2012-2018*

### Prepared

#23242 2007 honda fit not classified in prepared category

Effective immediately upon publication, add the following vehicle to E Prepared.

Appendix A, E-Prepared

Honda

*Fit (2007-2018)*

## Modified

#22770 Floor pans in DM and EM

Per the MAC, clarify subsections of 18.1.C.2 and 18.1.C.3 as follows:

2.e. Floor pan material, ~~and~~ thickness *and method of attachment* are open under Modified Tub allowances.

3.a. *Except as specifically authorized*, ferrous metal (containing iron) must be used for all primary load-bearing structures of the car. The primary load bearing structure is the main tub or chassis and its connections to the suspension.

3.c. *Except as specifically authorized*, lightweight substitute materials such as carbon fiber are permitted only so long as they are clearly not load bearing in the primary structure or the suspension. For example, outer body panels in the central tub region must be attached in a flexible manner such as with Dzus® fasteners if non-standard material composition or non-standard material thicknesses are to be used.

## Junior Kart

#22329 Suggestions for clones in JB

Per the KAC, change 19.2.A.2.b.4 as follows:

4. Clone Motors (*up to 212 cc displacement*)

*A. The intent of the clone motor allowance is for inexpensive 6.5 hp 4-stroke motors such as the Predator and Powerhorse. This does not allow Box Stock Project (BSP) motors which are available with multiple upgrades.*

*A B. Fuel - Gasoline only*

*B C. Weight (lbs) ..... ~~265~~ 250*

~~*C D. Motor must remain completely standard with the exception that the "governor" may be removed (no modifications or changing of the flywheel, exhaust, carburetor, etc.).*~~

*Motor must remain stock with the exceptions that the governor may be removed or defeated and the gas tank may be removed. A top plate and mechanical fuel pump may be added to the motor to route fuel from a center-mounted gas tank. No other modifications or changes to the cam, flywheel, exhaust, carburetor, or intake are allowed.*

#22434 Cadet chassis in JA?

Per the KAC, add new rule 19.1.A.6 as follows:

*19.1.A.6 "Kid" or "Baby" kart chassis with a wheelbase less than 900mm must run tires no larger than 4.6" front, and 5.0" rear, as imprinted on tire for all Formula Junior classes.*

Change 19.2.B

B. Chassis

~~*Formula Junior will follow Section 19.1.A. 2. Additionally, Cadet-sized*~~

~~chassis (overall length 69"; wheelbase 35" minimum and 38" maximum) is approved for all engine configurations in JB. All Junior karts will follow Section 19.1 items pertaining to construction materials and ballast.~~

*Formula Junior will follow Sections 19.1.A.1,2,3,5,6. Smaller, "kid kart" chassis are approved for all Junior Classes providing they meet 19.1.A.6.*

## **CLUB RACING BOARD**

### CLUB RACING BOARD MINUTES | January 2, 2018

The Club Racing Board met by teleconference on January 2, 2018. Participating were Jim Wheeler, Chairman; Todd Butler, David Arken, John LaRue, Kevin Fandozzi, Peter Keane, Sam Henry, Tony Ave, and Pam Richardson, secretary. Also participating were: Jason Isley and Marcus Meredith, BoD liaisons; John Bauer, Club Racing Technical Manager; Rick Harris, Technical Manager; and Glen Thielke, Lead Data Technician. The following decisions were made:

#### **Member Advisory**

##### **AS**

1. #23656 (American Sedan Committee) Letter #21800, Engine Proposal  
The American Sedan Advisory Committee withdraws this proposal.

##### **STL**

1. #23606 (SCCA Staff) Spec Miata Running in STL

The Club Racing Board would like to remind competitors that Miatas running in STL under the Spec Miata rule set must follow all Spec Miata rules (except spec tire) including the SM specified restrictor plate and SM specified weight.

2. #23657 (Tom Lamb) Request FPIR Calculation Method & Power to CC Targets of B Motors  
Thank you for your request. While the early work on sizing restrictor plates was formed using computer models, over the course of the past decade, much experience has been gained from inside and outside SCCA to determine targets for restrictor sizes.

#### **No Action Required**

##### **GT**

1. #23323 (Christina Lam) STU Classing Clarification  
Thank you for your letter. The BMW E36 M3 is already classified in GT/ST.

##### **GTL**

1. #23542 (Ryan Kristoff) Request to Keep Honda EW Engine Eligible for UNR  
Thank you for your letter. These 2 engines were originally classified with a 24mm SIR @ 1820 lbs. In August 2013, the GTAC rewrote some of the GTLite wording and, with this action, the SIR requirement was reworded incorrectly, allowing these two SIR restricted engines to run unrestricted with a 100 lb. weight penalty. At that point in time none of these engines were being run and in 2017 the error was realized.

##### **Prod**

1. #23444 (Production Committee) Right Hand Drive Cars  
Thank you for your letter. This is addressed in 9.1.5.E.10.a.
2. #23598 (Jack Banha) Request Rear Disc Brakes for 1.6L VW Cabriolet  
Thank you for your request. Pursuant to 9.1.5.E.7.b. this car can convert to disc brakes for the rear.

#### **Not Recommended**

##### **AS**

1. #23351 (Joe Aquilante) Classify 2015 Through 2017 Mustang GT in Restricted Prep  
Thank you for your letter. The CRB does not plan to classify these cars at this time.
2. #23352 (Joe Aquilante) Classify 2016 Thru 2017 Camaro SS to Restricted Prep  
Thank you for your letter. The CRB does not plan to classify these cars at this time.

##### **P1**

1. #23612 (Ivan Bellarosa) Request to Classify 2015 Honda CivicSi K24 Engine for Wolf

## **GB08SM**

Thank you for your letter. The CRB does not recommend this change because stock engines are outside the P1 class philosophy. The Wolf GB08SM may be raced in P1 provided that it complies with the specifications of the applicable P1 Engine Table line and meets all other requirements of the P1 rules, including the bodywork provisions in GCR Section 9.1.8.C.C.

## **P2**

### **1. #23370 (Jay Messenger) Auto Powered Parity in P2**

Thank you for your letter. Please provide dynamometer data for the engine configurations referenced in your letter. The primary method for setting the weight and restrictors for engines is dynamometer data. With this data, the FSRAC can make evidence based recommendations to the CRB.

### **2. #23613 (Ivan Bellarosa) Request Classify the Aprilia Engine for Wolf GB08 Thunder in P2**

Thank you for your letter. The CRB does not recommend this change because the car's carbon fiber chassis is outside the P2 class philosophy. The Wolf GB08 Thunder-Aprilia V4 may be raced in the P1 class provided that it complies with the specifications of the applicable P1 Engine Table line and meets all other requirements of the P1 rules, including the bodywork provisions in GCR Section 9.1.8.C.C.

## **GCR**

### **1. #23237 (DeWitt Payne) Eliminate the White Flag for the First Lap of Any Session**

SCCA thanks you for your long term service in the F&C specialty. The CRB reviewed your suggestion and feels the current flag rules are still appropriate as written.

### **2. #23264 (Kyle Disque) 115/120 Percent Rule**

Thank you for your letter. The CRB feels that the Chief Steward and the Race Director should still have the discretion on when to apply the 115/120% rule. The responsibility for when to enforce the minimum speed rule will remain with the Chief Steward and the Race Director who are on duty during the event.

### **3. #23288 (C.W. Armbrust) Revised Definitions Re: #20619 September Fastrack - GCR 6.1.1.B**

Thank you for your letter. The CRB thanks the NE Division F&C for their thorough review of the 2018 Yellow Flag Rules changes. After reviewing the suggestions the CRB has determined that there is no need to change the approved language.

## **EP**

### **1. #23544 (Joe Boruch) Request for Honda S2000 Weight Reduction**

Based on the limited competition history of this car, there appears to be no reason to adjust this car to make it competitive in EP.

### **2. #23664 (Dave Kavitski) CRB Response to 23170 Unacceptable**

Particularly in EP, one of the challenges is that given the wide range of displacements and weights, one type of car makes its lap times on the straights and another makes its lap times in the corners. This has been particularly evident at some of the tracks with longer straights- Road America and Indianapolis to name just two recent Runoffs venues. However, based on race results, it is clear that the better handling cars can be competitive in race conditions as well as in qualifying "clear track" conditions at such tracks. Two different Miatas qualified this year on the front row in EP at the Runoffs. Although both were passed by higher horsepower cars on the start, one of those Miatas was able to make it into first place before being damaged in a racing accident. The differences in EP cars makes racing in that class something more than a straightforward competition between very similar cars. However to date the higher horsepower cars have not been dominant and slowing the Porsches or BMWs down will arguably place them at a competitive disadvantage.

## **FP**

1. #23429 (Charlie Clark) 1979-1985 Mazda 12A RX 7

Thank you for your letter. Based on the performance history of this car over the years and the current specifications for this car, it is competitive as classed. There is no need to move this car to FP to restore its ability to compete.

2. #23507 (Norm Murdock) Addendum To Letter #23159 - F Production Spec Line Change Request

There is no question that the track dimensions for this car make it one of the narrower cars in FP. However, the track adjustment formula is applied equally to all cars in the production classes.

## HP

1. #23610 (Brian Linn) Request to Balance Performance - Yaris

Thank you for your request. The critical issue is to look at the performance of the car as compared to other cars in class. The Yaris is currently competitive in HP but not overly competitive. The CRB will continue to monitor the class.

## SM

1. #22593 (David Wheeler) Clarify Molding Rule

Thank you for your letter. The rules are adequate as written.

2. #22803 (John Hall) Cylinder Head Rule Change

Thank you for your letter. The rule is adequate as written. Those heads would not be compliant in SM.

3. #23528 (Nick Leverone) Restrict 01-05 VVT

Thank you for your letter. The parity in this class is very good. The CRB will continue to monitor the class.

4. #23571 (John Adamczyk) Clarification Needed for December Sway Bar Change

Thank you for your letter. The rules are adequate as written.

## STU

1. #23653 (John Weisberg) Request Alternate Vehicle and Engine Requirements in Table A

Thank you for your request. The CRB does not recommend alternate non OEM intake manifolds in Super Touring.

## T1

1. #22858 (Eric Thompson) Celica All-Trac Performance Increase

Thank you for your letter. Your request to run a 2.3L is already permitted. The request to run an alternate turbo is already permitted. The 46mm TIR is capable of 400+ horsepower in the current configuration. Your request to remove the TIR and increase the weight is not recommended.

2. #22944 (John Buttermore) T1 Limited Prep

Thank you for your letter. The CRB does not recommend this change for 2018.

3. #23088 (John Buttermore) Touring Class LP philosophy

Thank you for your letter. This change is not recommended for 2018. The change to allow headers on T1-LP cars was approved for 2017 and T-1 LP competitors have already added headers to their cars and performance considerations already take this into considerations.

4. #23589 (Mitch Marvosh) Request an Alternate Nose for 04-09 Corvette

Thank you for your request. The CRB does not recommend this and it is against class philosophy at this time.

5. #23624 (CJ Moses) Request a Restrictor Adjustment for the 03-06 Viper

Thank you for your request. The CRB does not recommend this change.

#### **T4**

1. #23566 (Dan Wiegandt) Request to Remove Restrictor Plates for the Acura/Honda  
Thank you for your letter. Recent changes in T4 have been made. The CRB will continue to monitor the class. Please reference the December 2017 and January 2018 Fastrack.

2. #23567 (Dan Wiegandt) Request Weight Reduction for the MX5  
Thank you for your letter. Recent changes in T4 have been made. The CRB will continue to monitor the class. Please reference the December 2017 and January 2018 Fastrack.

3. #23583 (Dan Wiegandt) Request to Provide Help the Hondas  
Thank you for your letter. Recent changes in T4 have been made. The CRB will continue to monitor the class. Please reference the December 2017 and January 2018 Fastrack.

#### **Recommended Items for 2018**

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at [www.clubracingboard.com](http://www.clubracingboard.com).

#### **FF**

1. #23681 (Steve Bamford) Request Weight Reduction to Euro Spec Card  
Change the Alternate Vehicle Allowance as follows:  
Car must comply with published English FF regulations (Formula Ford 1600 – Formula Ford Championship of Great Britain: Dated 01/01/2010; Version 1) Article 3 (Bodywork & Dimensions) *except that (effective 07/01/2018) bodywork, rear spoiler(s) and any attached components except for suspension components shall not exceed a maximum width of 95cm (37.40 inches) as per 9.1.1.B.4.c;* Article 13 (Cockpit); Article 15 (Safety Structure); and Appendix A excepting Wheel width, and ground clearance *and (effective 07/01/2018) maximum width as per 9.1.1.B.4.c.* Allowed Engines: 1600cc Ford Kent or 1500cc Honda per SCCA rules. Tires, wheels, transmission, weight and all other items not specifically governed by the aforementioned English rules must comply with current SCCA FF rules. Competitors must have the English FF rules in their possession and present same upon request.

Change 9.1.1.B.20 as follows: 20. Weight A. Formula F

1. Ford Cortina Engine: 1060 lbs.

2. Ford Kent and Honda Fit Engines: 1110 lbs.

3. Cars complying with the English FF rules under the Alternative Allowance Table which exceed the maximum allowable SCCA body width of 95cm add 25lbs. *Effective 07/01/2018 all FF cars shall be required to meet the maximum allowed width as described in 9.1.1.B.4.c.; at such time this provision (3) shall become null and void.*

#### **GCR**

1. #22578 (GCR Committee) Establish a Medical Review Board  
Change 2.5:

#### **2.5. EXECUTIVE STEWARD DRIVER AND OFFICIAL REVIEW**

A Divisional Executive Steward may convene a Review Committee in compliance with Section 2.6 to review a driver or official's conduct, car legality, competition record, and/or other matters, *including driver medical condition.* The Review Committee may invoke penalties as specified in Section 7, suspend or change the grade of any license, and/or return a driver to an

SCCA Drivers' School. The driver or official has the right to appeal the decision of the Review Committee to the Court of Appeals, as specified in Section 8.4.

The CRB recommends this be effective 3/1/2018.

## **GT2**

### **1. #23573 (James Goughary) Request for Aero Spec Changes**

Thank you for your letter. The CRB recommends these changes be effective 3/1/2018. Make the following changes to the GCR:

Modify 9.1.2.F.7.b.12: 12. A spoiler may be fitted to the front of the car. It shall not protrude beyond the overall outline of the car as viewed from above except as follows:

~~•GT2: a front splitter may extend up to 3 inches.~~

Modify 9.1.2.F.7.b.13: 13. A spoiler or a Club Racing specified rear wing for ~~GT2 and~~ GT3 may be fitted to the rear of the car. Note: OEM rear spoilers and wings are not permitted unless specifically listed on the vehicle's specification line. If a spoiler is used, it shall be contiguous with the bodywork and shall comply with the following:

A. Height (max): six (6.0) inches (GT-~~2 &~~ 3) or five (5.0) inches (GT-Lite) measured from the bodywork along the face of the spoiler from the point of attachment to the top of the spoiler. In the case of a spoiler with a curved top edge conforming to the shape of the bodywork (rearview), the measurement is to be made perpendicular to the tangent of the body at the point of attachment. In the case of a spoiler mounted with a vertical mounting flange on the bodywork, the measurement shall be made ignoring any slight amount of mounting flanges (see below) exposed due to the curvature of the rear bodywork at the point of attachment.

If a Club Racing specified wing is used (~~GT2 and~~ GT3 only), it shall comply with the following:

E. A single element, single plane airfoil scaled to a chord length of 10.75 inches. A maximum 0.50 inch Gurney tab is allowed at the trailing edge of the wing element. The tab must be mounted 90 degrees to the upper wing surface. No air may pass between the tab and the wing. The wing end plates must fit within a rectangle measuring 11.00 inches long by 4.00 inches tall. No portion of the wing element or tab may extend beyond the perimeter of the endplate. The endplates must be mounted parallel to the vehicle centerline, and must be perpendicular to the ground. Endplates must be flat, with no curvature or Gurney tabs.

~~–GT2: The maximum width of the entire wing assembly (wing element, endplates, Gurney tab, and mounting hardware) is 68.00 inches, but no wider than the rear body width including fender flares.~~

#### F. Wing mounting

~~GT2 and~~ GT3: The entire wing assembly must be mounted below the highest point of the roof or roll cage main hoop whichever is higher measured at the highest point.

~~–GT2 and~~ GT3: The trailing edge of the wing assembly must be located within an area not forward of 6" forward of the rear most bodywork and not rearward of the rearmost bodywork. The rearmost bodywork is to be measured at the vehicle centerline.

Add 9.1.2.F.7.b.16.: **16. 2018 GT2 Aerodynamics:**

#### **1. Front Air Dam**

***a. A front spoiler/air dam may be added. It shall not protrude beyond the overall outline of the body when***

*viewed from above perpendicular to the ground, or aft of the forward most part of the front fender opening.*

*b. The spoiler/air dam shall be mounted to the body, and may extend no higher than four (4) inches above the horizontal centerline of the front wheel hubs. The air dam shall have no support or reinforcement extending aft of the forward most part of the front fender wheel opening.*

*c. The minimum ride height of the air dam is 2.0 inches.*

*d. Openings are permitted for the purposes of ducting air to the brakes, cooler(s), and radiator(s).*

## *2. Undertray*

*a. An undertray may be added. The undertray may close out the underbody from the leading edge of the approved bodywork (including air dam) back to the centerline of the front axle.*

*b. The minimum ride height of the undertray is 2.0 inches.*

## *3. Splitter*

*a. Definition: A horizontal, single-plane aerodynamic device attached to the lower front of the vehicle, protruding forward. It is intended to divert air and produce downforce through vertical pressure differential. A splitter shall have no vertical deviations.*

*b. A front splitter may be added. A maximum of 4 rods or cables may be used to support the front and/or sides of the splitter. No other material(s) may be used external to the body to support the splitter.*

*c. The front splitter must not extend more than 5.0 inches past the forward most surface of the original or approved bodywork as viewed from above for the entire profile of the splitter.*

*d. No part of the splitter shall extend laterally any further than the widest point of the outside sidewall of the front tires with the wheels pointed straight ahead.*

*e. The splitter may have vertical deviations, fences, etc., only if they are part of the production bodywork for street use.*

*f. The minimum ride height of the front splitter is 2.0 inches.*

## *4. Rear Wing*

*a. The wing shall be mounted to the trunk/deck lid with 2 mounting brackets. Each mounting bracket shall attach to the wing at a point that is at least 2.0 inches inboard of endplates. The wing, and the portion of the mounting brackets located externally to the trunk/deck lid, may only be reinforced by a diagonal strut having no aerodynamic effect, and/or by affixing the external parts of the brackets to internal parts of the brackets within the trunk/cargo area. The internal parts of the brackets may protrude through the trunk/deck lid to allow the two parts of each bracket to be fastened together.*

*b. Rear Wing: Wings shall be a single element with a maximum chord length of 12.00 inches, including any wicker.*

*c. The entire wing assembly may be no wider than the widest part of the car, not including fender flares/lips and mirrors, or a maximum width of 72.0 inches, whichever is the lesser.*

*d. The entire rear wing assembly, including the end plates and any wicker, shall be mounted*

level with, or below, the peak of the roof.

e. The trailing edge of the rear wing may be mounted no further rearward than the center of the rearmost part of the approved bodywork.

f. Wing end plates must not exceed 144.0 square inches each.

5. Canards or dive planes are permitted up to 50 square inches (per canard) and two per side (max4). Side fences permitted at a maximum of 0.75" from the canard surface.

6. Flat underbody panels are permitted. Underbody panels may start 12" behind the front wheel openings. A minimum engine opening of 12" front to back and 14" side to side must remain open.

7. An underbody close-out panel(s) may be used in the area behind the rear axle. These panels shall not alter the external appearance of the car when looking from the rear and sides of the car (i.e. we want to have to have to lay on the ground to see them). If the production car uses underbody trim pieces, the OEM trim pieces may be removed or replaced, but any close-out panel(s) used may not visually hide any more of the mechanical components, when looking from the rear and sides of the car, than the OEM trim pieces do. The close-out panels shall not completely bridge the gap between the rear floor pan area and the rear axle centerline. On rear engine cars, any close-out panels shall not extend any further forward than the rear axle centerline. Cars with a fuel cell, engine, etc. that extend down into external visual range shall fit the close-out panel(s) around the component in such a way that it does not alter the external appearance of the car.

### **Recommended Item for 2019**

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Club Racing Board. It is the BoD's policy to withhold voting on a rules change until there has been input from the membership on the presented rules. Member input is suggested and encouraged. Please send your comments via the form at [www.clubracingboard.com](http://www.clubracingboard.com).

#### **FV**

1. #22456 (Formula/Sports Racing Committee) Disc Brakes in FV - Member Survey  
At the recommendation of the FV ad hoc committee, the CRB recommends the option of disc brakes in FV.

Add the following:

*9.1.1.4.D. Front and/or rear brake drums and backing plate assemblies may be replaced with a disc brake conversion assembly as an option. The front spindle/steering knuckle, rear axle, axle tube, bearing housing and bearing retainer/seal assembly must remain per GCR part 9.1.1. A spacer plate or a portion of the rear caliper support may be fitted beneath the bearing retainer to replace the backing plate dimension. Any ferrous alloy, unvented rotor may be used, but must have a maximum diameter of 11.75 in. and a minimum thickness of 0.20 in. The otherwise smooth rotor may have a maximum of three pad cleaning grooves per side. Any ferrous or aluminum alloy caliper and caliper support may be used. The caliper must have no more than four pistons and weigh a minimum of 1.65 lbs. Brake pads are free. Any hub assembly may be used as long as it can be fitted with part 9.1.1. wheels.*

### **Taken Care Of**

#### **AS**

1. #23302 (Aaron Bailey) Do Not Remove R1-S As Eligible Tire for 2018  
Thank you for your letter. Please see the response to letter #23597, January 2018 Fastrack Minutes.

2. #23335 (Howard Imhof) Member Advisory AS  
Thank you for your letter. Please see the response to letter #23656.

3. #23428 (Patrick Madden) Tire Rule Change  
Thank you for your letter. Please see the response to letter #23597, January 2018 Fastrack Minutes.

4. #23458 (Peter Calhoun) American Sedan Tires  
Thank you for your letter. Please see the response to letter #23597, January 2018 Fastrack Minutes.

## **FV**

1. #23697 (Mike Schiffer) Opposes Disc Brake in FV Reference Letter #22456  
Thank you for your letter. Please see the response to Letter #22456, October 2017 Fastrack Minutes, which the Board of Directors approved as recommended in November 2017.

## **GT2**

1. #22473 (Steven Pounds) Clarification to Letter #22462  
Thank you for your letter. Please see the response to letter #22462, Technical Bulletin.

## **HP**

1. #23280 (Bryan Floyd) Supports #23082 Alternate Carbs  
Thank you for your letter. Please see the response to letter #23082, December 2017 Fastrack Minutes.

2. #23588 (Darryl Saylor) Request to Lower Weight on the 1098 Spridget  
Thank you for your request. Please see the response to letter #23541, Technical Bulletin.

3. #23651 (Jason Stine) Request for Parity in HP  
Thank you for your request. Please see the response to letter #23610.

## **T1**

1. #21829 (Charlie Hayes) Alternate Turbos for Mx-5  
Thank you for your letter. Please see the response to letter #23221, Technical Bulletin.

2. #22445 (Charlie Hayes) Allow any alternate Turbo for NC MX-5 (06-15)  
Thank you for your letter. Please see the response to letter #23221, Technical Bulletin.

3. #22907 (Joe Aquilante) Add July Dailey Dry Sump to LP Corvettes  
Thank you for your letter. Please see the response to letter #22075, July 2017 Fastrack Minutes. This was approved for 2018.

4. #23006 (Charlie Hayes) NC Mazda MX5 Turbo  
Thank you for your letter. Please see the response to letter #23221, Technical Bulletin.

## **T2**

1. #23219 (Roger Eagleton) Request to Allow OEM Brake Calipers from Shelby GT500  
Thank you for your request. Please see the response to letter #23578, Technical Bulletin.

2. #23220 (Roger Eagleton) Request to Allow Alternative Wheel for SMG  
Thank you for your request. Please see the response to letter #23578, Technical Bulletin.

3. #23222 (Roger Eagleton) Request for Clarification to Rules in SMG  
Thank you for your request. Please see the response to letter #23578, Technical Bulletin.

4. #23223 (Roger Eagleton) Request to Allow Use of Stock Hood With Louvers

Thank you for your request. Please see the response to letter #23578, Technical Bulletin.

#### **T4**

1. #23564 (Dan Wiegandt) Request to Add Weight to the Scion FRS/Subaru BRZ  
Thank you for your letter. Changes have been recommended to T-4 for 2018. Please see the response to letter #23191, November 2017 Fastrack.

2. #23565 (Dan Wiegandt) Request to Reduce Tire Size for the Scion FRS/Subaru BRZ  
Thank you for your request. Changes have been recommended to T-4 for 2018. Please see the response to letter #23191, November 2017 Fastrack.

3. #23592 (Kevin Fryer) Request an Alternate MX-5 Rear Hub  
Thank you for your letter. Please see the response to letter #23276, January 2018 Fastrack Technical Bulletin.

#### **What Do You Think**

None.

#### **RESUMES**

1. #22876 (Marc Cefalo) Resume for Spec Miata Advisory Committee  
Thank you for your resume. It will be kept on file.

2. #22878 (Blake Clements) Resume for Spec Miata Advisory Committee  
Thank you for submitting your resume. It will be kept on file.

3. #23382 (Bill Trainer) Advisory Committee  
Thank you for submitting your resume. Bill Trainer has been added to the Production Advisory Committee.

4. #23440 (Robert Wright) Resume for FSRAC  
Thank you for your resume. At this time all positions on the FSRAC are filled, but the CRB will keep your resume on file for future openings.

5. #23532 (Jesse Prather) Resume for Committee  
Thank you for submitting your resume. Jesse Prather has been added to the Production Advisory Committee.

6. #23543 (Curtis Wood) Resume Submission for Production Advisory Committee  
Thank you for submitting your resume. It will be kept on file.

## CLUB RACING TECH BULLETIN

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.

### 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~~ 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"

<https://www.crbscca.com/uploadedFiles/language/Revision of P1 Engine Table Line E.docx>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				Bore x Stroke			Head/ PN & Mat'l		Carb. No. & Type		Track (F/R) mm/ (in.)
<i>Mini Cooper</i>	<i>2</i>		<i>4 Cyl.</i>				<i>Alum</i>	<i>(I) 1.19" (E) .92"</i>	<i>Fuel</i>	<i>97.1"</i>	

HP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/ (in.))	Brakes Alt.: mm/ (in.)	Notes:
<i>Mini Cooper</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:

<b>T2</b>	<b>Bore x Stroke(mm)/ Disp. (cc)</b>	<b>Wheel-base (mm)</b>	<b>Max Wheel Size (inch)</b>	<b>Tire Size (max)</b>	<b>Gear Ratios</b>	<b>Final Drive</b>	<b>Brakes (mm)</b>	<b>Weight (lbs)</b>	<b>Notes:</b>
<i>Ford Mustang Ecoboost 2.3 (2015+)</i>	<i>87.55 mm x 94 mm / 2300 cc</i>	<i>2717</i>	<i>18x11</i>	<i>295</i>	<i>4.236, 2.538, 1.665, 1.238, 1.0, 0.704</i>	<i>3.31, 3.55, 3.73</i>	<i>(F) 355 (R) 330</i>	<i>3500</i>	<i>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.</i>

### 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 / 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.

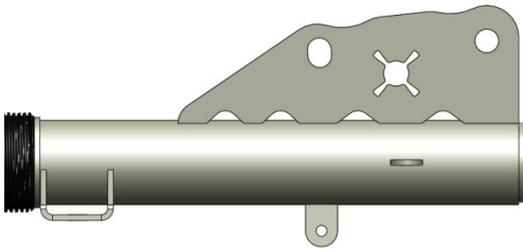


Figure 1: SMG Strut housing with Slotted Upper Hole.  
(Note: JRi housings have the slot on the bottom hole)

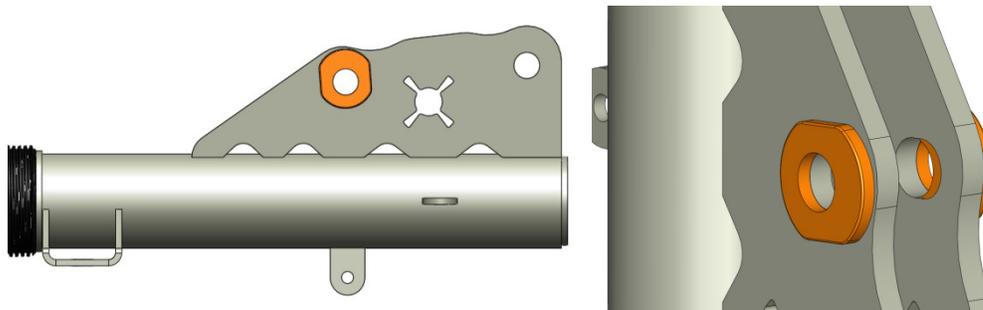


Figure 2: SMG Strut Housing with Camber Slug Installed.  
**REAR:**

- (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](mailto: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 9.3.45~~4~~ 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

## QUICK LINKS

The following items have been removed from regular inclusion in Fastrack News and can be found on SCCA's website at the following links:

### RALLY

Forms:

<http://www.scca.com/downloads/>

RallyCross Rulebook:

<http://www.scca.com/pages/rallycross-cars-and-rules>

Road Rally Rulebook:

<http://www.scca.com/pages/roadrally-rules>

### ROAD RACING

SCCA National Championship Runoffs:

<http://www.scca.com/runoffs>

Accredited Driver Licensing Schools:

<http://www.scca.com/pages/driver-s-school-w-table>

Forms:

<http://www.scca.com/downloads/>

Technical Forms:

<http://www.scca.com/pages/cars-and-rules>

General Competition Rules (GCR):

<http://www.scca.com/pages/cars-and-rules>

### SOLO

Tire Rack SCCA Solo National Championships:

<http://www.scca.com/solonats>

Forms:

<http://www.scca.com/downloads/>

Rulebook:

<http://www.scca.com/pages/solo-cars-and-rules>

### SCCA NATIONAL CONVENTION

Event page: <https://www.scca.com/convention>

### EVENT CALENDAR:

SCCA Events:

<http://www.scca.com/events/>