

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.

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.

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: ~~4175~~ *1075*

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

Notes: "May run ~~38mm flat plate intake~~ *without inlet* restrictor at ~~4075~~ *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:

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:
<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.

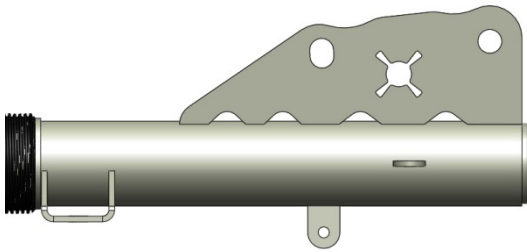


Figure 1: SMG Strut housing with Slotted Upper Hole.
(Note: JRi housings have the slot on the bottom hole)

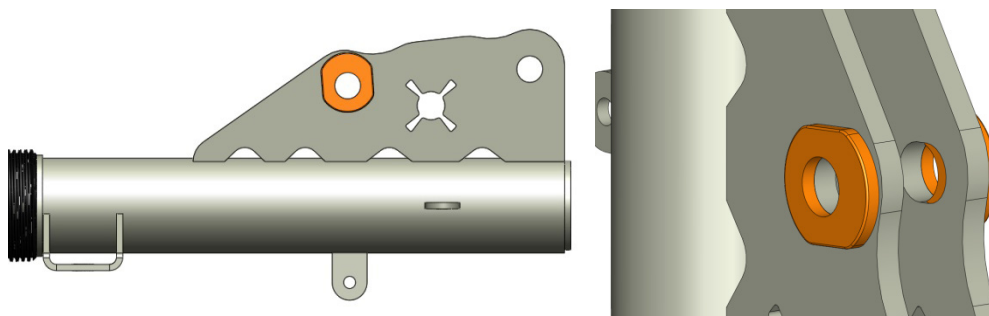


Figure 2: SMG Strut Housing with Camber Slug Installed.

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

- ~~(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