

CLUB RACING BOARD MINUTES | October 9, 2023

The Club Racing Board met by teleconference on October 9, 2023. Participating were John LaRue, Chairman; David Arken, David Locke, Jim Goughary, Peter Keane, Sam Henry, Tom Start, Tony Ave and Shelly Pritchett, secretary. Also participating were: Chuck Dobbs, Dayle Frame and Mark Weber, BoD liasons; Eric Prill, Chief Operations Officer, Deanna Flanagan, Director of Road Racing, Scott Schmidt, Series Chief of Tech, Scott Dobler, II, Technical Assistant Manager. The following decisions were made:

Member Advisory

None.

No Action Required

GCR

1. #34847 (Matt Clark) FIA rain light debacle (again)

Thank you for your letter. After considering various options, the Club Racing Board recommended that FIA 2019-spec rain lights be mandated for all formula and sports racing cars effective 1/1/2024. The CRB recommended the FIA 2019-spec rain light because agreeing on a minimum lumens spec, agreeing on view angle, agreeing on a reliable measurement device, providing such a device to the Regions (or mandating that they acquire one), and specifying and then consistently carrying out measurements are all problematic. By comparison, the use of an FIA 2019-spec rain light is enforceable. And, unlike other driver personal safety items such as helmets, harnesses, fires bottles, and HANS devices, the rain light impacts the safety of others on track just as much as it does the person who is in the car to which it is attached. The one-time expense of the FIA 2019-spec rain light is very cost-effective compared to the expense of a single accident avoided.

The recommendation that FIA 2019-spec rain lights be mandated for all formula and sports racing cars was published for comment in the May 2023 Fastrack and ratified by the SCCA Board of Directors as part of a Club Racing Board rules package. The new rule for GCR section 9.3.32.B.2 was published in the Updated June 2023 GCR. Following the BoD's ratification of the recommendation that FIA 2019-spec rain lights be mandated for all formula and sports racing

cars effective 1/1/2024, the CRB approved a one-year allowance of an LED truck/trailer light for SRF as a temporary solution to provide additional time for SCCA Enterprises to source a rain light that met the FIA 2019 specifications and fit the SRF mounting enclosure. Please see the Updated September 2023 GCR. The BoD overrode the CRB's decision and made the temporary SRF exception permanent. Please see the response to letter #34958 in the October 2023 Fastrack.

2. #34849 (Stevan Davis) Inconceivable Requirement for all EXCEPT SRF

Thank you for your letter. Please see the responses to letters #34719 and #34847 in the current Fastrack.

3. #34854 (Fred Michael) Rain lights

Thank you for your letter. Please see the responses to letters #34719 and #34847 in the current Fastrack.

4. #34855 (Garey Guzman) New limited rain light rule

Thank you for your letter. Please see the responses to letters #34719 and #34847 in the current Fastrack.

5. #34900 (Vaughan Scott) Officially Document and Disclose Rain Light Decision

Thank you for your letter. Please see the responses to letters #34719 and #34847 in the current Fastrack.

6. #34902 (Stevan Davis) Opposed to FLAGTRONICS

Thank you for your letter. Your concerns are noted for formula and sports racing cars. Work has been commenced by Flagtronics to develop a smaller unit.

7. #34904 (Vaughan Scott) Support for Letter #34902 - No Room for Flagtronics Display

Thank you for your letter. Please see letter # 34902 in current Fastrack.

General

1. #34607 (Kaitlin Spak) Safety Concerns at Super Tour Events

Thank you for sharing your concerns. Over the past two seasons, there has been greater emphasis on logging driver behavior, with Race Director/Chief Steward actions now carrying an automatic point on a driver's license. This helps directly track on track behavior, and can illustrate patterns of behavior, should a driver have multiple infractions. Additionally, the Green-to-Checker initiative tracks incidents by corner, class, run group and driver to look for patterns and opportunities to both make operational changes as well as coaching/mentoring opportunities for specific drivers. Finally, the Club's trial of Flagtronics at the 2023 Runoffs was a good first step toward helping communicate on-track situations more effectively to drivers in their cars. It is incumbent on everyone involved in the events to take steps to improve the on-track experience. These are some of the steps being taken as a National organization and with

event officials. We also ask the drivers to work within their communities to help each other, encourage driving with respect and better situational awareness while on track. We recognize that any of these items have both short term and long term benefits. We also recognize that these are not simply Super Tour issues, but that they are amplified at these events because of their high-profile nature.

2. #34630 (Jason LaManna) Runoffs Format Proposal

Jason, The BOD, Staff, and CRB have been considering what, if any, changes might be appropriate to the Runoffs and your presentation touches on many of the key areas under discussion. Thank you for your thoughts and the tremendous presentation.

GT General

1. #34713 (Philip Di Pippo) Makes no sense

Thank you for your letter. Please see letter # 34815 in current Fastrack.

GT3

1. #34803 (Philip Di Pippo) Ginetta GTA Alternate engine

Thank you for your letter. Please see letter # 34815 in current Fastrack.

2. #34815 (Philip Di Pippo) Request to Withdraw Letter #34803

Thank you for your letter. Unfortunately, this is that time when a car just does not fit within the given rule sets of any GT class, and it would be unfair to the rest of the competitors to allow "one off" rules to make an accommodation. The CRB is very sorry that we were unable to classify your Ginetta GTA.

GTX

1. #34605 (Daniel Speer) Verifying GTX Class Eligibility and Restrictions

Thank you for your letter. This car is already classified in GTX Tube Frame @2780 lbs.

Not Recommended

B-Spec

1. #34789 (Matt Wolfe) Lighten the load of the heavier B-Spec cars

Thank you for your letter. BoP has been reviewed by the CRB. Data that has been compiled has shown we have consistency between the makes. Data will continue to be reviewed throughout the 2024 season with adjustments to be made as needed.

2. #34790 (Matt Wolfe) Equalize the weight of the Mazda 2 headers before Runoffs

Thank you for your letter. BoP has been reviewed by the CRB. Data that has been compiled has shown we have consistency between the makes. Data will continue to be reviewed throughout the 2024 season with adjustments to be made as needed.

C-Spec

1. #33799 (Matt Downing) Classify the 2015-2019 Honda Fit in T5

Thank you for your letter. Your request doesn't fit with the philosophy/spirit of C-Spec.

FV

1. #34719 (Stevan Davis) Eliminating FV from the SCCA Ranks/Rain Light

Thank you for your letter. While the rain lights from Lifeline and Cartek that meet FIA Standard 8874-2019, Technical List No. 76, do list a 700 mA current draw, the existing standard of a "15-watt bulb" that many competitors still use represents a current draw of 1250 mA. The 700 mA is therefore a significant reduction in current draw in comparison. Other peripheral items such as data collection, video, and communication devices that competitors have added and have become accustomed to are not directly related to the analysis, because the FV rules permit the use of secondary batteries "to run video cameras/recorders, communications equipment and/or gauges and data acquisition systems." See GCR section 9.1.1.C.11.B. This provision was adopted several years ago to support the addition of such additional peripheral power draws specifically because FVs run total loss electrical systems. In considering the new F/SR rain light rule for 2024, a number of videos from SCCA races were reviewed as were direct comments from competitors and, with safety being paramount, the FIA 2019 standard was ultimately selected, because it was believed to be a well researched and well thought-out standard based on the rigors of open wheel and sports prototype racing. Cost was a concern as was an understanding that many competitors are still running the older lights, meaning that a significant number of people will need to upgrade to a brighter rain light. However, a quick Internet search shows that the Cartek rain light that meets the SCCA 2024 F/SR rain light rule can be found for as low as \$168 shipped, while the referenced Afterburner rain light that does not meet the FIA 2019 standard can be found for \$110 shipped. Others' experiences may vary. The bottom line is that the decision to go to the FIA 2019 standard was based on safety concerns and consistency in what fellow competitors are able to see, and the \$58 difference in cost for what is likely a one-time purchase does not seem excessive in that regard. While low-cost LED truck and trailer lights may appear to be bright, they may not have a sufficient brightness level when viewed at an angle, which is an important factor when racing in close quarters. Again, adopting the FIA 2019 standard covers this concern.

2. #34764 (Stevan Davis) Please back off on the FIA Standard required for Rain Lights

Thank you for your letter. Please see the response to letter #34719 in the current Fastrack.

3. #34816 (Stevan Davis) Why not DOT Rain lights?

Thank you for your letter. Please see the response to letter #34719 in the current Fastrack.

4. #34859 (Thomas Galuardi) NO NEW RAIN LIGHT PLEASE

Thank you for your letter. There has been much discussion and consideration put into the rain light rule for F/SR to be implemented on 1/1/2024. Please see the response to letter #34719 in

the current Fastrack. Please note that if you and your corner marshal partners were viewing from slightly above or to the side, perhaps you had a different vantage than that of the competitors, who are roughly at eye level with the rain lights of the cars ahead and being directly behind would be looking through their full water plumes. The committee reviewed numerous in-car videos during rain races leading up to this decision and had input from competitors as well. The committee noted that cars close behind, but slightly off to the side, often have a clearer view of the rain light than did the competitors directly behind.

GCR

1. #34848 (Dean Fehribach) NO EXCLUSIVE FIA Rain Light Requirement; Allow Afterburner Option

Thank you for your letter. Please see the responses to letters #34719 and #34847 in the current Fastrack.

2. #34881 (Joe Tovo) Age Change from 14 to 13

Thank you for your letter. The Club Racing Board does not recommend reducing the minimum age from 14 to 13 to be compatible with FRP licensing. Please see the response to letter #34998 in the current Fastrack.

3. #34892 (Gabe Fehribach) Repeal New FIA Light for F/SR

Thank you for your letter. Please see the responses to letters #34719 and #34847 in the current Fastrack Technical Bulletins (TB).

4. #34898 (Vaughan Scott) Request Approval of 40-LED 4

Thank you for your letter. Please see the responses to letters #34719 and #34847 in the current Fastrack.

5. #34899 (Vaughan Scott) Request SRF LED Rain Light Approval for All Open-Wheel Cars

Thank you for your letter. Please see the responses to letters #34719 and #34847 in the current Fastrack.

6. #34911 (Bill Dennis) GCR Rule 9.3.33.B.2 RAIN LIGHTS

Thank you for your letter. Please see the responses to letters #34719 and #34847 in the current Fastrack.

7. #34917 (Chip VanSlyke) FIA Rain Lights

Thank you for your letter. Please see the responses to letters #34719 and #34847 in the current Fastrack.

GENERAL

1. #34723 (Joe Camilleri) 2024 Runoffs qualifying criteria

Thank you for your letter. The Conference Championship structure is based on a collection of events rather than specific geographic boundaries. Any driver, from any Region, can score points and race in any Conference and drivers can race in multiple Conferences toward multiple point championships and Runoffs qualification. The points are automatically scored in that Conference, regardless of where a driver lives, which Region they belong to or which other races they have participated in that year. Because Conferences are not geographically based like Divisions, drivers do not have a "home" Conference. With no "home" Conference, there would be no guideline of which Conference to add the "out of Conference" races to.

2. #34994 (Mark Goodman) Majors Points Structure

Thank you for your letter. See response to letter #34723 in current Fastrack.

GT2

1. #34819 (Karl Heath) Rule change request

Thank you for your letter. The CRB would like to invite you to take another look at the T1 rules for your car as there have been many recent changes to the T1 class rule sets.

2. #34906 (Robert Kacprowicz) Weight Revision for TA2

Thank you for your letter. This car is classified correctly. We will continue to monitor the SCCA collected DATA.

SM

1. #34883 (Tyler Brown) Allow European Style Fenders in SM

Thank you for your letter. The price comparison you reference is for a brand new OEM part compared to a used part which we don't feel is a relative comparison. Given the fact that new OEM parts as well as used US spec parts are still readily available, the SMAC does not see the need to approve a part that is different. In the future, if the parts become harder to get or become NLA, we can revisit the topic.

2. #34903 (Jerry Brown) Spec Miata Weights

Thank you for your letter. SMAC will continue to monitor entry and finishing results throughout the remainder of the year, will evaluate the data, and will discuss any changes for 2024 after the 2023 Runoffs. Your letter states "decided advantage" and "results are indicating" but you supplied no data to support your position. We do monitor results, entry percentages, trap speeds, and lap times and we have yet to see any data that says the weight increase to NB2 was detrimental to the class. We are happy to look at any data you wish to supply to help further your position on the matter.

Recommended Items

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. #34595 (Formula/Sports Racing Committee) Cockpit Safety Barrier Request
In Roll Cages for Formula Cars and Sports Racing Cars, GCR section 9.4.5, add a new section as follows:

"H. Cockpit Safety Barriers (CSBs)

Any cage or device shaped as a wishbone or otherwise that is affixed to the Main Hoop and a low Front Hoop must comply with FIA Standard 8869-2018 (Technical List n62) and must be affixed only to chassis/tubs that have been certified by the FIA for installation of such devices. CSBs that are not FIA-approved may be considered by SCCA's Technical Department on a case-by-case basis following development and adoption of crashworthiness standards. "

General

1. #35061 (SCCA Staff) Remove Runoffs Pro Path Provision 3.7.4.A

Posted as Race Memo 23-13 on November 2nd, 2023

During the CRB call on October 9, 2023, SCCA Staff presented information to the CRB concerning the Pro Path for Runoffs. It was noted that very few participants had taken advantage of the program since its inception (*in 2023 only 5 drivers participated*), and that an inordinate amount of time was required from staff to gather and correlate participation/finishing information and administer the program. It adds an additional layer of complexity and potential confusion to the Runoffs qualification path. Drivers interested in competing for an SCCA National Championship at the Runoffs may use one of the paths through the club racing program to qualify.

In GCR Section 3.7.4 please make changes as follows.

3.7.4. SCCA Runoffs

SCCA schedules and conducts an event each year called the SCCA Runoffs, open to all U.S. Majors Tour participants and Division Championship participants

who meet the invitation qualifications. A competitor must qualify in the same class(es) in which he is entering the Runoffs, though he may compete in any car eligible for the class(es). The SCCA Runoffs determine the SCCA National Champion in each eligible class. SCCA publishes the Supplemental Regulations defining driver and car eligibility and other event details.

A. Invitations to the SCCA Runoffs

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

1. U.S. Majors Tour Super Tour and/or Conference Events

A competitor must meet participation requirements.

a. Participation Requirements

Participate on track in a minimum of three (3) separate U.S. Major Super Tour and/or Conference event weekends and have a minimum of three (3) individual race finishes, all in the same class. Events may be a part of any Conference.

A driver may substitute two (2) Regional-sanctioned weekends for one (1) of his three (3) Majors weekend participation requirements. Eligible Regional weekends shall occur between the conclusion of the previous Runoffs and a date not less than two (2) weeks prior to the start of the Runoffs or as otherwise specified in the Runoffs supplemental regulations.

This replaces Majors event participation but not the Majors finish or points requirements.

Endurance races are not eligible.

Drivers in the following classes may replace participation in up to two (2) Majors weekends with SCCA Pro Racing weekends in the corresponding class. Drivers who substitute one (1) Majors weekend with an SCCA Pro Racing weekend must have three (3) Majors/Super Tour race finishes. Drivers who substitute two (2) Majors weekends with two (2) SCCA Pro Racing weekends must have two (2) Majors/Super Tour race finishes. Eligible Pro weekends shall occur between January 1st of that year and a date not less than two (2) weeks prior to the start of the Runoffs or as otherwise specified in the Runoffs supplemental regulations. Drivers choosing the SCCA Pro Racing Path must purchase substitute Majors entries through the Member Account Portal of SCCA.com for the number of substitute Majors event weekends (either 1 or 2) by September 12, 2023. SCCA will collect and distribute the fees to the SCCA Regions.

~~GT1-TA~~

~~GT2-TA2 or TA-SGT~~

~~T1-TA-SGT or TA-GT~~

~~T2-TA-GT~~

~~FA-FRA, Atlantic (FRP), F1000 (FRP)~~

~~FC-F2000 (FRP)~~

~~FF-F1600 (FRP)~~

~~This replaces participation but not the Majors finish or points requirements.~~

b. Performance Requirements

A competitor must meet one of the following:

1. Finish in the top 10 of a Conference's point standings in class, or, in classes with more than 20 participants, finish in the top 50 percent.
2. Finish in the top 50 percent of the Super Tour point standings following the last Super Tour/Majors race.

Example: If 100 drivers participate in a class within a Conference or the Super Tour in the current race season, the top 50, who score any points, will receive an invitation.

2. Division Championship Events

There are both participation and performance requirements to qualify for the Runoffs through the Division Championships qualification path (if available):

- a. Participation Requirement: A competitor must participate on track in a minimum of four of a single Division's event weekends in the same class. All events occurring between the conclusion of the previous Runoffs and two (2) weeks prior to the start of the current Runoffs held in a single division count toward the participation requirement of four (4) regional/divisional event weekends regardless of whether they are a divisional championship points race.
- b. Performance Requirement: Each Division will determine the events that count as points races in their Divisional Championship point standings. A competitor must finish in the top three positions in his class point standings, except SM and SRF3 where the top five will be invited. Drivers that have qualified through the Majors path or are the Defending National Champion in the class, will not be removed from the Division point standings. Drivers qualifying outside of the Top 3 (or Top 5 for SM and SRF3) will not move up.
- c. Invitations will be extended to competitors meeting the requirements at a period of time two weeks prior to the start of the Runoffs event. This allows Divisions to run programs year round, if desired.
- d. In addition to the Top 3 (Top 5 SRF3/SM) Divisional points earners nationwide, SCCA BoD will allow drivers in the top 50% in the Northeast and Southeast Divisions for 2023 to be eligible for Runoffs invitations on a space available basis.

3. Defending Runoffs Race Winner

In addition, a current defending Runoffs race winner, who has not met the Runoffs invitation requirements in 3.7.4.A.1 or 2, may be accepted as an entrant even if he did not meet the participation requirements of 3.7.4.A.1 or 2.

- a. The entry will not be included in the total count of Runoffs invitations.
- b. He may compete only in the class(es) being defended, though he may compete in any car eligible for the class(es)

- c. He will not bump anyone from the field who was invited based on the qualifications in 3.7.4.A.1 or 2.
- d. A driver may not invoke the provisions of this section in two consecutive years in the same class, even if he repeats as a Runoffs race winner.

4. Additional Requirements

The driver must hold a current SCCA Full Competition License.

B. Refusal Of Entry

A competitor whose entry has been refused for the SCCA Runoffs may protest and appeal only the refusal of his entry, and he may protest up to 15 days before the start of the event. (See 4.4.6.)

C. Invited Runoffs Classes

All classes with a combined two-year event average of at least 4.0 participants in Majors and Runoffs competition will automatically be invited to the following year's Runoffs. Classes not meeting that criteria may be invited as the event format and venue permits. The Road Racing department, in consultation with the Club Racing Board, will determine and announce by January 1 the Runoffs-eligible classes invited to the next Runoffs consistent with the event format and venue. For example: If the two-year period includes 68 Majors weekends and two Runoffs, for a total of 70 events, a class would need at least 280 participants over that period to average 4.0 per event.

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 a minimum of 3 race starters and 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. A Runoffs-eligible class that does not have a minimum of 3 race starters, regardless of probation status, will 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

ITA

1. #33039 (Nicholas Boyeas) Request for Lexan Windows

In GCR, Section 9.1.3.C.9.d., add the following:

“Lexan front windshield permitted with 20# weight adder. Lexan rear window permitted with 20# weight adder. Lexan side window permitted with 5# weight adder. Windshield clips and rear window straps per the GCR Section 9.3 Windshield Clips/Rear Window Straps, are permitted and recommended.”

SMX

1. #35107 (Club Racing Board) Ruleset for GCR

Please see below to add 9.1.7.1 Spec Miata MX-5 (SMX) to GCR. Effective 11-1-2023.

Posted as Race Memo 23-12 on November 1st, 2023

9.1.7.1 SPEC MX-5 (SMX)

These specifications are part of the SCCA GCR and all automobiles shall conform to GCR Section 9.

A. PURPOSE AND INTENT

Spec MX-5 (SMX) is based on four pillars: affordability, reliability, tech-ability, and fun to drive, the (SMX) Spec MX-5 car provides the membership with the opportunity to compete in similarly prepared, low cost, 2006-2015 production-based MX-5 car with limited modifications, intended to help deliver the most fair and competitive racing competition in SCCA Road Racing

B. CLASSIFIED CARS AND WEIGHTS

2006-2015 production-based MX-5

Cars are to be weighed with the driver and required ballast.

C. AUTHORIZED MODIFICATIONS

Only the left-hand drive, North American-version of the 2006-2015 Mazda MX-5 convertible & power retractable hardtop (PRHT) are eligible. The original OEM vehicle identification number (VIN) stamped on the firewall must correspond with the model year automobile as classified. VIN plates or stampings must remain in place, with the firewall VIN taking precedence.

A Mazda Factory Shop Manual for the specific make, model, and year of automobile is required to be in the possession of each entrant. The manual may be in the form of printed material, microfiche, CDs, DVDs, and/ or Internet access to manufacturer sponsored web-based databases that is readily accessible at time of inspection. The manual is intended to aid scrutineers in identifying parts and the configuration of the automobile.

The items outlined in this VTS document represent the only modifications

and safety items permitted and/or required on Spec MX-5 vehicles other than safety items as required in SCCA's current GCR Section

9. Parts and components may not perform an unauthorized function (i.e. Modifications must be stated as authorized or cannot be done).

If the Mazda Factory Manual or these rules provide only a partial specification or no specification at all, the Mazda parts may not be modified beyond what is permitted in these rules. Compliance will be determined by comparison to new or like parts and/or the parts compliance measurement listing delivered by Mazda. Other approved parts with only a partial specification or no specification available in these rules may not be modified.

Assembly, rebuild, and refurbishment procedures, and all associated dimensions must adhere to the published factory service procedures, except as otherwise stated in these rules. No components may be added or omitted from those specified by the published factory service procedures. All components must comply with stated standard dimensions. It is permitted to use industry standard procedures to repair damaged components.

The use of any painting, coating, plating, metal treatment process or impregnating substance (e.g., anti-friction, thermal barrier, oil shedding coatings, chrome, anodizing, REM, isotropic finishing, etc.) to any internal engine surface, internal axle components, internal transmission or differential surface, internal or external surfaces of the intake manifold, exhaust manifold or down tube, is prohibited.

D. VEHICLE TECHNICAL SPECIFICATIONS (VTS)

1. Vehicle Weight

- a. The minimum vehicle weight with driver is 2,525.0 lb.

2. Ballast

If ballast is required to meet the required minimum weight, it must be added as follows:

- a. A ballast base plate must be securely mounted using the OEM passenger seat mounting bolt holes and bolts. Any number of additional segments of ballast may be attached to the base plate.
- b. Each segment of ballast must be fastened to the base plate with a minimum of two (2) one-half (1/2) inch bolts/studs and positive lock nuts of SAE Grade 5/ Metric 8.8 or better and must utilize large diameter, load distributing washers. In lieu of positive lock nuts it is permitted to positively thread the additional segments of weight into the base plate.
- c. Holes are not permitted to be drilled in the floor pan to mount ballast.

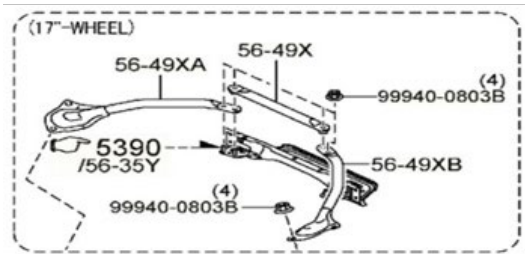
3. Chassis

- a. Towing eyes per SCCA's current GCR Section 9.3 are required. There must be an arrow that strongly contrasts with the vehicle paint scheme pointing to each tow eyestrut.
- b. OEM strut tower brace is required; it is comprised of three (3) components; see Table 1 for part numbers.
- c. An engine to fender brace located on the passenger side of the engine bay may be used if mounted in such a way that it does not foul brake lines, fuel lines, or other systems that would interfere with the safe operation of the vehicle under race conditions – see Table 1 for allowed modifications. (Mazda Motorsports PT# 0000-07-5600)

- d. Disabling or removing of the door locking mechanism must be performed.
- e. To facilitate frequent lifting of the vehicle, a 3/4" boxed tube not to exceed 12" long may be added under the rocker panel inboard of the factory pinch weld flange on each side of the vehicle.
- f. Convertible tops/power retractable hard tops (PRHT) and attaching hardware must be completely removed.
- g. All chassis, structural, and electrical repairs, if performed, must be in conformity with factory procedures, specifications, and dimensions. Unless specifically authorized by the manufacturer for repair or permitted by these rules, no reinforcement (e.g., seam welding, material addition, etc.) is permitted.
- h. Removal of excess wiring is permitted provided it serves no other purpose and does not splice or interrupt the OEM harnesses. Removal of the following systems is permitted: audio equipment; power seats; airbag/supplemental restraint systems components; heated seats; interior lighting; power windows; and power door locks. (No additional wiring may be added except as permitted in other sections - e.g., Section 16: Electrical Equipment.)

Table 1: Strut Tower Brace Parts	
Description	Mazda Part #
Right Side of Strut Tower Brace	NE57-56-48X
Left Side of Strut Tower Brace	NE57-56-49X
Center Section of Strut Tower Brace	NE57-56-48ZA

- i. A hole is permitted to be drilled in part #'s NE57-56-48X and NE57-56-49X to allow for access to the shock adjuster screw is permitted (it is recommended that the hole not be larger than 15mm); NE57-56-48X may be modified in order to allow room for the engine passenger side engine brace; no other modifications or other braces are permitted.
- j. MX-5 donor chassis with originally equipped with 16" OEM wheels require installation of OEM strut tower brace (part # NE57-56-35XA).
- k. To facilitate engine bay air flow for cooling purposes it is permitted to remove the section outlined below in red from OEM PT# NE57-56-35XA. Block-off plates must be installed at the fresh air vent for the HVAC module at the firewall under the cowl to isolate driver compartment from engine compartment.
(FIREWALL BLOCKOFF PLATE 0000-07-5832) No additional modifications are permitted.



4. Body

- a. Interior and exterior door handles are required to remain operable. Alternate interior door handles or cord/strap are permitted.
- b. The driver's and passenger's side inner door structural panel may be removed to fit the cage.
- c. The stock side impact/anti-intrusion beam must not be modified or removed.
- d. Door locking mechanisms must be disabled or removed.
- e. A minimum of two (2) of the brake lights must be in working order per the current GCR Section 9.1.
- f. The two (2) OEM unmodified, external mirrors for the correct the Mazda MX-5 (left and right) are

required; they must be mounted in stock location and may not be modified.

- g. OEM interior rearview mirror or an aftermarket rearview mirror must be used.
- h. 2006-2015 MX-5 bodywork may be updated or backdated, OEM body parts only. (This includes Mazda OEM accessory body parts such as trunk lid spoiler, side skirts, front air dam.)
- i. Mazda Motorsports' fiberglass headlamp replacements may be used; (See table 2)no modifications or substitutions are permitted; exceptions: painting, covering, and wrapping.

Table 2: Headlamp Replacement Covers		
Model Year	Mazda Part #	Description
2006-2008	0000-07-5818-LT	Left Side
2006-2008	0000-07-5818-RT	Right Side
2009-2015	0000-07-5819-LT	Left Side
2009-2015	0000-07-5819-RT	Right Side

- j. Lexan windshield may be used in place of the stock windshield. (Mazda Motorsports PT# - 0000-07-5101-5S)
- k. Windshield clips per current GCR Section 9.3 windshield clips are recommended.
- l. Hood and trunk pins or clips are permitted. Factory hood and trunk latches must remain intact and operational and may not be removed, disabled or altered.
- m. Front under hood weather strip must remain intact PT#- NE51-56-750
- n. Rear under hood weather strip must remain intact PT#- NE51-56-760
- o. Modification of release cables is permitted to facilitate external pull/opening straps/pulls/cords.
- p. A radiator screen of 0.125" minimum stainless-steel mesh may be added in front of the radiator.
 - 1. The screen must be a single layer and must be installed to the bumper cover and or grill and be contained entirely within the bodywork of the vehicle.
 - 2. Tape may be applied to the mesh screen.
 - 3. The OEM grill must remain intact.
- q. Front and rear fender lips may be rolled to prevent tire damage.
- r. Front OEM fender liners must be intact and unmodified, except for what is allowed in section 13. J regarding brake ducts. Repairs due to on-track damage is allowed so long as it serves no other purpose.
- s. OEM fog lights lens/glass must be removed. This will allow for the installation of brake duct kit (Mazda Motorsports' part # 0000-03-5301-NC.) The remaining opening from the fog light lens must either be blocked, or a connection must be made from the fog lamp opening/hole in the bumper fascia to a brake duct attached to the hub.
- t. Side marker lenses may be removed, and holes may be covered.
- u. OEM hard top or the unmodified Mazda

Motorsports hard top (part # 0000-07-5901-CC) are permitted.

- v. PRHT chassis cars must trim the finish panel with the 3rd brake light to fit one of the approved hard tops.
 - 1. Hhardtops may be painted or wrapped.
 - 2. OEM hard top latches must be removed and replaced with positive fasteners.
 - 3. The front of the hard top may attach to the upper windshield bar of the roll cage.
 - 4. It is permitted to run one single piece of racer tape to cover the leading edge of the after- market hard top where it meets the factory windshield frame.
 - 5. Openings beneath the hard top seal to the body are not permitted. The hard top must be securely mounted to the body of the vehicle and perform no other purpose.
 - 6. Body repair must be performed to maintain stock body contours, lips, profiles, etc. body repair modification must not increase clearance.

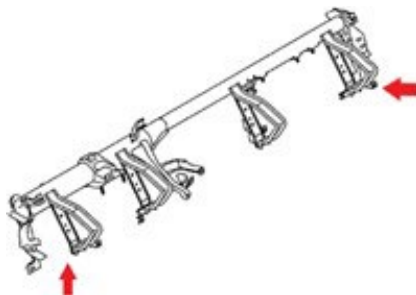
- w. To improve driver's exit through the window area, the driver and passenger vent window and vent window supporting frame may be removed as an assembly.

1. Vent windows may be modified to accept fresh air ducting.

- x. OEM radio antennas may be removed. Antennas for two-way radios may be added.
- y. Insulation & undercoating may be removed.
- z. All cars must run with both the front door windows fully open (i.e. fully down).

5. Cockpit / Trunk

- a. All interior trim components such as carpets, seats, cargo bins, seat belts, floor mat, firewall insulation/blanket, sound deadener patches, undercoating, radio systems, speakers, dome lights, grab handles, sun visors and their insulating and attaching materials, must be removed. 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.
- b. It is permitted to install a radio replacement panel.
- c. The outer edges of the dashboard may be cut the minimum amount required to install the roll cage.
- d. Air bag systems must be disarmed and must be removed.
- e. It is permitted to remove all components of the cruise control system.
- f. The top portion of the door panels containing the door latch release handle must remain intact.
- g. The lower portion of the door panels must be removed for installation of the roll cage. Gutting of the door may not go outside of the factory seal.
- h. The door window glass and window operating mechanisms must be removed.
- i. The OEM dashboard and its attaching hardware and brackets must be retained.
- j. For installation of required safety equipment, however, it is permitted to modify the OEM dash bar, so long as it is outboard of the first dash support brackets (illustration below). Modification of the first dash support brackets, nor inboard from them, is not permitted. The OEM dash bar must be securely mounted.



- k. The HVAC control module located under the dash may be removed together with the following: blower motor, evaporator core, heater core and associated ducting. Once removed it is permitted to block the blower inlet passage on the firewall.

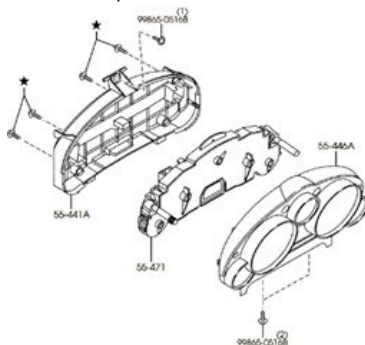


- I. All openings between the driver/passenger compartment and the trunk / gas tank area that include the filler tube & fuel tank vent must be filled completely with a metal bulkhead that is securely mounted (E.G. nuts/bolts, nut-serts, rivets). This shall close the entire trunk from the driver/ passenger compartment and comply with current GCR Section 9.3.
- m. Mazda Motorsports' finish panel trim kit (part # 0000-07-5822) may be used to create the required bulkhead above

- n. It is permitted to remove the driver's side factory seat mounts, but not the floor pan.
- o. It is permitted to remove the horn and all associated horn related components.
- p. OEM driver's seat must be replaced with a one-piece bucket-type race seat per current GCR Section 9.3.
- q. The passenger seat must be removed.
- r. Any steering wheel except wood rimmed types may be used.
- s. Any shift knob may be used.
- t. The air conditioning equipment located in the engine compartment (AC compressor assembly, associated lines/dryer and the condenser) must be removed.
- u. Alternate gauges and instruments may be added. The original instrument cluster must remain connected and functional. However, it may be relocated to allow the mounting of an aftermarket dash such as an AiM. The wiring to relocate the dash may not be cut or extended, it may only be re-routed. The remainder of the dashboard or panel must remain intact.
- v. Modifications may be made to the foot pedals to improve the comfort and accessibility to the driver; relocation of mounting points is not permitted.

1. Dead pedal/footrest and heel stop may be added.

- w. Instrument clusters must be unmodified OEM parts.



- x. Two-way radios may be used.
- y. Alternate means of windshield defrosting is permitted

6. Engine Modifications

6.1. General

- a. No modifications to the engine are permitted, except where specifically authorized within these rules. This includes but is not limited to: all fuel injection and engine management components, as well as electrical, cooling, and lubrication systems.
- b. All systems, unless otherwise stated, are subject to test procedures and must conform to OEM specifications as stated in the Mazda Factory Service Manual.
- c. Permitted engine maintenance includes the replacement, but not modification, of external engine and engine systems parts.
 - 1. No balancing, blue printing, lightening, polishing or other modification of moving parts of the engine is permitted.
 - 2. All parts in the engine must be OEM parts unless specified in this rule set.
 - 3. For all Mazda part numbers in these specifications, superseding part numbers are considered equivalent.

- d. Compression ratio for 2.0L engines must be 11.00:1; calculated using the official Spec MX-5 calculator.

6.2. Engine Block

- a. The engine block may be decked or milled to achieve the class specified compression ratio. Honing of cylinders is permitted to a maximum standard diameter as shown in Table 3.
- b. The cylinders may be bored .020" +/- piston clearance requirements over to a maximum permitted overbore diameter shown in Table 3 below.

Table 3: Piston Sizes			
Piston	Part #	Piston Size	Bore Diameter Max
Standard	0000-01-5310	87.500mm (3.445")	87.6046mm (3.449")
Allowed Overbore (.020)	0000-01-5310-OS	88.000mm (3.465")	88.1126mm (3.469")

- c. It is not permitted to overbore a single cylinder; all cylinders must be bored equally.
- d. sleeving of cylinders is not permitted.

6.3. Crankshaft

- a. OEM Mazda MZR 2.0L (2009-2015) manual transmission crankshaft (part # LF9G-11-301) must be used with no modifications except for machining or polishing and/or machining of the bearing surfaces to allow the use of main and rod bearings as permitted in Table 4 below.

Table 4: Crankshaft Measurements		
Crank Journal Measurement	Minimum Rod Diameter	Minimum Main Diameter
Imperial	1.848"	2.047"

- b. OEM crankshaft (Mazda part # LF9G-11-301) must weigh a minimum of 31.75lb.
- c. Maximum permitted stroke is as follows: 3.27" / 83.1mm
- d. Shot peening is prohibited.
- e. Bearings
 - 1. Main and rod bearings must not be modified; coatings are not permitted.
 - 2. OEM bearings are permitted.
 - 3. The only bearing sizes permitted other than OEM are listed in see Table 5.

Table 5: Bearing Sizes				
Bearing Type	Minimum Bearing Width	Minimum Bearing Thickness	Minimum Bearing Weight	Part #
Main Bearings (Standard H)	.630"	0.097"	N/A	0000-01-5215-MB
Main Bearing (Standard HX)	.630"	0.097"	N/A	0000-01-5216-MB
Rod Bearings (Standard H)	.630"	0.057"	28g	0000-01-5213-RB

Rod Bearing (Standard HX)	.630"	0.057"	28g	0000-01-5214-RB
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- f. The crank trigger must not be modified; it must be installed per the Mazda Factory Service Manual.
- g. OEM crank pulley/balancer (Mazda part # LF94-11-400) must not be modified and must be installed per the Mazda Factory Service Manual.
- h. Knife edging of the crankshaft is not permitted.
- i. Modifications to the crankshaft counterweights are not permitted.
- j. Coatings, REM or metal treatments of any kind are not permitted.

6.4. Connecting Rods

- a. OEM Mazda MX-5 (2009-2015) manual transmission unmodified connecting rods (part # LF9G-11-210) must be used. Connecting rod weight with cap and bolts must not be less than 530 grams.

6.5. Pistons

- a. Mazda Motorsports' competition pistons (standard bore part # 0000-01-5310; oversized part # 0000-01-5310 OS) are required; no modification is permitted.
- b. The minimum weight of the piston, less wrist pin and hardware, must not be lighter than 290 grams.
- c. Mazda Motorsports' competition wrist pin (part # 0000-01-5310-PN) must be used.
- d. The minimum weight of the wrist pin must not be lighter than 80 grams.
- e. Modification of the piston ring end gap width is permitted.

6.6. Cylinder Head

- a. Mazda Motorsports' competition cylinder head (part # 0000-01-5300) must be used; no modifications to the cylinder head are permitted outside of the gasket face surface outlined below in Table 6.
- b. Intake runner CC volume is 182cc +/- 1cc.
- c. Exhaust runner CC volume is 114cc +/- 1cc.
- d. Combustion chamber volume may not be below 41cc.
- e. The gasket face of the cylinder head may be resurfaced provided the maximum allowed compression ratio is not exceeded.
- f. Surfacing of the head gasket surfaced must be in a flat plane.
- g. Cylinder head gasket surface distortion may not exceed .010mm or 0.004".
- h. The minimum height of the cylinder head as measured must be at least (TBA)
- i. The following head gaskets in Table 6 below are permitted; no other gaskets may be used.

Table 6: Head Gasket Measurements		
Description	Thickness	Mazda Part #
OEM Gasket	0.017" approximate crush depth	L3G2-10-271A
Competition Gasket	0.55mm (0.021")	0000-01-5319-21
Competition Gasket	0.75mm (0.030")	0000-01-5319-30
Competition Gasket	1.0mm (0.040")	0000-01-5319-40
Competition Gasket	1.3mm (0.051")	0000-01-5319-51

6.7. Camshaft and Camshaft Timing

- a. Camshafts must not be modified; see Table 7 for OEM camshaft part numbers.

Table 7: Camshaft part numbers

Description	Mazda Part #
Intake Cam	L3E3-12-420
Exhaust Cam	L309-12-441B

- b. Camshaft and crankshaft sprockets must not be modified; see Table 8 for part numbers.

Table 8: Camshaft Sprocket Part #s	
Description	Mazda Part #
Intake Cam	LF94-12-4X0C
Exhaust Cam	LF01-12-425

- c. Cam timing must not be altered; chain must be installed as stated in the Mazda Factory Service Manual.
- d. OEM timing chain (Mazda part # LF7A-12-201) is required; no modification is permitted.
- e. OEM timing chain components must be used; see Table 9 for Mazda part numbers.

Table 9: Timing Chain Guide Part #s	
Description	Mazda Part #
Fixed Guide	LF01-12-614
Tensioner Guide	LF01-12-671

6.8. Valves

- a. OEM valves must not be modified (including reshaping); see Table 10 for Mazda part numbers.

Table 10: Valve Part #s	
Description	Mazda Part #
Intake Valve	LF01-12-111
Exhaust Valve	LF02-12-121F

- b. Valve location or angle must not be moved.
- c. Valve guides may not be replaced.
- d. Valve job measurements must be as follows:
1. Intake 35 top 45 seat 65 bottom 77 bottom seating angle width is 1.0mm
 2. Exhaust 40 top 45 seating to radius seating angle width 1.2 mm.
 3. Valve stem installed height must be per the Mazda Factory Service Manual.
 4. Valve stem seals must be OEM.

6.9. Valve Springs

- a. Mazda Motorsports' competition valve springs (part # 0000-01-5319-SP) are required.

6.10. Intake Manifold

- a. OEM intake manifold (Mazda part # LF9G-13-130B) is required; no modification is permitted (e.g., no material may be added or removed; no painting or coating on the exterior or interior permitted).
- b. All air entering the engine must pass through the throttle body and metered by the mass airflow sensor.
- c. Removal of these factory EGR components is permitted: Valve, crossover pipe, coolant lines (EGR DELETE KIT 0000-06-5447)
- d. If factory EGR components are removed, the following ports must be blocked:
1. Intake manifold cross over pipe port.

2. Cylinder head cross over pipe port.
3. EGR valve port on back of cylinder head.

6.11. Intake System

- a. Cars must replace OEM air box with the Mazda competition cold air intake kit (part # 0000-06- 5150-KT); no modification (e.g., ducting or baffling of air, venturi cones) to the cold air intake kit is permitted.

- b. No alteration to the intake tube length, diameter, or shape is permitted.
- c. The air filter supplied in the Mazda Motorsports competition cold air intake kit may be refreshed with the Mazda Motorsports' competition air filter (part # 0000-06-5204).

6.12. Fuel System

- a. Fuel must comply with SCCA GCR section 9.3.25
- b. OEM fuel pump (Mazda part # LFG1-13-350) is required; no modification is permitted.
- c. It is permitted to remove the unleaded fuel restrictor from the filler neck. (GCR 9.3.26)
- d. Mazda Motorsports' competition fuel rail that includes fuel pressure gauge, and fuel sampling test port and hose kit (part # 0000-06-5207) is optional.
 - 1. Fuel pressure sensor integrated into the required AIM data acquisition system is required. It must be operational and able to be viewed when pulling a competitor on track data.
 - 2. The addition of a switch or jumper located in the under-hood fuse box is allowed to activate the fuel pump. This modification may serve no other purpose.
 - 3. One operational fuel sample test port is required. Fuel sample test ports shall be made from dry break fuel rated quick disconnects. No other style of fuel sample test port is allowed (e.g., Schrader valves).
 - 4. No other modifications permitted.
- e. OEM fuel pressure regulator (Mazda part # LFB6-13-280) is required.
 - 1. Vehicle must run between 54 and 63 PSI of fuel pressure.
- f. OEM injectors (Mazda part # L3G5-13-250) are required; no modification is permitted.
 - 1. Flow rates for the injectors must fall within the factory tolerance of 204-216ml (204-216 cc, 12.5-13.1 cu in/minute).

6.13. Lubrication System

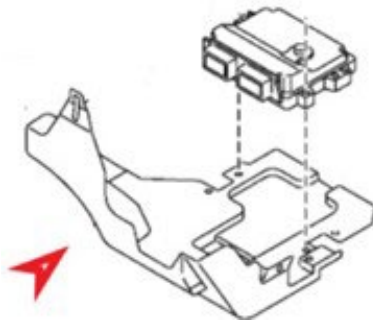
- a. OEM engine oil filter is required; no substitutions permitted.
- b. Mazda Motorsports' competition oil cooler adaptor kit with lines (part # 0000-01-5100KT) is required; no modification is permitted.
- c. Oil and lubricants are unrestricted.

6.14. Engine Control Unit (ECU)

- a. Reference penalties for non-compliance of the Spec ECU flash in Section 21 below. Modification or attempted modification of the Spec ECU flash will result in a 12-month suspension from competition and \$1,000.00 fine.
- b. Mazda Motorsports' competition ECU (part # 0000-01-5379) is required; serial number must be visible; external or internal modification is not permitted.
- c. ECU calibrations and inputs must not be modified.
- d. OEM engine electrical harness (part # NH18-67-020A) is required; no modification is permitted.
- e. OBDII diagnostics port must be operational in all cars.
 - 1. The check engine light must be operational and perform the function test at start up.
 - 2. The OBDII port must be available at all times (including during the race) for tech officials to install test equipment as necessary.
 - 3. If a competitor uses the OBDII port to power any type of data acquisition system, he/she would be responsible for providing the splitter cable to plug in both units or unplug the data acquisition system.
- f. Instrument panel clusters must be operational and unmodified OEM parts.

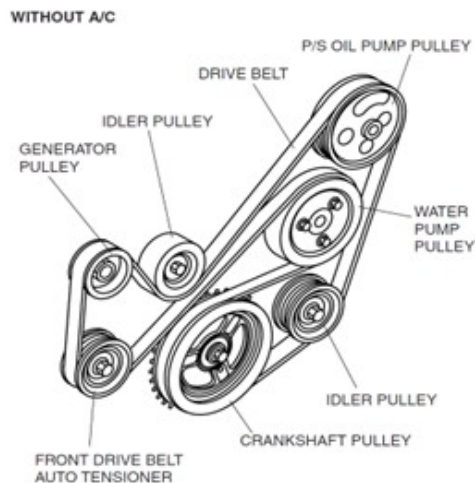
- g. Temporary data acquisition devices may be installed by the sanctioning body for technical compliance.

- h. Removal of Mazda ECU insulator PT# LFG1-13-3C1 is permitted (diagram below)



6.15. Miscellaneous

- a. The factory air conditioning system and all associated lines, compressor, condenser and evap- orator must be removed.
 1. Once the AC compressor is removed, the OEM AC pulley delete kit (Mazda part # LF17- 15-940E) is required.
- b. Serpentine belt Gates PT# 6PK-2170 or same size equivalent is required.



7. Exhaust

- a. OEM exhaust manifold and OEM heat shield must be replaced with Mazda Motorsports' competition part # 0000-06-5407-NC; no modification is permitted (e.g., internal or external wraps, coatings, paints, metal treatments, thermal barriers etc.).
- b. OEM exhaust system must be replaced with Mazda Motorsports' competition part # 0000-06- 5427-NC; no modification is permitted (e.g., internal or external wraps, coatings, paints, metal surface treatment, thermal barriers etc.).
- c. The forward oxygen (O2) sensor (OEM Lambda Sensor) must remain in the factory location and in full working order. Mazda Motorsports' competition O2 sensor installation kit wiring extender (part # 0000-10-5320) is permitted.
- d. The secondary post catalytic oxygen (O2) sensor must be removed.

- e. Heat shielding
 - 1. OEM heat shield protecting ABS unit from header may not be removed or modified.
 - 2. OEM muffler heat shield may not be removed or modified.
 - 3. It is permitted to wrap the exhaust pipe from the mid connection flange to the muffler.
 - 4. Use of heat shielding material on transmission tunnel to replace OEM heat shielding is permitted. OEM heat shielding must be removed from transmission tunnel.

8. Cooling System (cooling system checklist)

- a. Mazda Motorsports' competition radiator and oil cooler assembly (part # 0000-01-5504-CR) is required (e.g., OEM is not permitted).
- b. The radiator using the OEM mounting brackets must be installed in its original location.
- c. The oil cooler may not be moved or altered from the pre-assembled mounting location.
- d. Radiator ducting may be placed on each side of the radiator tanks and the undertray to force air through the radiator fins. The gap between the top and sides of the radiator may be sealed but shall not perform any other function.
- e. The unmodified OEM cooling fan must be maintained in full working order and mounted in the stock location. Axillary control of the radiator cooling fan may be added to activate the fan independent of the ECU, OEM control of the fan must remain intact.
- f. Thermostats may be modified, removed or replaced.
- g. The OEM water pump (Mazda part # 1F70-15-100) is required; no modification is permitted.
- h. The OEM water pump pulley (Mazda part # L327-15-131) is required; no modification is permitted.
- i. Engine cooling system hoses and clamps may be substituted.
- j. Heater core may be removed along with HVAC evaporator core including all associated hard pipes and hoses. This is to include OEM water to oil cooler lines as well as throttle body coolant lines. (Rear coolant pipe 0000-01-5514, bottom coolant pipe 0000-01-5515)
- k. The OEM engine coolant expansion tank may be replaced with any aftermarket part but must not serve another purpose.

9. Clutch, Pressure Plate and Flywheel

- a. Vehicle may use any combination of the options listed in Table 11 below.

Table 11: Clutch Component Part Numbers	
Description	Mazda Part #
Mazda Factory Clutch Disc	LF05-16-460A
Mazda Factory Pressure Plate	LF04-16-410A
ACT Sprung Clutch Disc	0000-02-5420-AC
ACT Pressure Plate	0000-02-5405-AC
ACT Clutch and PP Kit	0000-02-5004-G6

- b. The unmodified pressure plate must be bolted directly to the stock, unmodified flywheel.
- c. OEM flywheel (Mazda part # LF9G-11-500) is required. Factory Service Manual resurfacing specification is permitted; no other modification is permitted.
- d. Alternate clutch lines are permitted and must not serve another purpose.
- e. Clutch components must adhere to the minimum weights listed in Table 12 below:

Table 12: Clutch Component Part Numbers

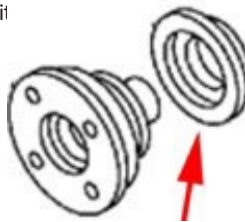
Description	Minimum Weight (lb.)
Clutch disc	3.5
Pressure Plate	9.4
Flywheel	15.80

10. Transmission

- a. OEM 2006-2015 6-speed gearbox and 4.10 final drive ratio are required.
- b. No modification of the internal parts and ratios are permitted except the installation of the unmodified parts contained in the Mazda Motorsports MX-5 transmission upgrade kit (part # 0000-02-5700).
- c. Mazda Motorsports Competition gear set 0000-02-6000 is allowed. Gear ratios are as follows: 1st - 3.82; 2nd - 2.26; 3rd - 1.64; 4th - 1.18; 5th - 1.00; 6th - 0.83/0.79. There are two (2) production 6th gears; either one is permitted.
- d. Alternate shift knobs are permitted.
- e. Nomex or aftermarket fireproof shift boots are permitted. Removal of the factory rubber shift boot is not permitted.
- f. No treating, coating, polishing or modification of any transmission or components are permitted.
- g. Fluids and/or lubricants may be substituted with any lubricant.
- h. Updating or backdating of transmissions from 2006–2015 is permitted; unmodified OEM shifters must be retained. The use of short throw shifters is prohibited.
- i. An single inspection hole (not to exceed 1.5" in diameter) in the bottom of the bell housing is permitted for the sole purpose of technical inspection of the flywheel. It is permitted to plug or tape over that hole.
- j. Transmission cooler(s) are permitted.

11. Differential

- a. Only the Following differentials are allowed.
 - 1. Mazda Motorsports, unmodified, Torsen limited slip differential – 0000-02-5564
 - 2. OEM, unmodified, limited slip differential - Mazda part # MS03-27-200B
 - 3. OEM, unmodified, open differential are permitted.
- b. RX-8 differential mounting bracket (Mazda part # F151-39-730B) is permitted.
- c. Mazda Comp diff bushings 0000-04-5510 is permitted (MX-5 diff mount)
- d. Polishing, metal treatment or coating of differential or axle components are not permitted.
- e. Removal of metal/rubber isolator on the pinion flange is permitted.
- f. Differential cooler(s) are permitted

**12. Suspension and Steering: Suspension**

Modifications are limited to the addition of the Mazda Motorsports Spec MX-5 kit; details are as follows (including all modifications permitted):

- a. Mazda Motorsports' TSB MX-5-002 must be followed re: the rear shock thread protector found in the "Spec MX-5: Four Pillars" page on MazdaMotorsports.com. The thread protector must measure 1.250". (The TSB will not be applicable to the supply from Mazda Motorsports received after 7.15.2020 as they

will have the updated thread protector.) b. OEM control arms are required; no modification is permitted.

- c. Anti-roll bar links may be replaced with Mazda part # 0000-04-5597-KT
 - 1. Cockpit adjustability is not permitted.
- d. Mazda Motorsports' competition sway bars are required, mounting guidelines:
 - 1. Metal shims up to 1/8" total thickness are permitted between each anti-roll bar mount shackle and the stock mounting point on the chassis.
 - 2. One end of the sway bar(s) may be disconnected as a suspension tuning aid.
 - 3. The bar must remain in place and be solidly attached to the suspension on one end.
 - 4. Sway bar end links must be installed on the unmodified stock attachment points.
- e. Camber, caster, and toe are unrestricted within the limits of the unmodified factory adjust-

ments in conjunction with Mazda Motorsports front offset bushing (part # 000-04-5407-NC).

- f. Minimum ride height is unrestricted.
- g. Nuts & bolts may be replaced by similar items performing the same fastening function(s).
- h. Relocation or reinforcement of any suspension parts or mounting points is not permitted, with the following exceptions:
 1. Addition of spacers or washers on a horizontal plane is permitted at the rear lower shock mount to the spindle per the shock installation instructions.
 2. Updating to RX-8 rear toe link and rear trailing arm is permitted. See Table 13 below.

Table 13: Permitted RX-8 Trailing Arm and Toe Link Part #s	
Description	Mazda Part #
RX-8 Trailing Arm	F189-28-200A
RX-8 Toe Link	F189-28-45XA

- i. OEM power steering pump with pulley (Mazda part # NE51-32-650D) is required; Mazda Motorsports Power steering flow restrictor PT#- 0000-04-5532 is permitted; no other modification is permitted.
- j. OEM power steering rack (Mazda part #: NE51-32-110C) is required; no modification or relocation is permitted.
- k. Factory power steering reservoir may be replaced.
- l. Wheel center caps must be removed.
- m. All chassis, structural and electrical repairs must follow factory procedures, specifications, and dimensions as described in the applicable service manual. Reinforcement (e.g., seam welding, material addition, etc.) is not permitted.
- n. Steering lock mechanisms must be removed.
- o. The distance from the outside of the wheel rim to outside of the opposing wheel rim for both the front and rear of the vehicle must not exceed 69.5".
 - l. The distance Measurement is obtained by measuring the distance between the wheel lips by going through the wheel spokes at the bottom of the wheel at its widest point via tape measure. (Measure the outside wheel lip of one wheel to outside wheel lip of the other wheel on same axle.)
- p. Mazda Motorsports' competition rear toe link (part # 0000-04-5426) is permitted; no modification is permitted.
- q. Mazda Motorsport's Spec MX-5 Suspension Kit includes the items set forth in Items in Table 14. seen below are components within this kit. No substitutions or modifications of parts are permitted. The unmodified kits must be used in their entirety, except as specified.

Table 14: Spec MX-5 Suspension Kit (All parts are required; no modification is permitted.)		
Description	Location	Mazda Part #

Shocks	Front	0000-04-5291-SA
	Rear	0000-04-5292-SA
Springs	Front	0000-04-9700-08
	Rear	0000-04-9400-07
Helper Springs	Front/Rear	0000-04-9926
Front Penske Mount Kit	Front	0000-04-5359
Rear Penske Mount Kit	Rear	0000-04-5358
Sway Bar Kit	Front and Rear	0000-04-5306-EB
Offset Bushings	Front	0000-04-5407-NC

13. Hubs

- a. OEM RX-8 front hub (Mazda part # F189-33-04X) may be substituted in place of the OEM Miata 2006-2015 front hub.
- b. Mazda Motorsports' competition RX-8 rear hub upgrade kit (part # 0000-04-5811-KT) may be substituted in place of the OEM MX-5 rear hubs; this unmodified kit must be used in its entirety.

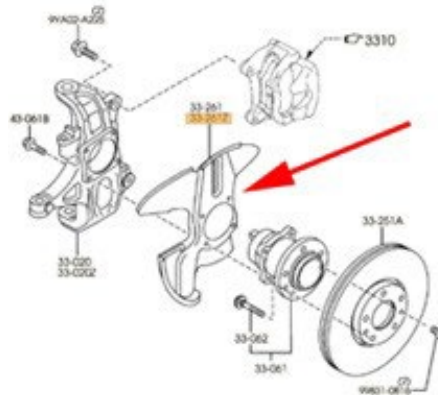
14. Brakes

- a. Stock or OEM equivalent brake rotors must be used and adhere to the specifications below in Table 15.

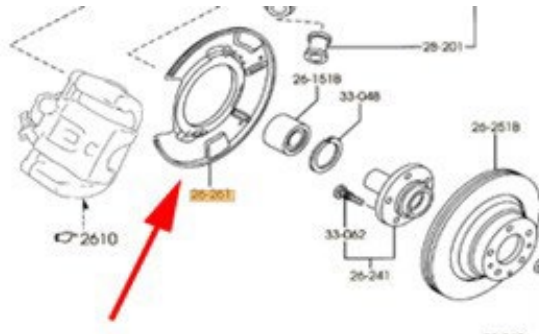
Table 15: Brake Rotor Dimensions

Location	Diameter	Notes
Front	290mm (11.4")	Vented
Rear	280mm (11.0")	Solid

- b. Front backing plates/dirt shields may be removed.



- c. Rear backing plates/dirt shields may be removed.



- d. Brake lines may be replaced with competition braided steel lines; option: Mazda Motorsports' part # 0000-03-5212.
- e. The Factory ABS system must remain intact, unmodified, and in full working order.
- f. Brake slider pin may be used in either/both front location B25D-33-694. (This prevents

a stuck sliding caliper due to the rubber grommet)

- g. Parking brake mechanisms and actuating components may be removed.
- h. Brake fluid is unrestricted.
- i. Mazda Motorsports' competition brake duct kit (part # 0000-03-5301) is permitted.

- j. The forward vertical inner fender panels may be modified to fit the brake kit hose to the fog light openings but may not be modified to serve any additional purpose.
- k. Mazda Motorsports' competition brake pads are required; see eligible brake pad compounds in Table 16. No other brake pads are permitted.

Table 16: Brake Pad part numbers		
Pad Style	Mazda Part #	Notes
Front Pad	0000-03-5104-SP	RST-3 compound
Rear Pad	0000-03-5116-29	RSL-29 compound

15. Wheels

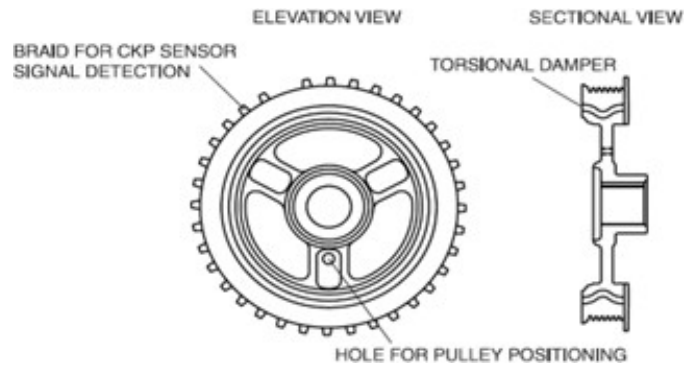
The following unmodified wheel options below in Table 17 are permitted for use.

Table 17: WHEELS		
Description	Color	Mazda Part #
17x7" OEM Wheel	Gun Metallic	99656-47070
17x7" OEM Wheel	Silver	99656-77070
Mazda Motorsports' Competition MX-5 Wheel	Gun Metallic	0000-04-5706-GM
Mazda Motorsports' Competition MX-5 Wheel	Silver	0000-04-5706-SL

- a. Wheels may be painted.
 - b. Aftermarket (any) wheel studs and lug nuts are permitted, provided that a minimum of two threads must protrude beyond the lug nut with the wheel installed. with a minimum of two (2) full threads showing; Wheel studs may not be gun drilled.
 - c. Wheel spacers are not permitted.
16. Tires
- a. Dry tires: Toyo RR P235/40/ZR17.
 - b. Wet tires: Toyo RA1 P235/40/ZR17.

17. Electrical Equipment

- a. OEM ignition coils (Mazda part # L3G2-18-100B) are required; no modification is permitted.
- b. Mazda's competition spark plugs (part # 0000-10-R7IX-11) are required; no modification is permitted.
- c. The crankshaft position sensor and crankshaft pulley relationship must be as specified in the 2006- 2015 MX-5 Factory Service Manual.



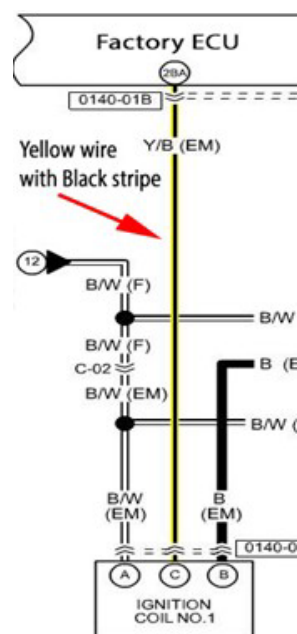
- d. OEM alternator (Mazda part # LF9H-18-300R-OA) is required; no modification is permitted.

- e. The alternator must not be externally regulated or disabled in any way other than by the OEM production ECU/wiring circuit and master kill switch.
- f. The electronic control module (ECM) control circuit for alternator charging must be OEM - unmodified and operational.
- g. OEM alternator drive pulley (part # AJ51-18-W10) is required; no modification is permitted.
- h. All sensors related to engine operating parameters must be used and must be stock, unmodified Mazda parts for the correct year of the vehicle on which they are installed.
- i. Any and all sensors and their respective locations, mounts, and wiring harness leads may not be altered except as elsewhere in this rule set. e Spec-MX-5 rules.
- j. Any sensors required for non-OEM gauges must be in addition to the Mazda sensors.
- k. All alternate gauge and sensors must have independent wiring. Splicing, tapping, or altering of the factory engine wiring harnesses is prohibited with the exception of adding an aftermarket tachometer/shift light as follows:
 - 1. It is permitted to splice into the yellow wire with the black stripe (pin 2BA - Ignition Coil 1 control circuit) in the engine harness to obtain the tachometer signal for an aftermarket tachometer or shift light.
 - 2. Splicing must be done within 5" of the ECU.
- l. Data acquisition's sensor(s) may be added, provided they do not require splicing or alteration to the factory engine wiring harness.
- m. Batteries
 - 1. Batteries may be replaced with those of an alternate manufacturer, provided they are of similar amp-hour capacity, and size, including lead acid or AGM.; Lithium batteries are not permitted.
 - 2. Batteries must weigh no less than 18.0lb and no more than 35.0lb
 - 3. Additional battery hold-down devices are recommended.
 - 4. Battery MUST be moved from the original location to the passenger side in the upper trunk area in front of the tail lamp. This will require the use of a bulkhead that separates the driver / passenger compartment completely from the trunk and the battery location. See section 5.I for reference.

18. Roll Cage

- a. Roll cage must adhere to SCCA's current GCR Section 9.4 for Touring 4 cars; with the following exceptions:
 - 1. One tube not to exceed 1.75" in diameter may be added which extends from the door bars to the rocker panel on each side. The landing plate for this tube can be no longer than 5" in length. The landing plates must be centered between the front and rear landing plates for the lower NASCAR or X brace bar.
 - 2. Main hoop mounting plates may be on multiple planes; however, they must not be greater than 19" on any side.
- b. Playboy MX-5 Cup car cages manufactured by Racing Cages, Inc. with the official serial number plate on the main hoop are allowed to retain the lower door bar and two 3" attachment points to the rocker panel on both the driver's side and passenger side. No additional seam welding or lengthening of the original attachment points is allowed.

19. Safety



- a. An electrical master (“kill”) switch is required. See current GCR Section 9.3 Master Switch.
- b. Vehicle must be equipped with a driver’s restraint system meeting the specifications of current GCR Section 9.3 Drivers Restraint System.
- c. Installation of a fire extinguisher or fire system is required. See current GCR 9.3 Fire System.
- d. Vehicle must have a driver’s side window safety net complying with current GCR Section 9.3 Window Safety Nets. Nets must be mounted to provide protection in the event the driver’s door opens.

20. Data Acquisition

- a. Vehicle must be equipped with AiM data acquisition system that is capable of providing on track data to AiM race studio 2/3. The data acquisition system may only read the OBDII/ECU data stream. It is not permitted to alter/manipulate data to and from the ECU. The AiM system may be utilized to trigger a switch I.E., cooling fans or diff cooler pumps but must be wired via a separate analog circuit.

Refer to Section 17: Electrical Equipment above for installation requirements.

- b. The connection at the OBDII port for the AiM system may be made in either one of two ways:
 1. Through a dedicated OBDII AiM adaptor.
 2. By direct wiring to the back of the OBDII port within 3" of the OBDII connector.
- c. Fuel pressure datalogging is required.

21. Mandatory Video Camera

- a. Vehicle is required to use at least one (1) forward-facing video recording device while on track; the following is required:
 1. Video format must be a digital file to be viewed in an MS Windows compatible standard viewer.
 2. Camera must capture at least the "driver's eye view."
 3. Camera must produce files with the correct time and date.
 4. Failure to comply will incur penalties and logbook documentation as stated in Table 18.

Table 18: Video Camera Infractions	
Description	Penalty
First Offense	Warning
Second Offense	One (1) Race Suspension
Third Offense	Two (2) Race Suspension
Fourth Offense	One (1) Year Suspension
Note: Penalties may be reduced or removed for instances such as mechanical failure or on-track incidents.	

22. Parts Confiscation

- a. Tech officials may confiscate competitors' parts for the purpose of verification of tech compliance.

EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

23. Penalties Clarification

Any entrant found non-compliant in the following areas may will be penalized as follows:		
Level	Infraction	Penalty
1	Non-compliant modification to any of the spec parts, engine components, ECU/Electronics or modification to the chassis.	May preclude the driver (i.e. suspend) of the non-compliant Spec MX-5 from competing in SCCA events for the 12 months following the suspension. A level 1 infraction carries a \$1,000 fine.
2	Non-compliant modification to the suspension or drivetrain outside of level one infractions: engine, fuel system, charging system, exhaust, and intake system.	May preclude the driver (i.e. suspend) of the non-compliant Spec MX-5 from competing in SCCA events for the 6 months following the suspension. A level 2 infraction carries a \$500 fine.
3	Use of an unauthorized or non-compliant part, engine component, ECU/Electronics or chassis or chassis part.	May preclude the driver (i.e. suspend) of the non-compliant Spec MX-5 from competing in SCCA events for the 12 months following the suspension. A level 3 infraction carries a \$1,000 fine
4	Non-compliance (non-modification such as incorrect part) Use of an unauthorized or non-compliant for any of the suspension or drivetrain part or component outside of level one infractions: engine, fuel system, charging system, exhaust, and intake system.	May preclude the driver (i.e. suspend) of the non-compliant Spec MX-5 from competing in SCCA events for the 6 months following the suspension. A level 3 infraction carries a \$500 fine

Taken Care Of

C-Spec

- #33862 (David Daughtery) Allow B-spec cars to run in C-Spec
Thank you for your letter. Please see letter #33799 in current Fastrack.

General

- #34573 (Marc Cefalo) Spec Mx5 National Status
Thank you for your letter. Please see response to letter #35107 in current Fastrack.

What Do You Think

None.

RESUMES

B-Spec

- #33542 (Robert Selck) T5 Resume Submission
Thank you for your letter. All positions on the Advisory Committee are currently filled. Your resume will be held for future openings.