

Recommended Items for 2018

The following are proposed rule changes made by the Club Racing Board. These items will be presented to the Board of Directors for approval at their next meeting. Comments, both for and against, should be sent to the Club Racing Board via <http://www.crbcca.com> or www.clubracingboard.com. If approved, these rule changes will become effective 1/1/2018. The letter number, Fastrack month, author, and title precede each proposed rule.

AS

1. #22838 (December Fastrack - Kevin Fandozzi) AS Restricted Prep Feedback
Thank you for your feedback. 9.1.6.D.1.I.2.a. allows for factory equivalent clutch pressure plate and disc.

Add to the Specification Line Notes for the Chevrolet/Pontiac Camaro and Firebird (both 93-97 and 98-02): *Upgraded synchros permitted.*

B-Spec

1. #22592 (December Fastrack - John Bauer) Clarify Tire/Wheel Size
Change section 9.1.10.E.8 to reflect the following:

8. Wheels: Required ~~minimum~~ wheel/rim diameter is fifteen inches (15"). Maximum wheel/rim width is seven inches (7"). Minimum Wheel/rim weight shall be 13 lbs. All wheels shall be one-piece metal castings or metal two piece welded. All four wheels must be the same dimensional offset. Aftermarket wheel studs and/or wheel bolts are allowed. Wheel bolts may be replaced with studs and nuts. Wheel spacers are allowed, the same thickness spacer must be used on all four corners.

2. #23007 (December Fastrack - Darren Seltzer) Update Tire Requirement in 9.3.44
Add B Spec to the section 9.3.44 Tire Rule

9.3.44. TIRES

Tires shall be 124 ("U") mph rated or better unless otherwise specified or controlled. In the Improved Touring, Super Touring, American Sedan, Spec Miata, *B-Spec*, and Touring categories, any U rated, or better, DOT approved tire *are is* required. Re-grooving of tires by any method once the tire has left the manufacturer is not permitted. Recapped, or re-grooved tires are not allowed. Tire size is unrestricted unless otherwise stated. The only modifications allowed to tires are having treads "shaved" or "trued."

P1

1. #22959 (December Fastrack - Formula/Sports Racing Committee) Remove 9.1.8.C.B.4 and P1 Engine Table Line J
9.1.8.C.B.3 permits two-seat cars to compete in the P1 class subject to certain restrictions within the P1 rules. At the time the P1 rules were developed, the true performance level of the Group CN car was unknown and because of the cockpit and

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underbody configuration it was expected to be inferior to the performance level of single-seat P1 cars, so specific allowances were made for the CN car within the P1 rules. On-track performance demonstrates that current CN cars have no deficiencies when compared to other P1 cars. The CRB therefore recommends that Group CN cars be required to run without separate restrictions and allowances consistent with the general provisions for two-seat cars in the current P1 rules.

Remove 9.1.8.C.B.4 in its entirety. Remove Line J of the P1 Engine Table in its entirety and change lettering of the below lines in the Table.

P2

1. #22694 (December Fastrack - Paul Decker) Request to Allow Dual Element Rear Wings in P2

Effective 1/1/18, in P2 Table 1 (Spec Line Cars), AMAC, Asteck, Cheetah, Decker, Fox, LeGrand, and converted F5 cars spec line, make the following changes:

Notes: "Minimum width 55 inches. Must meet all P2 requirements except the following: Wings up to 16.5in cord *of* single or *dual* element ~~only~~; unrestricted end plate on end mounted wings. Converted F5 cars must meet all P2 non-spec line requirements except Minimum width is 55 inches."

Effective 1/1/18, in P2 Table 1 (Spec Line Cars), AMAC-AM5, Fox-2 Seater, Zephyrus, Decker 1/2 spec line, make the following changes:

Notes: "Minimum width 55 inches. Must meet all P2 requirements except the following: Wings up to 16.5in cord *of* single or *dual* element ~~only~~; unrestricted end plate on end mounted wings.

Decker 1/2: minimum width 52 inches."

HP

1. #23081 (December Fastrack - Steve Sargis) Level 1/2 1500 Spitfire in HP
Thank you for your letter. In HP, Triumph Spitfire Mk. III & IV, prep level 1/2, make the following changes:

Triumph Spitfire Mk. III & IV *1500*

Valves: *1500: (I) 1.44" (E) 1.17"*

Track: *Mk.IV and 1500 rear track: 54.6"*

Notes: *1500- alternate intake manifold- Pierce #J15-1952 allowed.*

Prod

1. #23082 (December Fastrack - Steve Sargis) Alternate Carburetors in the Note Section of Specification Line

In GCR section 9.1.5.E.1.b.1 and 9.1.5.E.2.b.1., add the following paragraph at the end of the subpart:

If the specification line for a car references auto-type carburetor(s), permitted carburetors are:

1. *Weber*
2. *Solex*
3. *SK*
4. *Mikuni*
5. *Delorto*
6. *Berg*
7. *PMO*
8. *EMPI*
9. *Zenith*
10. *Stromberg*
11. *SU*
12. *Rochester*

SM

1. #21821 (December Fastrack - Marc Cefalo) Clarification Needed on Alternate Sway Bar Allowed for 94-97 cars

Thank you for your letter. Change 9.1.7.C.3.a.4.:

K-SPEC-M5-SUS8 or may use adjustable 24 mm front bar from Eibach kit 0000-04-5302-EB.

Eibach kit - front/rear bars 0000-04-5303-EB

Front 27mm non-Adjustable

Rear 15mm Adjustable

-or- Eibach kit - front / rear bars 0000-04-5305-EB / Eibach 5515.320

Front 24mm Adjustable

Rear 15mm Adjustable

2. #21854 (December Fastrack - John Bauer) Shock Spec Data Review

Add to 9.1.7.C.3.a.1.:

1. Shocks (including internals) must be as delivered by Bilstein/Mazda. No modifications to the compression and/or rebound forces are allowed.

3. #22615 (December Fastrack - John Bauer) Fog Light Removal

Add to GCR to reflect common practice:

9.1.7.C.6.k: (body/structure addition) *k. Fog lamps may be removed. If fog lamps are removed, lamp openings in the front fascia must be blocked to not allow air flow through the opening. Any means of blocking air flow shall not serve any other purpose.*

STL

1. #22464 (December Fastrack - Richard Pannell) Allow All Turbo 13B Engines With Turbo Removed

Change 9.1.4.2 B.

Forced induction is not permitted in STL. Forced induction engines, ~~2.0 liters and under~~, may be approved to remove turbo/super chargers on a case by case basis. Engine must comply with all STL regulations.

Change Table A

Mazda 13B Add to Notes: *Turbo 13B engines may be used with turbo(s) removed. Must use intake from non turbo 13B.*

T2

1. #23174 (December Fastrack - CJ Moses) Cold Air Intake for Evo 8/9 Specification Line

Thank you for your request. In T2:

Mitsubishi Lancer Evo 8/9 / RS / GSR / MR (03-06)

Add to notes: *Buschur Racing Part# EVO-31023 permitted.*

T3

1. #23094 (December Fastrack - Eric Heinrich) Alternate OEM Brake Caliper Allowance for T3 Audi S4/S5

Thank you for your request. In T3:

Audi S4 (12-14)

Audi S5 (13-14)

Add to notes: *Q5 OEM brake calipers, part #8R0615107G and 8R0615108G permitted.*

2. #23180 (December Fastrack - Timothy Wise) Spec Line in T3 for the 2006-2015 'NC' Mazda MX-5

Thank you for your request. In T3:

Mazda MX-5 NC (06-15)

Add to notes:

2009-2012 Mazda RX8 front hubs allowed. Mazdaspeed MX-5 Roof permitted #0000-07-5901-CC or #0000-07-5901 (discontinued DG Motorsports). MS-R option permitted. Suspension package permitted that includes the following parts: front springs #0000-04-9700-08, rear springs #0000-04-9400-07, helper springs #0000-04-HLPR-EB, F/R sway bar kit #GRM5-8MD16, front end links #0000-04-5499, rear end links #0000-04-5498.

Recommended Items for 2017

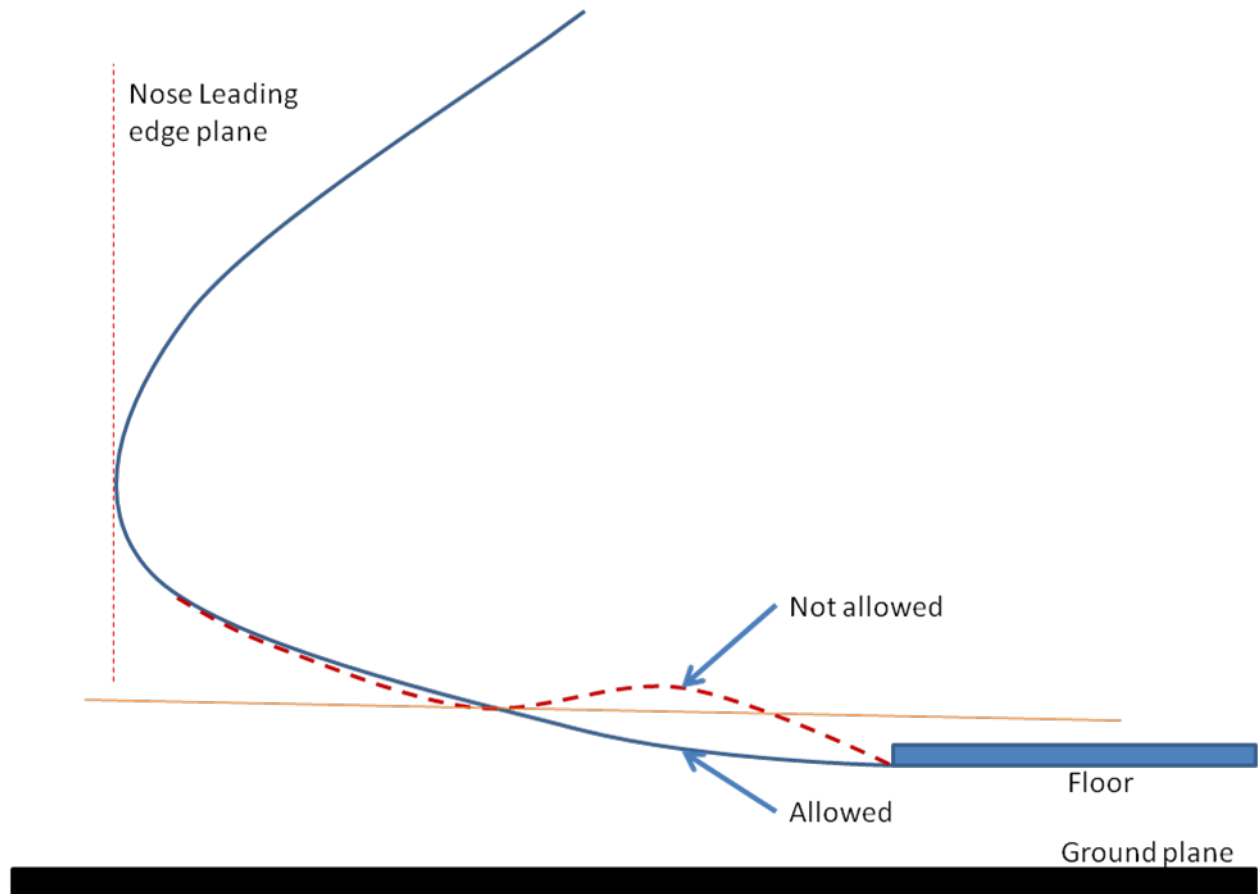
The below item was approved by the Board of Directions at the Convention in January. Each letter has an effective date.

F500

1. #20704 (Jack Walbran) F500 Ad Hoc Committee Report: Survey and Recommendations.

Thank you for your letter. The CRB recommends adding the following restrictions on noses in F5. The CRB recommends this rule be effective **3/1/17**.

In GCR section 9.1.1.D.9.f., add the following language and illustration: "It is not permitted to duct air through any part of the bodywork for the purpose of providing aerodynamic downforce on the car. It is not permitted to duct any air through the downward facing surface of the nose of the car *extending to the front axle* or through the lower surface of the car between the front and rear axles. *The surface of the nose – facing the ground plane aft of the nose leading edge plane – along its entire length at or before and extending to the level of floor of the car at or forward of the front axle, must be either parallel to or convex, as compared to the ground. (see illustration)*



FV

1. #19972 (January Fastrack - Gary Kittell) Valve Seat Repair/Replacement

Thank you for your letter. With the help of the FV Ad Hoc, the CRB recommends allowing increased O.D. and depth of replacement valve seats to help extend the life of the VW heads. The CRB recommends this rule change to be effective **6/1/2017**.

In GCR section 9.1.1.C.5.D.10. make the following changes in the Seat Dimensions Table:

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Intake Max O.D. (inches): ~~1.445~~ **1.495**
Intake Max Depth (inches): ~~0.375~~ **0.395**
Exhaust Max O.D. (inches): ~~1.315~~ **1.365**
Exhaust Max Depth (inches): ~~0.375~~ **0.395**

GCR

1. #20618 (January Fastrack - Jim Rogaski) Chief Steward Powers
The CRB recommends this rule be implemented **3/1/2017**.

The Executive Stewards would like to add the ability of probation to the penalty options available to the Chief Steward. This would bring the list of potential penalties in line with the powers of the Race Director at Majors events.

The Executives would like to restrict the length of probation a Chief Steward can assign to a maximum of 3 race weekends. Any longer probation period would be handled through the RFA process and would go to the SOMs for a decision.

Since the Chief Steward probation would be done with a CSA, it was agreed that no driver license points would be assessed. If it was felt that points should be assessed, then the RFA process should be used.

The reasoning is that at times it is necessary to get a driver's attention, but not have to put them through the full blown RFA process of interviews, witnesses, written statements, etc.

Add 5.12.3.C.11: ***11. Impose up to a three race weekend probation.***

SM

1. #19597 (January Fastrack - Spec Miata Committee) VIN Codes vs. Model Year
The CRB recommends this rule change be implemented **6/1/2017**.

Change 9.1.7A: A. PURPOSE AND INTENT

The Spec Miata (SM) class is intended to provide the membership with the opportunity to compete in low cost, production-based cars with limited modifications, suitable for racing competition. The rules are intentionally designed to be more open than the Showroom Stock class but more restricted than the Improved Touring class.

The ***original OEM*** vehicle identification number (VIN) ***stamped on the firewall*** shall correspond with the model year automobile classified. VIN plates or stampings shall remain in place, ***with the firewall VIN taking precedence.***

~~There must be at least one VIN plate or stamping on the dashboard or chassis that corresponds with the model year automobile classified.~~

T2

1. #21108 (January Fastrack - Club Racing Board) SMG Rules for 2017

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The CRB recommends changes to the SMG rules for 2017. The CRB recommends this rule change become effective **3/1/17**.

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

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

e) **Allowed Interior Modifications:**

- (1) ~~Strip and/or 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 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.

f) 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).
- (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 cars ~~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**.

g) 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.

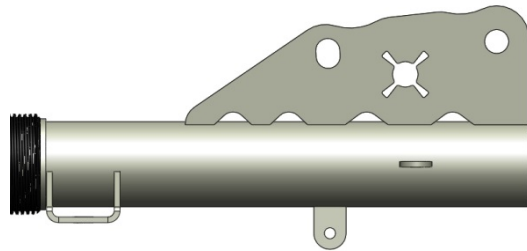


Figure 1: SMG Strut housing with Slotted Upper Hole.
 (Note: JRi housings have the slot on the bottom hole)

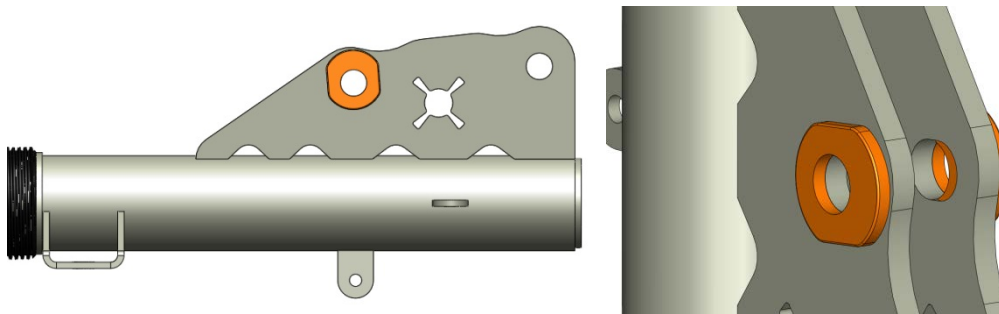


Figure 2: SMG Strut Housing with Camber Slug Installed.

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).

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- (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

h) 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.

i) Transmission/Differential:

- (1) Stock transmissions: 5 speed to run with 3.73 ratio rear end. ~~All SMC cars will be 5 speed/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

j) **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~~

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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.
- (2) Wheels for practice and rain conditions are free; they must all be the same size.
- (3) ~~Tires: The spec tire for SMG is the BF Goodrich R1-S size P285/30ZR18.~~
SMG cars competing in Touring Category may run any tire that meets 9.3.45⁴ and that meets the size specified by the SMG rules (*max tire size 295, aspect ratio open*). *SMG cars competing elsewhere should consult the supplemental regulations for that event for any potential tire specification requirements when running as a regional only SMG class.*
- (4) 0.5" hub-centric wheel spacers are an allowed option in front only.

p) Graphic Requirements:

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

q) Allowed options:

- (1) Tiger racing vented, fiberglass hood
- (2) AIM dash/transponder system
- (3) Oil Cooler - Derafe PN 52508 *or equivalent*

T2-T4

1. #20863 (January Fastrack - Rob Hines) Please Allow Touring Cars to Bump Up to a Higher Class

The CRB recommends this rule change become effective **3/1/2017**.

Add to 9.1.9.2.:

9.1.9.2 TOURING (T2-T4) CATEGORY

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These specifications are presented as an adjunct to your Factory Shop Manual. They are not meant to supersede the information that is in your manual that legitimately applies to your make, model, and year of car, with the exception of the following items. TIRE SIZES, RIM WIDTHS, SPRINGS, SWAY BAR(S), AND PERFORMANCE EQUIPMENT. In the case of the foregoing exceptions, the TCS will have priority. Voids or mistakes that may occur in the TCS do not allow you to change your vehicle to conform to the TCS.

These specifications reflect the best information available at the time of publication. Any error found in this edition will be updated when reliable specifications are available from the factory/factory distributor or other sources recognized by SCCA, Inc.

A model is defined as a unique car configuration which can be identified by means of decoding the Vehicle Identification Number. These Specifications are part of the SCCA General Competition Rules (GCR), and all classified automobiles shall conform with the requirements of GCR Section 9 unless this Category is specifically exempted from said requirements.

Touring car eligibility: Cars are eligible for the class they are listed with a specification line and with the specific allowances permitted. In addition T2-T4 cars may race one class up in touring classes above their specification line class as long as they are a legal T2-T4 car and conform to their specification line allowances as classified.

Recommended Items for 2018

The below item was approved by the Board of Directions at the Convention in January.

GCR

1. #20215 (January Fastrack - Todd Butler) Class Management Changes and 2.5 Rule Elimination

This letter published in the December 2016 Fastrack Minutes has been revised below per the December 2016 Board of Directors Meeting.

~~3.7.3.4.A~~ Invitations to the SCCA Runoffs – Changes Effective ~~4/4/17~~ **1/1/18**

A. Invitations to the SCCA Runoffs

Three distinct paths exist for qualifying for a Runoffs invitation. Invitations are issued to all drivers in *invited* ~~each~~ Runoffs-eligible class based on the following minimum qualifications:

~~3.7.3.4.C~~ Invited Runoffs Classes – Changes Effective ~~4/4/17~~ **1/1/18**

C. Invited Runoffs Classes

Club Racing in consultation with Club Racing Board will determine the number of Runoffs-eligible classes invited to the Runoffs consistent with the event format and venue.

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All Runoffs-eligible classes are invited to the Runoffs.

1. A Runoffs-eligible class with a minimum of 10 qualified drivers entered who have participated in at least one on track session at the current year's Runoffs will name a National Champion.
2. A Runoffs-eligible class with fewer than 10 qualified drivers entered who have participated in at least one on track session at the current year's Runoffs will name a National Champion but subsequently be on probation for the following year's Runoffs. Should a class on probation at the Runoffs fail to have a minimum of 10 qualified drivers enter and participate in at least one on-track session the year it is on probation, that class may run as a supplemental class but will not name a National Champion.
3. Classes may be combined as needed to limit the number of race groups with a preference for combining no more than 2 classes for any race.

9.1.13 Runoffs-Eligible Class Participation Requirements (*changes effective 1/1/18*)

Eliminate the existing GCR Sections 9.1.13 A. B. C. D. and Notes 1 and 2 that contain references to the 2.5 rule. Replace with:

A. Annually, the Club Racing Board shall review participation numbers for Majors and Runoffs classes. Classes that do not maintain sufficient participation numbers will have one year to improve their participation level. If the class does not improve, it will be either incorporated into an existing class or become a Regional only Class. All Runoffs-eligible classes participating in Majors events will not automatically be invited to the Runoffs (See 3.7.4.C Invited Runoffs Classes)

B. A Regional Class (except Improved Touring) may be reviewed by the CRB to become a Runoffs-eligible Class able to participate in Majors.

C. The CRB may recommend creating Runoffs-eligible classes for BoD approval. Runoffs-eligible classes, created under this section, will have at least three years to achieve sufficient participation numbers in Runoffs-eligible races before being consolidated or redefined as a Regional Class.

D. The CRB may designate a Runoffs Demonstration Class that would be eligible for the current Runoffs, only.

~~A. A class retains its Runoffs-eligible status as long as its annual average number of entries achieves 2.5 or higher per Runoffs-eligible race. (This section has been suspended by the Board of Directors until 2015. See the BoD minutes from the October 2013 meeting in the November 2013 Fastrack.)~~

~~B. Should that annual average number of entries fall below 2.5, the class will have one additional year to bring the participation level above the current requirement.~~

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Alternatively, it may be immediately consolidated into an existing class. If the class does not exceed the current average requirement during the grace year, it will either be consolidated into existing classes or become a Regional Class. (This section has been suspended by the Board of Directors until 2015. See the BoD minutes from the October 2013 meeting in the November 2013 Fastrack.)

C. Based on member input, a Regional Class (except Improved Touring) meeting or exceeding the participation requirements outlined in paragraph 9.1.13.A. for 1 year may be reviewed to become a Runoffs-eligible Class.

D. Based on member or manufacturer input, the CRB may recommend creating new Runoffs-eligible classes for BoD approval. Runoffs-eligible classes created under this section have 5 years to achieve an average of 2.5 cars per Runoffs-eligible race before being consolidated or redefined as a Regional Class, according to 9.1.13.B.

Note 1: For the purposes of this section, the term "entries" is defined as drivers classified in the final official race results of Runoffs-eligible races as finishers, did not finish (DNF), did not start (DNS), or disqualified (DQ).

Note 2: Classes such as Improved Touring, Super Production, A Sports Racing, and Formula S (Regional and Optional Regional Classes) have been developed for competitors to race at a Regional level. These classes will not be eligible for National races since they were created with the express understanding that they remain Regional Classes only. There may be other classes added to this philosophy, as we identify classes for our members to race cars that do not fit within our Runoffs-eligible racing program.

*******Recommendations for 2017 and 2018**

The below items were approved for 2017 (as noted in the letter) and 2018 by the Board of Directors in their March 2017 meeting.

SRF

1. #21358 (March Fastrack - Todd Butler) SRF to SRF3

Per agreement between SCCA Enterprises, SCCA Enterprises BoD, SCCA Inc BoD representatives, and CRB, change 9.1.8.2.A.:

9.1.8. Spec Racer Ford (SRF) Specification

2. SPEC RACER FORD 3 (Parallel Class with SRF for 2015-2017)

A. SRF3 DEFINITION It is the intent of the GEN3 conversion to update the current 1.9L SRF drivetrain for class longevity. SRF and SRF3 shall compete side by side, for respective points and championships. ~~At some point, the SRF (1.9 powered cars) may become a regional only GCR class.~~ *Effective 1/1/2018 the SRF (1.9L) will become a regional only GCR class but may enter SCCA Majors and Runoffs races as a SRF3 in full compliance with the SRF (1.9L) rule set.*

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During the 2015-2017 transition the top Divisional finishers earning Runoffs invitations shall be as follows:

- Top 5 SRF/Top 3 SRF3 for 2015
- Top 5 SRF/Top 5 SRF3 for 2016
- Top 3 SRF/Top 5 SRF3 for 2017.

There is no expectation of separate run groups for SRF/SRF3 at Majors or 2015, 2016, 2017 Runoffs Cars must be converted per "SCCA Enterprises Conversion Manual" and it shall be used a reference standard for converted cars. SRF3 cars must comply with all current SRF rules and regulations in 9.1.8.C.1. except as follows

GCR

1. #21257 (March Fastrack - Greg Amy) GCR 9.3.18 and RM 16-08

Thank you for your letter. Add to 9.3.18.E.1.: *SFI labels, with expiration dates, expire on December 31st of the labeled expiration date.*

2. #21635 (April Fastrack - GCR Committee) Small Events Alternate Stewarding Model

NOTE: This letter was approved by the Board of Directors in March 2017 for immediate implementation.

Effective immediately, add a new appendix to the GCR as follows:

APPENDIX O. SMALL REGIONAL EVENT STEWARD MODEL

This section is intended to provide Regions with an alternate Steward model for small Regional and Drivers' School events. Its intent is to reduce the required number of Race Officials and streamline some of the processes and procedures required at larger events. Unless specifically listed below all other sections of the GCR shall apply.

1. EVENTS

This model may be used to conduct small Regional and Drivers' School events, about 70 entries or less. The Region may request its use with the approval of the Executive Steward. The Executive Steward will approve the number of entries allowed at the event.

2. SUPPLEMENTAL REGULATIONS

The Chief Steward with the approval of the host Region's representative may make changes to the event Supplemental Regulations prior to and during the event for reasons of errors, omissions, safety or forces beyond their control.

3. REQUIRED STEWARDS

3.1 The minimum stewards required for the event are the Chief Steward and the Assistant Chief Steward Clerk of the Course (COC). The duties of the Chief Steward shall include the role traditionally assigned to the Assistant Chief Steward – Safety. The Chief Steward and the COC may delegate some of their authorities to other Stewards or Race Officials in attendance.

3.2 The Executive Steward shall appoint will approve the Chief Steward and the COC at

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the time the Small Event Request is made.

3.3 If a protest or RFA is not finalized at the event, the Executive Steward shall appoint a Stewards of the Meeting (SOM) court to hear and determine the outcome of the protest or RFA.

4. STEWARDS

4.1. Powers of the Chief Steward

4.1.A.1. Unless specifically altered in this section, the Chief Steward prior to and during the event, shall have all of the powers and responsibilities assigned to the Stewards of the Meeting in GCR Section

5.12.1, as well as Section 7, and Section 8.

4.1.A.2. In certain circumstances, it may be necessary to defer a protest or RFA of an incident to the SOM. The Chief Steward shall inform all parties involved that the action will be processed by the SOM. The Chief Steward or his designee shall collect and forward all related information regarding the actions to the SOM. The SOM will make every effort possible to ensure the action will be processed in a timely manner.

4.1.B. The Chief Steward shall have all of the powers and responsibilities assigned to the Chief Steward in GCR Section 5.12.3, as well as Section 7, and Section 8.

4.1.C. The Chief Steward shall have all of the responsibilities assigned to the Assistant Chief Steward – Safety in GCR Section

5.12.4. The Chief Steward may delegate some of these responsibilities to other Stewards or Race Officials.

4.2. Assistant Chief Steward – Clerk of the Course (COC)

4.2.A. The COC is the Lead Operations Steward and primarily controls all on-track sessions and any other activities where circuit safety and functionality may be involved or impaired. These duties are performed in accordance with the GCR, supplemental regulations and schedule for the event.

4.2.B. The COC works under the authority of the Chief Steward. The COC, with the approval of the Chief Steward, may delegate responsibilities to other Stewards and Race Officials at any time as needed.

GT1

1. #21302 (April Fastrack - Mike Kapp) Allow Use of All Pro Cylinder Head AP227
Thank you for your letter. Add All Pro Cylinder Head AP227, AP220 & AP272 to section 9.1.2.D.1.e.3.

In GCR section 9.1.2.D.1.e.3, add the following language:

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"V-6 and V-8 General Motors engines are permitted: Buick, Chevrolet, Oldsmobile, Pontiac, aluminum V-6 GM bow tie block, Brodix, Brownfield, Dart, Edlebrock, Pro Action 14-degree, or Airflow Research 210, 215, 220, and 227 cylinder heads of cast iron or aluminum. All Pro cylinder heads, **AP227, AP220, AP272** and part # 270-LM-13 is permitted. Any cylinder head(s) utilized shall be of a conventional design (Siamesed intake ports, two (2) valves per cylinder, all valves inline), direct replacement type. General Motors SB-2 cylinder heads are permitted."

The CRB recommends this change become effective **6/1/17**.

STL

1. #20249 (March Fastrack - Stephen Blethen) Allow All ITS Cars to Run in STL
Thank you for your letter.

Edit STL Table B:

ITS, ITA, ITB, or ITC vehicles ~~with a reciprocating piston engine of 2.0L or less engine displacement, 1985+~~

2. #21445 (April Fastrack - Super Touring Committee) STL Type R spec
GCR 9.1.4.2.I, Table A (p636 Feb 17 GCR), first row "Acura/Honda B18C (JDM Type R)" et al, change Notes items as follows:
"Any porting and or polishing of intake and or exhaust ports outside of the ~~GCR 9.1.4.2.B.3~~, 1" port matching allowance, factory or otherwise, is prohibited. Must meet all other STL specifications."

T3

1. #21185 (April Fastrack - Robert Schader) Suspension Parts Substitution
Thank you for your letter. Add to the Notes for the below specification lines:

Nissan 350Z Track/ Touring/ Standard/ Nismo (03-08)
Rear spring relocation to shock permitted.

Nissan 370Z (09-16) / 370Z NISMO Edition (09-13)
Rear spring relocation to shock permitted.

The below item was not approved by the Board of Directors in their August 2017 meeting.

GCR

1. #21880 (June Fastrack - Jim Wheeler) Update Section 1.2.2.B.
Thank you for your letter. Change 1.2.2.B.: B. When a rule clarification or change must be implemented immediately, the Board of Directors, ***or the CRB***, will issue a memorandum (***Race Memo***) stating the change and its effective date. These memoranda will be posted on the SCCA website and sent to all Executive Stewards and Divisional Administrators of Tech.

The below item was approved by the Board of Directors in their August 2017 meeting to be effective September 1, 2017.

P2

1. #22206 (July Fastrack - Formula/Sports Racing Committee) ESR in P2
The CRB recommends the following changes to 9.1.8.H.:

7. Engine and Drivetrain

a. Engine

1. NO MODIFICATIONS ARE ALLOWED EXCEPT WHERE SPECIFICALLY AUTHORIZED WITHIN THESE RULES. This includes all fuel injection and engine management components, including exhaust, cooling, electrical and lubrication systems. All systems are subject to test procedures and must conform to OEM specifications as stated and supplied by Enterprises. All fluids, except fuel, are unrestricted.

2. Enterprises, Inc., seals on the engine, and other components shall remain in place at all times. All engines shall be rebuilt, checked on an engine dynamometer, and sealed through Enterprises.

3. Engine maintenance, which is permitted, includes the replacement, but not modification of external engine and engine systems parts.

4. There are six (6) seals on the engine. Two (2) on the timing cover, two (2) on the top of the valve cover, and two (2) on the oil sump. They may not be removed or tampered with.

5. All rubber oil lines may be replaced with braided metal-covered (Aeroquip type) lines. Hose clamps may be installed on the rubber oil lines.

6. Intake manifold: ~~No modifications are allowed.~~ **#WM03012 P2 Manifold as Delivered may be used.** Absolutely no porting or the addition of material is allowed. No coating is allowed on the exterior or interior of the manifold.

7. Engine Control Unit (ECU): **MBE or PE as** supplied and sealed by Enterprises. Tampering of the ECU, ECU program, seal, wiring or sensors is prohibited.

8. The flywheel weight is a minimum of 2.6 lbs for the Enterprises supplied flywheel. No modifications to the flywheel with the exception of normal resurfacing for clutch wear are allowed.

9. No modification to the crankshaft damper is allowed.

10. Cars with P2 floors may use SCCA Enterprises updated exhaust system and muffler if needed.

The following parts must be used:

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11. Clutch: Enterprises supplied clutch and flywheel contained in kit #WM701000A, Piston # WM701004A, Throw out bearing # WM701006A, Small O-ring # WM1010405, Large o-ring #WM1010406, Flex plate and Ring Gear # WM1101053.
12. Spark Plugs are open.
13. Fuel Injectors: Part # WM591929
14. Throttle Body: Part # WM591930 *or #WM591930 Jenvey*
15. Fuel Filter: Any fuel filter may be used as long as it performs no other purpose than to filter fuel.
16. Air Filter: Part # WM301020
17. Exhaust systems may be thermal coated or wrapped.
18. A heat shield between the engine block and the exhaust system is recommended for the purpose of protecting hoses, shifter cable, and wiring from the heat of the exhaust.
19. Where needed to meet sound limits, Enterprises muffler kit part # WM301046 *or #WM303017* is required. The muffler may not extend beyond the back of the ~~transmission~~ *diffuser*. An additional muffler or *turndown* may be added to accompany the stock muffler as needed to meet sound requirements.
20. An optional air to oil cooler is allowed. No water to oil heat exchanger is allowed.
21. An optional Enterprises alternator kit is allowed, Part # WM1100101 *or #WM1194031*

b. Transmission

1. The transaxle *as* supplied by Enterprises is the only permitted gearbox. The casting has to remain original. No internal or external modification (including lightening) other than normal racing repair.
2. The servicing, replacement and modification of internal components is permitted by the competitor.

With the following exceptions:
 - a. All components must be ferrous metal, except for bearing retainers and bearing cages.
 - b. Components manufactured by alternate manufacturers are permitted. Replacement components must be direct replacements to the original components. Absolute minimum weights are listed below.
3. The rear cover plate may be manufactured or remanufactured using aluminum.

4. Differential – Only final drive ratios allowed ~~is~~ *are Elite 2.75/ SADEV 3.10* The differential must remain *be as delivered*. ~~an open differential. No limited slip mechanism is allowed. Differential must function as supplied.~~ Must be able to use existing components.

5. Polishing, shot peening, REM® Isotropic treatment, heat and cold treatments are allowed. No coatings or plating is allowed.

6. Shift cable is free, but shifting must remain cable operated.

7. Throttle cable is free, but must remain cable operated.

8. The shift actuator assembly must operate as supplied by Enterprises. It can be polished, shot peened, or have REM treatment, heat and cold treatments.

9. Shifter operated blipper kit #WM1159138 only, maybe used.

8. Suspension

a. NO MODIFICATIONS ALLOWED. Adjustments are permitted within the limits of the suspension and steering components. All rod ends shall be engaged at least 1.5 times the diameter of the end.

b. Front and rear springs are open.

c. Competitors may use the entire travel of all suspension adjusted components as delivered. Alternate parts, unless specifically authorized are not allowed.

d. All suspension parts shall have the SCCA code embedded (a label/or an Enterprises stamp) in the part. If they do not it is required to return part to Enterprises for proper labeling.

e. Anti-roll bars (sway bars) may be disconnected, but not removed.

Anti roll bar sizes:

Front .875" OD $\pm .005$ "

Top Tee .750" x .135" wall, $\pm .005$ "

Top Tee Length: 7.5" maximum end to end

Rear lower stalk .615" Dia. $\pm .005$ "

Upper stalk .765" $\pm .005$ "

Arm length 5.470" shoulder to shoulder

Optional Front Sway Bar: Rotating blade style with or without cockpit adjustment.

Minimum blade thickness 0.155" $\pm .005$ " Main Shaft diameter 0.590" $\pm .005$ ", Length 6.006" $\pm .010$ ". Cockpit adjustable full bar kit PN: WM1121008. Bar kit only (with set screw lock) PN: WM1121007

Optional Rear Sway Bar: #WM1102025 Kit

11. Brakes

NO MODIFICATIONS ALLOWED, except as described within these rules. Only the AP 4 PISTON CALIPER

BRAKE SYSTEM AS SUPPLIED WITH VENTED ROTORS as supplied by Enterprises shall be used

a. Brake pads are open. *#WM801005 Pad shims maybe used*

b. Brake rotors are used as delivered, no drilling or lightening is allowed. Minimum Diameter is 10.450".

Part # WM801002x Left, Part # WM801003x Right. Min width is .600"

c. Master cylinders must be the Girling type.

Front master cylinder is .700" piston diameter, Part # WM802005

Rear master cylinder is .750" piston diameter, Part # WM802006

d. Calipers must be AP 4 piston. Part numbers are:

LF # WM802004 RF #WM802003

LR # WM802002 RR # WM802001

e. Brake lines are free (no plastic allowed).

f. An optional brake duct kit Part # WMxxxxxx (TBD) is allowed

12. Wheels (Only wheels supplied by Enterprises)

NO MODIFICATIONS or MACHINING ALLOWED Aluminum racing wheel supplied from Enterprises with SCCA logo. If logo is worn off, or wheels that have been painted or powder coated, wheels must be inspected by Enterprises or one of their designated Customer Service Representatives and logos replaced.

Front: 8 in. x 13 in. Part # WM 205001- OZ Black

Front: 8 in. x 13 in. Part # WM 205001B- OZ Silver

Rear: 10 in. x 13 in. Part # WM 205002- OZ Black

Rear: 10 in. x 13 in. Part # WM 205001B- OZ Silver

Optional Jongbloed wheels maybe used

Front 8 in. x 13. Part #WM205016

Rear 10 in. x 13. Part #WM205017

Recommendations for 2018

The below items were approved for 2018 by the Board of Directors in their August 2017 meeting.

B-Spec

1. #22080 (July Fastrack - B-Spec Committee) B14 Bilstein Kit for All Cars

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In B-Spec, add the following language to the Notes:

Ford Fiesta (4-dr) (11-12): *Allow Bilstein B14 suspension kit 47-167490.*

Honda Fit (09-12): *Allow Bilstein B14 suspension kit 47-165854.*

Honda Fit (2015-): *Allow Bilstein B14 suspension Kit 47-165854.*

Mazda2 (11-14): *Allow Bilstein B14 suspension kit 47-167490.*

Mini Cooper (07-10): *Allow Bilstein B14 suspension kit 47-139060.*

Mini Cooper (2011-): *Allow Bilstein B14 suspension kit 47-139060.*

2. #22086 (July Fastrack - B-Spec Committee) Allow Removal of the Front Sway Bar
In GCR section 9.1.10.E.36., add the following language to the last sentence:

Front sway bars may be disconnected or removed.

3. #22199 (August Fastrack - B-Spec Committee) Camber

Change to section 9.1.10.E.35: 35. Maximum ~~3.0~~ **3.5** degrees negative chamber is allowed on front and rear suspensions.

GCR

1. #20619 (July Fastrack - Jim Rogaski) Clarification of Yellow Flag Rules

Change 6.1.1.B. YELLOW FLAG (Solid Yellow)

~~STANDING YELLOW – Take care, Danger, Slow Down, NO PASSING FROM THE FLAG until past the emergency area.~~

~~WAVED – Great Danger, Slow Down, be prepared to stop – NO PASSING FROM THE FLAG until past the emergency area.~~

STANDING YELLOW – You are approaching an incident where your and other's safety are at risk. The racing surface may be clear but there is immediate danger to you or others if you left the racing surface. Slow significantly and proceed thru the incident at a reduced speed. There is no passing from the flag until past the emergency incident.

WAVED – You are approaching an incident that has great danger to you and others. The racing surface may be partially or completely blocked. Slow significantly and be prepared to stop. All efforts should be made to proceed through a Waving Yellow Flag in single file order. There is no passing from the flag until past the emergency incident.

The no passing zone starts at a perpendicular line across the track from the flag and ends at a perpendicular line across the track from the last component of the incident causing the yellow flag. The last component may be the car, driver, responding officials, other vehicles and/or large debris.

GT2

1. #22270 (August Fastrack - Mark Kibort) Porsche 928S4 - 928GTS to Be Classed in SCCA GT2

Add 928S4 and 928GTS to GT2:

Engine build rules: stock displacement of 5L (not included allowed 1mm overbore), .600" max cam lift, 12:1 max compression ratio. Weight @ 2,900 pounds. Must comply to all of the ST rules other than what is stated here.

IT

1. #20977 (May Fastrack - Lawrence Slivinski) Allowing Removal of Front Door Windows
Thank you for your letter. Change 9.1.3.D.9.f.: f. Carpets, center consoles, floor mats, headliners, sun roof liner and frame, dome lights, grab handles, and their insulating, attaching or operating mechanisms may be removed. Sound deadening (melt sheets) and undercoating may be removed. *Front door windows may be removed. All other interior trim panels, except the dashboard, may be removed.* Door interior trim panels may be removed *or replaced* with 0.060 - 0.065" aluminum securely attached to the door. *Other than to provide for the installation of required safety equipment or other authorized modifications, no other driver/passenger compartment alterations or gutting are permitted.*

STU

1. #21663 (August Fastrack - Brad McCall) Scion FR-S/Toyota 86 with Jackson Supercharger: Allow Hood Vents
Thank you for your request. Change 9.1.4.1.:

A. Chassis *and Bodywork*

1. Minimum ride height is 4.0 inches.

2. Hoods may have a maximum of 2 vents installed for cooling purposes. The maximum total area of the vents shall not exceed 200 square inches.

2. #22346 (August Fastrack - Charles Tobel) Update the Inlet Restrictor Chart
Thank you for your letter. Change 9.1.4.1 H. 6.

AWD/RWD cars must reduce restrictor \pm 1 mm from this table.

T1

1. #22075 (July Fastrack - Joe Aquilante) Add Dailey Dry Sump Pan to Corvette T1 Spec Lines

Recommended for 2018:

In T1, Chevrolet Corvette Cadillac XLR (04-09), add the following language to each engine Notes section:

Dailey dry sump kit permitted: 20-02-0666-assy, 04 90 2371

T2

1. #21582 (May Fastrack - Ron Randolph) Add Front Control Arm Language to Porsche Cayman S (06-08)

In T2, Porsche Cayman S (06-08), change the last sentence of the notes as follows:

Porsche Motorsport rear *and front* control arms allowed.

2. #21668 (May Fastrack - William Moore) Allow Alternate Springs for 2014 Chevrolet Camaro SS/1LE

Thank you for your letter. Change the Notes for the T2 Chevrolet Camaro SS/1LE (10-14):

Springs up to ~~800#~~ *1,000lb/in* front and rear permitted.

T3

1. #22046 (July Fastrack - Fante Meng) Allow BMW 135i DCT Automatic Transmission
Thank you for your letter.

In T3, BMW 135i (08-13), add the following language:

Gear Ratios: *DCT only: 4.78, 3.06, 2.15, 1.68, 1.39, 1.20, 1.00*

Final Drive: *DCT only: 2.56*

Notes: *DCT transmission permitted with 30lb. penalty.*

T4

1. #22027 (July Fastrack - Derrick Ambrose) CorkSport Rear Camber Arm Allowance for the 2014 and Up Mazda 3

Thank you for your letter. In T4, Mazda3 (14-16), add the following language to the Notes:

CorkSport rear camber arms (Part# AXM-3-318-10) permitted.

Recommendations for 2018

The below items were approved for 2018 by the Board of Directors in their November 2017 meeting.

AS

1. #21799 (September Fastrack - American Sedan Committee) Tires for American Sedan

The ASAC recommends the following addition to the tire rule for American Sedan.

Add 9.1.6.D.6.b.4: 4. Effective 1/1/2018, American Sedans must compete on one of the DOT tires listed below, after participating in their second race event weekend.

BFGoodrich R1

Hancock Ventus Z214 C51/Medium

Hoosier R (7 or 6)

Kumho Ecsta V700

Nitto NT101

Toyo R888

Toyo Proxes RA1

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*Toyo Proxes RR
Yokohama A048*

Rain tires must continue to have a DOT rating, but, are otherwise unaffected by this rule, except that, softer compound dry tires, such as (but not limited to), BFGoodrich R1-S and Hoosier A (all versions), are not permitted for use as rain tires.

The ASAC and CRB thank the following authors for their feedback on this idea:

Brian Himes (21900 and 22123), Dean Bailey (21922), Mark Wheaton (21936), Matt Regan (21958), Matt Chojnacki (21959), Daniel Licklider (21961), Stephen Ott (21962), Allison Palitz (22002), Jim Wheeler (22018), Jack Martin (22034), Daniel Richardson (22095), Drew Cattell (22098), John Barnett (22149), Ted Warning (22168), Ted Johnson (22252)

FV

1. #22456 (October Fastrack - 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.

F500

1. #22380 (September Fastrack - Jack Walbran) F500:Further Limiting Rub Strips
Change 9.1.1.D.9.e:

e. The purpose of these rules is to limit the use of "ground effects" to achieve aerodynamic downforce on the vehicle. Thus, for full width of the body between the front and rear axles, the lower surface (surface licked by the airstream) shall not exceed 2.54cm (1 inch) deviation from the horizontal through that surface. (This is not to be interpreted as requiring a floor pan beneath the motor or rear axle.) Except for rub strips *not exceeding 1 cm (.394 inches) in depth* within that 2.54cm (1 inch) deviation rule, the bodywork shall not extend below the surface of the tub or chassis floor to the rear of the front axle. Seat bucket or other protrusions shall not circumvent this rule.

GCR

1. #21577 (September Fastrack - Greg Amy) FIA Window Nets
Thank you for your letter. Change 9.3.53:

9.3.53. WINDOW SAFETY NETS

Window safety nets shall be used on the driver's side window of all closed cars unless these are factory(OEM manufacturer) and FIA GT3/GT4 race prepared cars with fixed Lexan front door windows as noted on a Specification Line. All window nets shall meet SFI Specification 27.1., and shall bear an "SFI Spec 27.1.,Label" to that effect.

Alternatively, window nets that meet the requirements of FIA J253.11 may be used. Competitors must provide proof of meeting the FIA standard, either via certification or physical measurement. (Note: Window nets need not be dated.) The window net shall be equipped with a quick release device and when released it shall fall down, thus not having to be flipped up on the roof. Nets shall be attached to the roll cage; plastic buckles, cable ties, hose clamps, and elastic cords are not permitted. Holes in the roll cage to accommodate either support rod are unacceptable unless bushed and welded completely. Refer to figures 7 and 8, "Proper Window Net Installation," for additional information on mounting methods. Closed cockpit Sports Racing cars may use arm restraints in lieu of a window net. Legends Cars are not required to have window net.

2. #21682 (September Fastrack - Robert Crawford) Change GCR to Allow Regions to Accept Event Registrations Earlier
Thank you for your request. Change Appendix B, Section 1.4:

1.4 SUPPLEMENTAL REGULATIONS AND ENTRY FORMS

Organizers ~~shall not~~ *may* distribute Supplemental Regulations or Entry Forms for an SCCA event prior to obtaining an SCCA sanction.

3. #21827 (October Fastrack - Jim Wheeler) Review Section 9.1.12. Cars Run in the Proper Class
Thank you for your letter. Change 9.1.12.B.:

B. Cars should not be run in classes and/or categories for which they were not designed or intended. *For non-Runoffs eligible classes,* ~~The~~ the Race Director or Chief Steward must approve the proposed classification. He will not approve if the car is so dissimilar or the car/driver combination otherwise unsuitable that it is a hazard or impediment to fair competition among the other cars in the class and race group.

4. #21993 (October Fastrack - Greg Amy) In Appendix C., Allow FAA BasicMed in Lieu of SCCA Physical
Thank you for your letter. Change Appendix C., 2.1.A.:

A. Everyone who applies for an SCCA Competition License or Permit must submit a completed SCCA Physician's Examination and Medical History Form, a completed Federal Aviation Authority medical form, *an FAA BasicMed form,* or a *complete* NASA approved *Medical Evaluation* form. For the purposes of SCCA competition licensing, the

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term "form" refers to any of these. The form must be submitted every 5 years for applicants ages 14-39; every 3 years for applicants ages 40-49; every 2 years for applicants ages 50-69; and every year for applicants' age 70 and over. The examination date cannot be more than 6 months before the Competition License or Permit application date. A new Form is not required for a 14 year old Novice Permit holder or Novice Permit holder applying for a Full Competition or Vintage License, provided the current Form is within the specified term for his age group. The form remains valid for an SCCA license only when a member maintains continuous SCCA membership and permit or license.

5. #22476 (October Fastrack - GCR Committee) Use of SCCA Online Drivers Ground School Module

Thank you for your letter. Add to Appendix C., 2.12:

2.12 Online Drivers School Tutorial

SCCA Drivers Schools, Divisional Licensing Chairmen, and/or Divisional Chief Driving Instructors may require the completion of the SCCA Online Drivers School tutorial before issuance of a Novice Permit or Full Competition License.

6. #22548 (October Fastrack - John LaRue) Black Flag Re-Start Procedure

Thank you for your letter. Change 6.8.A. and B.:

6.8. RESTARTING A RACE

If a race is stopped, the Race Director or Chief Steward may:

A. *Under full course yellow flags*, ~~R~~restart in the original starting order. (See 6.7.2.)

B. *Under full course yellow flags*, ~~R~~restart the cars single file in the physical order they crossed the control line on the last completely scored lap.

5. #22579 (October Fastrack - GCR Committee) Remove Participation Level Requirements for Worker Licenses

Thank you for your letter. Replace Appendix C., 1.3.D.:

~~D. Following the initial year, the renewal minimums are as follows:~~

~~1. Divisional Renewal: Six (6) days at SCCA Sanctioned events in the preceding 12 months.~~

~~2. National Renewal: Eight (8) days at SCCA Sanctioned events in the preceding 12 months.~~

~~3. Senior Renewal: Must be approved by Divisional Administrator and Executive Steward every three (3) years.~~

D. License renewal requirements are defined in each of the specialty manuals.

7. #22596 (November Fastrack - Laurie Sheppard) Request wording change to GCR

7.2.G.1. Length of Probation

Thank you for your letter. Change 7.2.G.1:

1. Length of Probation

Probation may be up to 12 months; or it may be specified as a number of SCCA Club Racing event days or SCCA club Racing event-sanctions *weekends*.

8. #22622 (November Fastrack - John Nesbitt) Inconsistency in License Upgrade Provisions

Thank you for your letter. Change Appendix C. Table 1.:

Complete School Requirements +3 Regional Race weekends. All in prior 24 months.

~~Note: 1 SCCA Time Trial Level 1, 2 and 3 events may be substituted for 1 of the Regional Race events.~~ Appropriate Officials' Signatures on Permit

GT2

1. #22457 (October Fastrack - Tom Patton) GT2 Sunbeam Tiger Cam Follower Request

Thank you for your letter. Add to Notes for GT2 Engines-Sunbeam: *Allow roller cam followers.*

2. #22576 (November Fastrack - Gordon Leslie) 4 Valve Pontiac Engine V6 3564cc

Thank you for your request. Add to the Pontiac specification line: *DOHC 94x85.6 3564cc Alum head, cross flow, 4 valve per cyl, unrestricted, 2280. Direct Injection not permitted.*

GT3

1. #22406 (October Fastrack - Chris Howard) Allow the Mazda 2.5 to use the 2.3 Crankshaft

Thank you for your letter. Add to the Notes for the Mazda MZR/L5-VE Engine: *Allow 2.3L 94 mm stroke, 2339 CC crankshaft.*

The performance of this engine crankshaft will be monitored for its performance and adjusted as needed.

SM

1. #22480 (September Fastrack - Spec Miata Committee) Clarify/Update Differential Repair Rule

Add 9.1.7.c.2.h as follows: *h. Reinforcement of the differential housing ears is allowed for the purpose of repairing or reducing breakage at the factory stress riser "notch".*

T4

1. #22469 (September Fastrack - Jared Lendrum) Allow 17 x 7 Wheel for 2008-2011 Subaru Impreza

Thank you for your letter. Add to the Subaru Impreza (08-11) specification line:

WheelSize(in.)/Mat'l:



Recommended Rules Changes (December 2017)

~~16 x 7~~ 17 x 7

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33 of 33