

CLUB RACING BOARD

DATE: April 20, 2018

NUMBER: TB 18-05

FROM: Club Racing Board

TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 5/1/2018 unless otherwise noted.

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

American Sedan

None.

B-Spec

1. #24309 (B-Spec Committee) Revised Part Number for Mazda2 Header

In B-Spec, Mazda 2, update the header part number as follows:

"Exhaust Header Kit (cat delete) ~~HP-M2/15~~ HB.EM 60-404-S-SS or HP-MZD001 is allowed."

Formula/Sports Racing

FB

1. #24254 (Formula/Sports Racing Committee) Revise FB provision on engines newer than 2014 model year

In FB, GCR Section 9.1.1.G.4.K., make the following change:

"Competitors wishing to use engines newer than 2014 model year ~~must~~ *may be required to* supply dynamometer data to the CRB to be approved for use."

2. #24351 (Formula/Sports Racing Committee) Remove reference to FB restrictor table

In GCR Section 9.1.1.G.4.E, remove reference to FB Restrictor Table as follows:

"No other material may be added or removed from the stock throttle body bores through which any air for engine combustion processes flows. ~~;-except as noted in FB Restrictor Table-~~"

FC

1. #24155 (Todd Stark) Request new piston part number

In GCR section 9.1.1.15.f.6, add the wording as follows:

"Wiseco piston P/N WD-06526 *as supplied by Quicksilver* with rings, pin, Crower connecting rod P/N SP93235B-4 (with bolts), but without bearings: Minimum permitted weight: 555 grams."

In GCR section 9.1.1.15.h, add the wording as follows:

"Alternative Crower connecting rod part number *SP93235B-4* is permitted. It's length must be *5.700* inches (+ *or* .005 -.010"). This rod may be used only with Wiseco piston part number *WD-06526 as supplied by Quicksilver* above."

P2

1. #24322 (Formula/Sports Racing Committee) CN restrictor

The date for implementing a restrictor on the P2 CN car's stock Honda K20 engine is being changed to 1/1/2019. Competitors who wish to submit dyno data for this engine package must include data for the stock 64mm single throttle body without a restrictor, with a 60mm restrictor, and with a 55mm restrictor. The 55mm restrictor size is based on available data and is believed to correctly position this engine package in the P2 performance envelope based on the SCCA Power Factor calculations.

In P2 Table 1 (Spec Line Cars), change the FIA Group CN non-composite chassis spec line as follows:
Restrictor: "Stock 64mm single throttle body with 55mm flat plate restrictor (*restrictor implementation effective 1/1/2019*).

In P2 Engine Table, Line E, change the notes as follows:

"Approved engines list: MZR/Duratec, Honda K20A, Ford Zetec Pinto. For Pinto see line E, note 2 below. Group CN non-composite chassis with stock Honda K20A may use stock 64mm single throttle body with 55mm flat plate intake restrictor at 1500 lbs. minimum weight (*restrictor implementation effective 1/1/2019*)."

GCR

1. #23978 (SCCA Staff) Update Appendix D: 9.1.12.B Reference

In GCR Appendix D:9.1.12.B, add the wording as follows:

"The RD or CS approves the classification of cars *for non-Runoffs eligible classes*; and will not approve if the proposed classification poses a safety hazard or an impediment to fair competition."

2. #24005 (Christopher Adams) Request to Correct the 6.7.2 Reference in 6.8 Restarting a Race

In GCR section 6.8.A, delete the reference as follows:

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

3. #24013 (SCCA Staff) Remove Appendix A 2. FISA reference

In GCR Appendix A.2, remove the following reference to FISA:

~~2. Federation Internationale du Sport Automobile (FISA) The International Sporting Commission which is appointed by the FIA to deal with competition matters.~~

4. #24014 (SCCA Staff) Update 5.10 Timing and Scoring

In GCR section 5.10, Timing and Scoring, make the following changes:

5.10.1

The Chief of Timing and Scoring (Chief of T&S) is responsible for accurately timing and scoring the event, specifically:

- A. Recruiting, training, assigning, and supervising qualified personnel to time and score the event.
- B. Providing the Race Director or the Chief Steward and the SOM any times and results they request.
- C. Maintaining records of official times and lap charts *results* for all competing cars.
- D. *Results Publishing & Distribution*

1. At-Event: Compiling and publishing the Official Results of all competitions. By the end of the weekend's on-track activities, results must be available for all competitors and

officials. These may be Provisional Results, particularly if there are pending protests or actions. (See also 5.10.4.) Results will be submitted to the Race Chairman, the SOM, the organizers, the U.S. Majors Tour and Divisional Pointskeeper(s), and the SCCA. Uploading each session to MyLaps **MYLAPS** is strongly encouraged.

2. Post-Event: Complete For all regional and U.S. Major Tour races, T&S Chiefs will email the final backup Orbits file and Official Results to roadracing@scca.com. Official Results for a U.S. Majors Tour race must be submitted within 2 days of the end of the event; results for a Regional race must be submitted within 5 days of the event. Every effort should be made to have Official Results ready to distribute by the end of the weekend. Results will be submitted to the Race Chairman, the SOM, the organizers, the U.S. Majors Tour and Divisional Pointskeepers and the SCCA.

E. At spectator events, working closely with the Press Officers, press, and other media, as well as with circuit, radio, and/or television announcers, providing qualifying information, results, and any other data requested, as quickly as possible.

F. Titles are used in this section in a functional sense. The Chief of T&S may delegate any task to any member of the Timing and Scoring staff as appropriate.

G. *Use of the Official SCCA Live timing application is required for all U.S. Majors Super Tour events. All other U.S. Majors Tour and Regional events are required to use a live timing application. Set-up assistance is available through the U.S. Majors Series Administrator SCCA Road Racing department. Additional applications may also be used each weekend.*

5.10.2. Approved Systems

Transponder/transmitter systems used in SCCA Road Racing shall be manufactured by **MYLAPS (formerly AMB)** or be compatible with **MYLAPS** AMB systems. ~~Those other transponder/transmitter systems which are currently in use may continue to be used, but shall not be the primary systems for any US Majors Tour race.~~

5.10.3. Timing and Scoring Systems

A. The use of *a single MYLAPS system is permitted* ~~two Timing and Scoring systems is required for all SCCA U.S. Majors Tour races events. and is recommended for Regional races and Drivers' Schools. A backup system consisting of a minimum of continuity tapes is required. Additional backups consisting of lap charts, and/or photocell-based timing system is desirable and recommended.~~

B. Any Timing and Scoring system used for a U.S. Majors Tour or Regional race should enable the T&S staff to produce the following information: a set of grids for each race group, a set of time cards for each car from qualifying and the race, continuity tapes, ~~independently prepared~~ lap charts, provisional results, and final **official** results. For Drivers' Schools, ~~the T&S system should enable the T&S staff~~ **should be able** to produce the time on track for each session and comprehensive time for all sessions for each student, if requested by the Chief Instructor.

C. ~~Should there be insufficient staff to run two separate systems as described, the Chief of T&S should notify the Race Director or Chief Steward. The Race Director or Chief Steward may decide to waive the two-system requirement, allowing the~~ **The** Chief of T&S ~~to~~ **should** use the staff in the most productive manner possible. **The** primary function during qualifying is to establish grid

positions. During a race, the emphasis should be on scoring the race and recording any timing-related race information that is possible with the available staff. Timing of class leaders during races is recommended to provide the information described in Section 5.10.4.B.3. No protests concerning the Timing and Scoring requirements will be accepted.

5.10.4. Results

A. Provisional Results

A lap chart or a printout showing the order of finish and number of laps completed for each car shall be ~~posted and~~ titled as Provisional Results *and posted as soon as possible*. The time of posting will be on the Provisional Results with the Chief of T&S's initials or signature, and ~~an~~ *a* public address announcement will be made. **When there is a pending action for a particular race group, Provisional Results for that group may be distributed to officials and competitors in lieu of Official Results, with a notation printed stating the reason (i.e., pending outcome of action involving X class).**

B. Official Results

1. At the expiration of the protest period (30 minutes or the time stated in the Supplemental Regulations), Provisional Results may be considered ~~final~~ *official* if Tech has cleared impound and the Race Director or Chief Steward and/or SOM have no pending actions. *The Race Director, Chief Steward or Chairman SOM will inform the Chief of T&S of any penalties before the group is declared official.* ~~The Final Results should be titled as Final or Official Results and shall include the following types of information: description of event, timing and scoring information, and driver information.~~

2. *The Provisional results with amendments applied, should be titled as Official Results and shall include the following types of information: description of event, timing and scoring information, and driver information.* ~~Official Results will be produced and distributed for a group with pending actions when the Race Director or Chief Steward or Chairman SOM notifies the Chief of T&S that all actions and appeals are complete. The Chief Steward or Chairman SOM will inform the T&S Chief of any penalties when the group is declared final. The T&S Chief will distribute Final Results to the Race Chairman, the race organizers, the Chairman SOM, the SCCA, and the appropriate Pointskeeper.~~

3. The timing and scoring information shall include: total number of entries, DNS's, the overall and class finishing positions for all starters, the number of laps completed for all starters, the overall time of the race, the winner's margin of victory, the winner's average speed, the fastest lap time for all starters and any new course records.

A starter is defined in Section 6.10.2. A DNS is defined as any car that turned a wheel on the track during practice or qualifying but did not start the race. See 6.10.2.

4. The driver information shall include: driver's full name, hometown, state, region of record, membership number, car number, car make and model, and sponsor information.

5. Optional information on the ~~Final~~ *Official* Results ~~might~~ *may* include: the overall time and average speed for each class winner, pit stop information, and accident reports.

This information may be available on a separate document, such as an Entry List.

6. When a car is given a lap, time, or finishing position penalty, the reason should be shown on the ~~Final~~ *Official* Results, including the GCR reference.

7. When a car is disqualified, or withdrawn, the results should list the car at the bottom of the finishing order, showing the true finishing order as affected by the disqualification, or withdrawal. The results should show the final overall and class positions, as adjusted, for all finishers. The reason for the disqualification should be shown on the Official Results, including the GCR reference.

8. A driver not competing for event/series awards will be listed on the ~~final~~ *official* results in the correct finishing position with a notation citing 3.6.4. No points will be assigned, if any would have been earned. An earned lap record remains intact.

5. #24074 (SCCA Staff) Appendix C 2.8.C

In GCR Appendix C.2.8.C., add language as follows:

"The examination date cannot be more than 6 months before the Competition License or Permit application date."

6. #24122 (John Nesbitt) Review 5.12.3.A.9 Modify Split Start

In GCR section 5.12.3.A.9, relocate language to 5.12.3.C.12:

~~9. Modify the Split Start procedures.~~

12. Modify the Split Start procedures.

7. #24353 (Jim Wheeler) Request Added Wording for Fuel Cells/stock Tank

In GCR section 9.3.26, Fuel Cell Specifications, add the wording as follows:

"All cars must be equipped with a safety fuel cell complying with these specifications, except for Touring, Spec Miata, Improved Touring, production-based Vintage cars, *and cars where the stock fuel tank is located between the axle centerlines and within the main chassis structure (i.e., frame rails, etc.). Stock fuel tank must remain in its stock location,* or as otherwise specified in the GCR."

In GCR section 9.1.6.D.9 (American Sedan), removed sections b1 and b2.

In GCR section 9.1.5.E.11.a (Production), remove the section.

In GCR section 9.1.4.I.1 (Super Touring), remove the section.

Grand Touring

GT2

1. #24088 (Mike McGinley) Request to Reduce Weight on 7011 OEM LS7 Corvette

Effective 04/03/2018, in GT2/ST, Chevrolet Corvette 7011 OEM LS7, change the weight as follows:

~~3400~~ *3325*

See RM 18-04

GTL

1. #24221 (Roy Lopshire) Opposes EW 1342cc Honda motor restrictors

In GTL, Honda EW 1342 engines, delete unrestricted verbiage to the notes as follows:

~~Unrestricted @ 2120 pounds~~

Improved Touring

None.

Production

1. #23937 (Randall Smart) Request to classify the 2016 and later MX-5 in EP

In EP, Global Cup MX-5 (2016-2018), classify as follows:

EP	Pre p. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm.(in.)	Displ. cc./(ci)	Block Mat'l	Head/P N & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/(in.)
<i>Mazda MX-5 (16-18)</i>	<i>2</i>		<i>4 Cyl. DOHC</i>	<i>(3.29x3.59)</i>	<i>(121.9)</i>	<i>iron</i>	<i>Alum</i>		<i>Fuel injection</i>	<i>(90.9)</i>	<i>(58.9/59.2)</i>

EP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Notes:
<i>Mazda MX-5 (16-18)</i>	<i>17 x 7.5</i>	<i>6</i>	<i>(F) 11.0 vented (R) 11.0 solid</i>		<i>Car preparation is limited to what is permitted by the MX-5 Global Cup rules and the car must meet all MX-5 Global Cup rules</i>

2. #24323 (Kip VanSteenburg) Request Twin plug ignition systems

In GCR Sections 9.1.5.E.1.k. and 9.1.5.E.2.k., add a new section 5 as follows and renumber the section appropriately:

"5. The number of spark plugs must remain stock."

3. #24118 (rick Benazic) Request to classify 1984-1987 corolla to HP

In HP, Toyota Corolla (1984-1987), classify as follows:

HP	Pre p. Level	Weight (lbs.)	Engine Type	Bore x Stroke mm.(in.)	Displ. cc./(ci)	Block Mat'l	Head/P N & Mat'l	Valves IN & EX mm/(in.)	Carb. No. & Type	Wheelbase mm/(in.)	Track (F/R) mm/(in.)
<i>Toyota Corolla (1984-1987)</i>	<i>2</i>	<i>2300 * 2358 ** 2415</i>	<i>4 Cyl. DOHC</i>	<i>(3.19x3.03)</i>	<i>(96.8)</i>	<i>Iron</i>	<i>Alum</i>	<i>(I) 1.21 (E) 1.02</i>	<i>Fuel injection Throttle Bore 1.81"</i>	<i>(94.5)</i>	<i>(57.4/57.1)</i>

HP	Wheels (max)	Trans. Speeds	Brakes Std. (mm/(in.))	Brakes Alt.: mm/(in.)	Notes:
<i>Toyota Corolla (1984-1987)</i>	<i>13 x 7</i>	<i>5 o</i>	<i>(F) 9.21x.71 vented (R) 9.09x.34 solid</i>		<i>Comp. Ratio limited to 11.0:1, Valve lift limited to .400"</i>

4. #24137 (Mike Ogren OGRENG) Request - Please correct Toyota rotor size
In HP, Toyota Corolla (71-74), change the alternate brake rotor dimension as follows:

(F) ~~10.0~~ **10.47 x .49** Solid Disc

Spec Miata

None.

Super Touring

STU

1. #24131 (Jack Baruth) Request classing for 2013-2016 World Challenge Accord
In STU, classify the Honda Accord V6 (2013-2016) as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>Honda Accord V6 (13-16)</i>	<i>3471</i>	<i>3075</i>	<i>Must meet PWC VTS dated 2/5/16. Must conform to STCS tire rules.</i>

2. #24168 (david mead) Request twin turbo 13b engine classification

In STU, Table A, classify the 13B-REW as follows:

STU	Maximum Displacement (cc's)	Minimum Weight	Notes
<i>13B-REW</i>	<i>NA</i>	<i>Chart</i>	<i>Must meet all other STU regulations. Must remove twin turbos and run single turbo from approved list of alternate STU turbochargers.</i>

3. #24179 (Kevin Boehm) Request clarification for 9.1.4.1.A.2 Hood Vents in STU

In GCR section 9.1.4.1.A.2., add the wording as follows:

"Hoods may have a maximum of 2 vents installed for cooling purposes. The maximum combined total area of the vents shall not exceed 200 square inches. *The 200 Square inches includes any area that deviates from the factory hood profile.*"

Touring

T1

1. #21464 (Scotty B White) Add year 2015 Camaro z28, classify 2016 Camaro T1-LP

In T1-LP, classify the Camaro 1LE (2016-) as follows:

T1-LP	Bore x Stroke/Displ. (cc)	Wheel-base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes
<i>Chevrolet Camaro, 1LE (2016-)</i>	<i>103.25 x 92.0 6162</i>	<i>2811</i>	<i>20 x 11</i>	<i>295</i>	<i>2.66, 1.78, 1.30, 1.00, 0.74, 0.50</i>	<i>3.73</i>	<i>(F) 345 x 32 vented (R) 338 x 28 vented</i>	<i>3600</i>	<i>Part numbers: 84004136, 23301611, 19352519, 19180514, 23245471 allowed. OEM brake kit #23245471 allowed. 60mm 70 flat plate restrictor required. Effective 3/1/18: 53mm flat plate restrictor required. Springs up to 1200#/in front and rear permitted. Swaybar kit (part number #84242386) permitted. Any front 355mm 4 piston caliper and 2 piece rotors permitted. Dry sump permitted. Any front sway bar 35mm front and 30mm rear permitted. Rear spring relocation to shock permitted. ZL1 1LE Spec Solid Cradle Mounts allowed, Chevrolet Performance part number 84341929.</i>

In T1-LP, Chevrolet Camaro Z28, add the year as follows:
(2014-**2015**)

2. #21465 (Scotty B White) Class 2015+ Mustang GT350

In T1-LP, class the Mustang GT350 (2015-) as follows:

T1-LP	Bore x Stroke/Displ. (cc)	Wheel- base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes
<i>Ford Mustang GT-350 (2015-)</i>	<i>94 x 93 / 5163</i>	<i>2720 mm, or 107.1 in</i>	<i>19 x 11 (F) 19 x 11.5 (R)</i>	<i>315</i>	<i>3.25, 2.23, 1.61, 1.24, 1.0, .63</i>	<i>3.73</i>	<i>(F) 345 x 32 vented (R)338 x 28 vented</i>	<i>3550</i>	<i>Ford Performance Handling Kit part #M-FR3A-M8, Sway Bars in M- FR3A-M8 kit part #M5490-E, Rear Toe Bearing part #M-5A460-M, Performance Package Brembo front BBK 380mm permitted at +100lbs. Springs up to 800#/in front and rear permitted. Alternate metallic driveshaft permitted. Rear spring relocation to shock permitted with kit TBD. 60mm flat plate restrictor required.</i>

3. #22910 (Joe Aquilante) Add 2015- Mustang GT to T1 Limited Prep
In T1-LP, classify the Mustang GT (2015-) as follows:

T1-LP	Bore x Stroke/Displ. (cc)	Wheel- base (mm)	Max Wheel Size (inch)	Tire Size	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes
<i>Ford Mustang GT (2015-)</i>	<i>92.220 x 92.7 (4957)</i>	<i>2717</i>	<i>(F)19 x 11 (R)19 x 12</i>	<i>315</i>	<i>3.66, 2.43, 1.69, 1.32, 1.00, .65</i>	<i>3.31, 3.55, 3.73</i>	<i>(F)352 (R)330 std (F)380 performance package</i>	<i>3400</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, Performance Package Brembo front BBK 380mm permitted at +100lbs. 2014 Mustang GT exhaust manifolds permitted. Springs up to 800#/in front and rear permitted. Alternate metallic driveshaft permitted. Rear spring relocation to shock permitted with kit TBD. Ford Racing oil pan #M- 6675-M50BR permitted. Boss and Laguna intake manifold permitted. 70mm flat plate restrictor required.</i>

T2

1. #23301 (Julian Macias) 2017 Civic Type-R

In T2, classify the Honda Civic Type-R as follows:

T2	Bore & Stroke(mm) Displ. (cc)	Wheel - base (mm)	Wheel Size (in) / Matl	Tire Size Max	Gear Ratios	Final Drive	Brakes (mm)	Weight (lbs)	Notes:
<i>Honda Civic Type-R (2017-)</i>	<i>86.0 x 85.9 1996</i>	<i>2700</i>	<i>20x9</i>	<i>265</i>	<i>3.6 25 2.1 15 1.5 29 1.1 25 .91 1 .73 5</i>	<i>4.111</i>	<i>(F) 351 x 32 Vented Disk (R) 305 x 11 Solid</i>	<i>2900</i>	<i>HPD CAT Delete pipe 18150-F23S-R6 HPD 4th Gear Set 23460-F23S-R6 HPD Differential 41100-F23S-R6 HPD RR Damper Mount 52670-F23S-A6 HPD RR Spring Adjuster 52691-F23S-A6 HPD Spring FR 51401-FC4Y-R6 HPD Spring RR 800LB 52441-FC4Y-R6 HPD Adjustable RR Upper Arm 52390-F23S-A6 HPD ABS Modulator 57100-F23S-R6 38mm TIR required</i>

2. #23959 (Todd Lamb) Request to classify the Spec Cayman in T2

In T2, classify the Porsche Spec Cayman 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>Porsche Spec Cayman</i>	<i>96.0 x 78.0 3387</i>	<i>2416</i>	<i>18 x 9 (F) 18 x 9 (R)</i>	<i>225 (F) 255 (R)</i>	<i>3.31, 1.95, 1.41, 1.13, 0.97, 0.82</i>	<i>3.88</i>	<i>(F) 318 Vented and Cross-drilled (R) 299 Vented and Cross-drilled</i>	<i>2925</i>	<i>Must conform to all SPC rules in the PCA rulebook. Each competitor shall have available definitive current documentation of the PCA rules. Spec Cayman tires permitted per Spec Cayman rules.</i>

T2-T4

1. #22870 (Greg Case) Alfa Romeo 4C in Touring

In T3, classify the Alfa Romeo 4C as follows:

T3	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>Alfa Romeo 4C (2015-)</i>	<i>83.0 x 80.5 1742</i>	<i>2380</i>	<i>(F)17 x 7 (R)18 x 8</i>	<i>245</i>	<i>4.15, 2.27, 1.44, 0.98, 0.76, 0.62</i>	<i>4.12</i>	<i>(F) 305mm vented (R)292mm vented</i>	<i>2300</i>	<i>The floor may be modified to facilitate the roll cage mounting points. The factory roll hoop shall be replaced with a single continuous hoop. Rear cage braces may pass through rear window. 31mm turbo inlet restrictor required.</i>

T3

1. #22814 (Brad Kimes) Classify BMW Z 3 M Coupe

In T3, classify the BMW Z3 M & Coupe as follows:

T3	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>BMW Z3 M. & Coupe</i>	<i>86.4 x 89.6 3152</i>	<i>2446</i>	<i>17 x 9</i>	<i>245</i>	<i>4.21, 2.49, 1.66, 1.24, 1.00</i>	<i>3.23</i>	<i>(F) 315 vented (R) 312</i>	<i>3350</i>	<i>Whiteline KSB536 Strut Tower Brace allowed. Springs up to 800lb F/R allowed. Front sway max diameter 30mm. Rear sway bar max diameter 20mm.</i>