Fastrack news official SCCA member notification
EFFECTIVE FIRST DAY OF THE MONTH UNLESS OTHERWISE NOTED

ROAD RACING COMPETITION COMMITTEE MINUTES | October 12, 2026

We appreciate the feedback and perspectives that our members provide, and we'd like to thank you for your outreach and being part of the process. Should you have any requests or feedback to share with the Road Racing Committee or a class advisory committee, please visit https://crbscca.com/ to submit a letter.

The Road Racing Competition Committee met by teleconference on October 12, 2026. Participating were Dayle Frame, Chairman; David Arken, David Locke, Jim Goughary, Sam Henry, Tony Ave and Shelly Pritchett, secretary. Also participating were: Bob Crawford, BoD Chairman, David Brown, Mark Weber and Sam Fouse, BoD liaison; Eric Prill, Vice President, Road Racing, Sydney Davis Yagel, Senior Manager of SCCA Road Racing, Scott Schmidt, Road Racing Technical Manager, and Scott Dobler, Road Racing Series Manager. The following decisions were made:

Member Advisory

None.

No Action Required

FC

1. #40531 (Robert Wright) Follow up to letter 40199
Please see the response to letter #40912 in this Fastrack.

GCR

1. #40886 (Mike Kelley) Number Rules Clarifications
GCR section 9.3.29.B requires car numbers to be displayed on a contrasting background. The phrase "All numbers must be the same color and style" means any given number displayed on each side or the front of a car. With a varied graphics scheme, it is entirely possible to have different colored numbers on different parts of the car as long as the background is contrasting and all other requirements in GCR section 9.3.29.B are met.

General

1. #40670 (Lans Stout) Addressing the Cost of Tires
The RRCC certainly appreciates the concerns about increasing race tire cost. Most members were or are racers and understand the situation. We also hear about it from the driver corps. That said, there is no magic bullet for the program on this topic. Individual solutions will be needed based on the category and class.

As for spec tires, it should be noted that most differences within a class would make spec tires a very tricky proposition for most fendered classes. Differences such as weight, FWD v RWD, suspension design, power and torque values, etc. would mean that a good tire for one car would be a poor choice for another. Spec tires work in classes where these variables are minimized (FF, FC, SM, etc.).

The RRCC will continue to examine this subject and work with the driver corps as needed.

GT2

1. #39722 (Don Van Nortwick) GT2 (Air Shift Ban on Sequential) 9.1.2 para 10 GCR'25 SCCA Rules
A letter for additional information was requested from the letter writer. After five months, no additional information has been received.

2. #40326 (Joseph Zanavich) 3.5 TWIN TURBO PANOZ
Thank you for advising the RRCC of your concerns. The RRCC does understand what you are saying, but please take notice that this is basically a "stock" FORD Truck motor utilizing factory FORD part number turbos also as used in the same FORD F-150 trucks. When possible, the RRCC will collect data and make adjustments as necessary.

Not Recommended

AS

1. #40740 (Michael Kamalian) Alternate Windshield for 2018+ Mustang
This modification doesn't fit class philosophy.

2. #40828 (Jonathon Reitz) Aluminum Third Member Cases for the Ford 9
The ASAC contacted the author and discussed it by phone. The author agreed this would not be a good idea in American Sedan due to minimal weight savings and due to reducing the strength of the Third Member.

GCR

1. #40823 (Alan Russell) Kill Switches
The Road Racing Competition Committee does not recommend changing the requirements for master switches at this time.

2. #40878 (Bradley Davis) Clarify Driver(s) Entry at SCCA Sanctioned Test Days
The Road Racing Competition Committee does not recommend revising the GCR to state that on SCCA test days more than one licensed SCCA driver may turn laps in a car that is registered for the event. The RRCC believes this issue is best handled by supplemental regulations for each event.

3. #40923 (Bradley Davis) Use of AI in Protests, Appeals and Witness Statements
The Road Racing Competition Committee does not recommend revising the GCR to regulate the use of Artificial Intelligence. Given the rapidly evolving technology, it would likely be difficult to prohibit the use of AI to assist in crafting protests, appeals, or other statements.

HP

1. #40905 (Robert Heatwole) Nissan/Datsun 1200 5-speed Request Review of letter # 40481
Throughout the long history of the Prod Category, and the wide variety of its spec lines, there are certainly instances of specific car allowances that were granted somewhere along the line that aren't consistent with the general overall philosophy of the category, especially where classes got consolidated and extreme efforts were made to try and achieve balanced competition. Currently, permitting a non-stock number of gears is not something that would be generally considered without some highly unique and rare circumstance for why it needs to be done to keep the spec line viable. That is not the case here, so therefore this request remains Not Recommended.

Recommended Items

The following subjects will be referred to the Board of Directors for approval. Address all comments, both for and against, to the Road Racing Competition Committee. 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.

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GCR

1. #40894 (Gary Dabate) Non-GCR Race Cars

In Categories and Classes, GCR section 9.1, add a new section as follows effective 1/1/27:

"***9.1.13. CARS FROM OTHER ORGANIZATIONS***

When a car entered in an SCCA-sanctioned event is prepared to meet a set of regulations from another organization, the driver or entrant must have a copy of the relevant set of regulations in their possession at the event. This requirement is intended to facilitate the scrutineering of such vehicles to determine their compliance with the relevant set of regulations."

2. #40906 (GCR Committee) Appendix P Racing Room Guidelines Additions

In Appendix P, Racing Room & Passing Guidelines, change as follows effective 1/1/27:

"5. PASSING ON THE STRAIGHTS

On straights, the lead car is allowed "one safe move". It can choose a side, but cannot move back, and cannot move over in reaction to an overtaking car if late enough to invite contact. It must leave a car's width (plus 6 inches) of racing room if the overtaking car has already committed in that direction and has achieved an overlap next to the leader. No weaving to break the draft or to block; that is more than one move. On straights, as opposed to corner entry, it is possible for the lead car to look into its mirrors and see the overtaking car, so if the overtaking car gets even a small overlap next to the lead car, the lead car must give the overtaking car room to race, and can no longer move across the track.

When being passed, hold your line *on the straights*. This means be predictable, and do not change your line to pull out of the way. "Hold your line" does not mean take the line for the apex and turn in front when a much faster car is approaching. Be aware of faster traffic and leave a lane of racing room for them at the apex."

In Appendix P, Racing Room & Passing Guidelines, add a new section as follows effective 1/1/27:

"*9. BE PREDICTABLE!*

Always remain aware of traffic approaching from behind and be predictable. Do not change your line on the straights to pull out of the way; let the faster traffic find its way around you. Further, for safe traffic flow, when traffic is rapidly approaching from behind at the turn-in for a corner, do not take the racing line all the way to the apex. Respect faster traffic and leave a lane of racing room at the apex for them. It will be greatly appreciated.

Cars driven slowly have lots of extra grip available to change direction quickly at any time. Cars being driven at the limit do not. They must commit to a line and cannot suddenly change it. This is the same reason we teach 'Do not pull out of the way'. The faster car has very likely already decided where to go based on your driving, and you may very well be pulling into their path, not out of it. Be predictable.

This clarification has been added because the old adage 'Hold your line' has led to many accidents when slow cars, often well-meaning newer drivers, use this advice to turn down all the way to the inside apex, even when much faster cars are approaching."

SM

1. #40013 (Marc Cefalo) Rear Hub Flanges

In GCR, Section 9.1.7.C.12.b., change the following:

" Performance alternative 1 piece rear hubs are permitted. Hub must be a single piece ferrous material and weigh no less than 42~~oz~~ ounces without wheel studs."

2. #40975 (Spec Mazda (SM/SMX) Committee) SM Rules Re-Organization

In this Fastrack, you will see below an SM rule set that has been updated to align with the most recent definitions in the Appendix F Technical Glossary section of the GCR, specifically those covering OE, OEM, Aftermarket, and Performance Alternative.

The SMAC, with assistance from the RRCC, reviewed the entire SM section line by line and updated the terminology to match Appendix F. Throughout this process, we were careful to ensure that these definitional changes did not affect any competitor's current legality.

While updating the definitions, we also identified conflicting statements and areas where the rules did not flow as clearly as they should. As a result, the SMAC expanded the project beyond simple terminology updates and addressed the full rule set for both clarity and formatting. The work was completed in three stages:

Stage 1 – Updated all definitions to match Appendix F.

Stage 2 – Made minor clean-up changes, including removing references to Showroom Stock (which no longer exists), updating or eliminating outdated part numbers, and resolving redundant or conflicting language.

Stage 3 – Reformatted the document to improve readability and ease of use.

No significant rule changes were made. Any substantive rule modifications must still follow the formal letter log process. Our intent was simply to improve clarity and consistency without altering the rules that make Spec Miata successful or rendering any previously legal car illegal.

Although the document has undergone multiple reviews and approval discussions, it is always possible that something was overlooked. If you identify any issues, please bring them to our attention through the formal letter log process and we will address them promptly.

In the GCR, replace Section 9.1.7. Spec Miata (SM) Specifications with the following:

9.1.7. SPEC MIATA CLASS

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

A. PURPOSE AND INTENT

The Spec Miata (SM) class is intended to provide the membership with the opportunity to compete in low cost, production-based cars with limited modifications, suitable for racing competition.

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

B. CLASSIFIED CARS AND WEIGHTS

Classified cars and weights are listed on the Spec Miata Specification Table.

Cars are to be weighed with the driver and required ballast. See GCR Section 9.3 Ballast.

C. AUTHORIZED MODIFICATIONS

The following items represent the only modifications and safety items permitted and/or required on Spec Miata automobiles other than safety items as required in Section 9. Permitted components or modifications must not perform a prohibited function. Updating or backdating is not allowed for any car, model, specification, or component, except as specifically authorized in these rules.

Please reference Appendix F Technical Glossary section of the GCR for OE, OEM, After Market and Performance Alternative definitions for terms referenced in these rules.

All engines and internal components used in rebuilding or refurbishment must be OE parts offered for sale by Mazda in the US for the correct year and VIN of car, except as otherwise provided for in these rules. This rule prevents use of aftermarket parts or Mazda parts of incorrect specification or application. and only allows for the use of OE Mazda parts.

Assembly, rebuild, and refurbishment procedures, and all associated dimensions must adhere to the

published Mazda 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 be standard dimensions. It is permitted to use industry standard procedures to repair damaged non-engine components (e.g., welding a transmission or differential housing).

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

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 allowed in these rules. Compliance of such parts will be determined by comparison to ~~new~~ OE parts delivered by Mazda. Other approved parts with only a partial specification or no specification available in these rules may not be modified. Compliance of such parts will be determined by comparison to new parts from the supplier.

1. Vehicle weight

a. *The minimum vehicle weight with driver is listed below in Table 1 below.*

2. Ballast

a. *If ballast is required to meet the required weight it shall be added as follows:*

1. *All ballast shall be securely mounted on the passenger floor.*
2. *Each segment of ballast shall be fastened with a minimum of two (2) one-half (1/2) inch bolts and positive lock nuts of SAE Grade 5/Metric 8.8 or better and shall utilize large diameter, load distributing washers. Alternatively, ballast may be secured using all 4 Mazda factory passenger seat mounting bolt holes.*
3. *Holes may be drilled in the passenger floorpan for the purposes of mounting the ballast and the floorpan may be reinforced for that purpose only.*

3. Chassis

a. *Front subframes may be reinforced by use of Mazda Motorsports Part #0000-04-5989 (Subframe Reinforcement). If installed, the Subframe Reinforcement shall be welded around the perimeter only. No other modifications to subframes are permitted.*

Table 1: Vehicle Weight

Model Year	Configuration	Minimum Weight (lbs.)	Restrictor Plate
90-93	Standard Overbore	2275 2290	N/A
94-97	Standard Overbore	2385 2400	N/A
99-00	Standard Overbore	2400 2415	38mm
01-05	Standard Overbore	2450 2465	40mm

b. *Subframe braces may be updated to OE 1997 configuration utilizing the Mazda Motorsports Spec Miata kit.*

c. *2001-2005 (VVT) model years must remove the additional intermediate underbody/floorpan attached bracing (Mazda part number N067-56-G11A Base plate & part number N067-56-H10A cross member).*

d. *Towing eyes per GCR Section 9.3 Towing Eyes are required. OE towing eyes may be modified, replaced, or removed but may serve no other purpose.*

e. *All chassis/structural/electrical repairs, if performed, shall be in concurrence with Mazda procedures, specifications, and dimensions. Unless specifically authorized by the manufacturer for repair or allowed by these rules, no reinforcement, i.e., seam welding, material addition, etc., is permitted.*

f. *The front shock tower connector/brace is not permitted on the 1999 and newer cars.*

g. *To facilitate frequent lifting of the vehicle without causing damage, one piece of steel angle iron or square steel tubing may be added under the rocker panel inboard of the factory pinch weld flange on each side of the car. Angle iron and/or square steel tubing dimensions shall not exceed 12" x 1" x 1" x .125 thick. The added support shall be securely fastened to the car and serve no other purpose.*

h. *All chassis/structural/electrical repairs, if performed, shall be in concurrence with Mazda procedures, specifications, and dimensions. Unless specifically authorized by the manufacturer for repair or allowed by these rules, no reinforcement, i.e., seam welding, material addition, etc., is permitted.*

i. *For purposes of making engine installation easier, it is permitted to create a vertical slot between the top 2 factory mounting holes on the driver's side of the subframe to match the existing slot on the passenger side. The subframe is comprised of a top and bottom layer of sheet metal. The only modifications permitted are to the top layer of sheet metal to match the bottom layer of sheet metal which is already slotted. The slot may only connect the two existing holes and shall not exceed the width (.43") or height of the existing OE~~M~~ holes. No material may be added.*

4 Body

a. *Fenders*
   1. *OE, OEM and Aftermarket US specification fenders are permitted.*
   2. *The wheel openings shall remain unmodified.*
   3. *It is permitted to roll under or flatten any interior lip on the wheel opening for tire clearance.*
   4. *Non metallic inner fender liners may be removed.*

b. *Body repair shall be performed using every reasonable effort to maintain original body contours, lips, etc.*

c. *Chin Spoilers*
   1. *The "R" package Miata chin spoiler is allowed on 1990-1997 cars provided it is mounted in the OE location.*
   2. *1999-up cars may use the OE chin spoiler ~~for these cars~~ (99-00 p/n: NC10-V4-900F or 01-05 p/n: NO67-V4-900G).*
   3. *Aftermarket chin spoilers may be used but must use the same mounting holes, must have the same dimensions and must perform only the same functions as the OE chin spoiler. Any material may be used.*

d. *Rear spoilers and rocker panel moldings including OE design are prohibited.*

e. *Windshield Clips/Rear Window Straps per GCR Section 9.3 Windshield Clips/Rear Window Straps, are permitted and recommended.*

f. *Tops*
   1. *Convertible tops and attaching hardware shall be completely removed.*
   2. *Cars may compete with the Mazda OE detachable hard top in place (latches shall be replaced with positive fasteners and rear pin attachment mechanisms must be used or replaced with positive fasteners), but it is not mandatory.*
   3. *When no top is used, driver shall wear arm restraints, and the cage will meet the helmet clearance rule.*
   4. *It is allowed to attach the hard top to the upper windshield bar of the roll cage.*

g. *Body side moldings and wheel opening trim pieces may be removed.*

h. *Hood / Trunk*
   1. *The plastic trim on the hood may be removed.*
   2. *Hood and trunk clips are permitted.*
   3. *Hood and trunk latches may be disabled or removed.*

i. *Ducting may be added to provide fresh air to the driver compartment. This ducting shall be located in the driver and/or passenger vent window area by means of a transparent/alternate vent window material and duct with no modifications to the bodywork.*

j. *To improve driver exit through the window area, the driver vent window and vent window supporting frame may be removed as an assembly. If removed, ducting may be in the passenger side vent window only.*

k. *Radio antennas may be removed. Antennas for two-way radios may be added.*

l. Fog lamps may be removed. If fog lamps are removed, lamp openings in the front fascia must be blocked to not allow air flow through the opening. Any means of blocking air flow shall not serve any other purpose.

m. 1.6L cars may remove the forward facing drivers side turn signal indicator assembly. No ducting of baffling of air to the air filter is permitted.

n. It is permitted to remove the glass headlamps (bulbs only) on all NA 1990-1997 cars. No other modifications are permitted or allowed

5 Cockpit/ Trunk

a. Seats

1. *The driver's seat shall be replaced with a one-piece bucket-type race seat.*
2. *All seat mountings shall be reinforced. OE seat tracks/brackets may be modified, reinforced, and/or removed to facilitate replacement mountings provided they perform no other function.*
3. *The passenger seat must be removed.*
4. *The transmission tunnel may be modified for the purpose of installing a competition driver seat.*

b. Floor Pan

1. *The driver's side floor pan may be modified to accommodate larger/taller drivers.*
2. *All modifications shall be contained between the transmission tunnel, driver's side rocker, rear bulkhead and no more than 29" forward of the rear bulkhead.*
3. *The modification shall not extend below the factory floor stiffener/frame rail.*
4. *The steel used in the modification shall be no thinner than .058".*
5. *All modifications shall be welded in place.*
6. *This modification shall serve no other purpose other than seating position.*

c. *Seat Belt Towers*

1. *It is permitted to remove the OE seat belt towers on both sides of the car.*
2. *Once seat belt towers are removed it is permitted to trim the package shelf according to the NA/NB Package Shelf Trim Guidelines located at http://www.scca.com/pages/technical-forms-and-downloads.*
3. *Any modifications will need to comply with 9.1.7.9.d.*

d. *Gauges*

1. *Gauges or instruments may be added, replaced, or removed.*
2. *They may be installed in the original instrument(s) location using a mounting plate(s), or any other location using a secure method of attachment.*

e. *Dashboard*

1. *Other than modifications made to mount instruments and provide for roll cage installation, the remainder of the dash "board" or panel shall remain intact.*

f. *Mirrors*

1. *OE, OEM or Aftermarket exterior mirrors are permitted.*
2. *Both exterior mirrors shall be retained.*
3. *Mirror mounting position may be changed, but must remain within 10" of the original location on the exterior of the door.*
4. *The interior mirrors may be removed, relocated or replaced by a mirror of any design.*
5. *Additional interior mirrors may be added.*

g. *Trunk*

1. *Spare wheels and tires, jacks and tools shall be removed from the cargo/trunk area.*
2. *Spare tire covers and trunk mats and/or trunk carpeting shall be removed.*
3. *The trunk trim plate that is used to mount the jack handle may be removed.*

h. *Pedals*

1. *Modifications may be made to the OE foot pedals to improve the comfort and accessibility to the driver.*
2. *Dead pedal/foot rest and heel stop may be added.*

i. *Any steering wheel, except wood rimmed types, and its required mounting modifications may be used.*

j. *Any shift knob may be used.*

k. *Carpets, center consoles, cargo bins, seat belts, floor mat, firewall insulation/blanket, sound deadener patches, undercoating, radio system, headliners, dome lights, grab handles, sun visors and their insulating and attaching materials may be removed.*

l. *All cars shall run with the both front door windows fully open (down).*

m. *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.*

n. *Removal of speedometer cable is permitted.*

6. *Engine Modifications*

a. General

1. *No modifications to this engine are allowed, 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. All systems are subject to test procedures and must conform to OE specifications as stated in the Mazda factory service manual.*
2. *Permitted engine maintenance includes the replacement, but not modification, of external engine and engine systems parts. No balancing, blue printing, lightening, polishing, or other modification of moving parts of the engine is permitted. All parts in the engine must be stock Mazda OE parts unless specified in this rule set. For all Mazda part numbers in these specifications, superseding part numbers are considered equivalent.*
3. *Compression ratio shall be calculated using the official Spec Miata calculator. The calculator can be downloaded on scca.com: http://www.scca.com/pages/scrutineering-forms-procedures*
4. *OE, OEM and Aftermarket timing belts are permitted.*

b. Block

1. *The engine block may be decked/milled to achieve the Mazda factory specified compression ratio for the correct model year as listed. Honing of cylinders is permitted to a maximum standard diameter as shown in the SM spec lines.*
2. *The cylinders may be bored .010" over to a maximum overbore ("alternate") diameter shown in the SM spec lines.*
3. *If one or more cylinders is overbored or exceeds the maximum standard diameter specified in paragraph 1, the vehicle shall meet the "minimum weight with overbored motor" specified in the vehicle specifications.*

c. Crankshaft

1. *The OE Mazda Miata crankshaft must be used with no modifications except for machining to allow the use of main and rod bearings as allowed in section 2 below.*
2. *Shot peening to stress relieve the crankshaft after machining is permitted.*

Table 2: Crankshaft Weight

Model Year	Part Number	Minimum Weight (lbs.)
90-93 (short nose)	B617-11-300	26.5
90-93 (long nose)	B6S7-11-300A	26.5
94-05	BP06-11-300D	35.6

3. *Table 2 lists the permitted crank-shaft for each model year and the minimum weight (not including pilot bearing or hardware).*
4. *Main and rod bearings must not be modified in any way. OE, OEM and Aftermarket and Performance Alternative bearings must be used from within the standard ranges as allowed in the Mazda factory service manual.*
5. *The crank triggers must not be altered or modified in any way.*
6. *The crank pulley/balancer must not be altered or modified in any way.*

d. Connecting Rods

1. *Mazda part number B6S7-11-210E must be used.*
2. *Minimum connecting rod weight with cap and bolts is 537 grams.*

e. Pistons

1. *Mazda OE pistons must be used.*
2. *No modification of the piston is permitted.*
3. *Modification of the piston ring end gap width is allowed.*
4. *Minimum weights less wrist pin and hardware and minimum weights of wrist pins are shown in table 3 below:*

f. Cylinder Head

1. *The gasket face of the OE cylinder head may be resurfaced provided the maximum compression ratio is not exceeded and the minimum height of the cylinder heads are maintained.*
2. *The minimum heights of the cylinder heads as measured in the Mazda factory service manual allowed are shown in table 4.*
3. *The OE cylinder head must not be ported, polished, or machined.*
4. *The original casting must not be modified in any way or polished unless specified below.*
5. *The throat area of the port consists of the 90 degree angle at the very bottom of the cast steel valve seat as it transitions to the aluminum casting below.*
    a. *It is permitted to plunge cut the throats in order to correct for core shift that is commonly found in many cylinder heads.*
    b. *The cut must be cylindrical and concentric to the valve guide axial centerline, within a tolerance of .005", for the entire length of the cut.*
    c. *The radius tangent to the cylindrical and bottom surfaces shall not exceed 0.375". This cut cannot extend further than the specified number below from the bottom of the ferrous valve seat.*
    d. *There can be no tooling or machine marks in the head below this point (including OE machine marks). The intersection of the machined surface of the plunge cut to the port casting shall not be altered, except that the area under the short turn radius may be de-burred, with the de-burring not to exceed 1.5 mm in width.*

Table 4: Cylinder Head Height	
Model Year	**Minimum Height (inches)**
90-93 (1.6L)	5.235
94-05 (1.8L)	5.235

e. *The 90 degree bend at the bottom of the valve seat and the aluminum directly below it will be measured with a gauge and must conform to the maximum diameters and depths listed in Table 5.*

6. *No aluminum in the bowl area (other than that specified for the plunge cut) or the ports may be removed, added, or manipulated*

Table 5: Throat Dimensions			
Engine	**Maximum Intake Throat Diameter (inches)**	**Maximum Exhaust Throat Diameter (inches)**	**Maximum Throat Depth (from bottom of ferrous valve seat (millimeters)**
1.6L	1.095	0.948	12
1.8L	1.178	1.020	12

Table 3: Piston Weight & Max. Diameter				
Model Year	**Part Number**	**Min. Weight w/o wrist pin and hardware (grams)**	**Min. Weight Wrist Pin (grams)**	Max. Diameter
90-93 (STD.)	B6Z2-11-SA0C	271.5	86.0	77.974 mm 3.0698 in
90-93 (.010" over)	B6Z2-11-SB0C	TBD	TBD	78.217 mm 3.0794 in
94-97 (STD.)	BPY11-11-SA0A	291.5	80.0	82.975 mm 3.2667 in
94-97 (.010" over)	BPY1-11-SB0A	TBD	TBD	83.225 mm 3.2765 in
99-00 (STD.)	BPZ0-11-SA0	288.0	78.0	82.975 mm 3.2667 in
99-00 (.010" over)	BPZ0-11-SB0	TBD	TBD	83.225 mm 3.2765 in
01-05 (STD.)	BPZ3-11-SA0	288.0	78.0	82.975 mm 3.2667 in
01-05 (.010" over)	BPZ3-11-SB0	TBD	TBD	83.225 mm 3.2765 in

for any reason.

7. *It is understood that heads may look slightly different from bowl to bowl due to casting irregularities. No material may be removed (except as permitted in section 9.1.7.C.1.f.3) or added from the short turn radius in the port.*

8. *Unshrouding of valves is explicitly limited as follows:*

   a. *The wall of allowed relief cut must be a single cut parallel and concentric with the valve guide for the full depth of the cut.*

   b. *The cut must be cylindrical with no taper.*

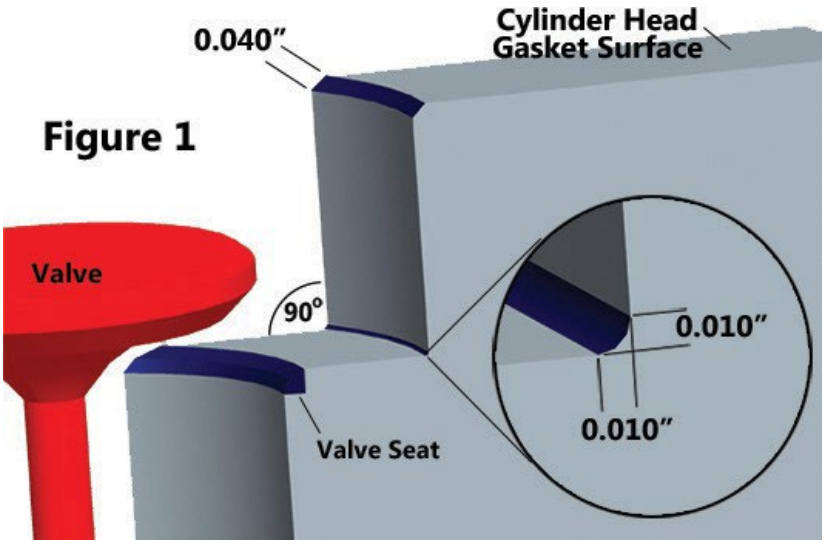
   c. *The bottom of the cut must form a 90 degree angle with an allowance for a bevel or curve whose radius is not to exceed .010".*

   d. *There must be a sharp, non-modified and non-deburred edge where the valve relief cut first meets the chamber.*

   e. *No part of this cut (except where it intersects the head gasket surface, which may be deburred up to .040") is to be blended by hand, machined, or chemically processed to create a smooth transition. See figure 1 below.*

   f. *The maximum dimensions, measuring guide center line to chamber edge can be found in Table 6.*

Table 6: Relief Cut Radius		
Engine	***Maximum Intake Valve Relief Cut radius (inches)***	***Maximum Exhaust Valve Relief Cut radius (inches)***
1.6L	*0.687 Radial*	*0.600 Radial*
1.8L	*0.760 Radial*	*0.675 Radial*



g. Camshaft

1. *Camshafts must comply with the official camshaft specifications as supplied by the SCCA Road Racing Tech Department.*
2. *The OE camshaft and crankshaft sprockets must be as supplied by Mazda.*
3. *Cam timing must not be altered;*
4. *The belt must be installed as specified in the Mazda factory service manual.*

h. Valves

1. *OE~~M~~ valves must be as supplied by Mazda.*
2. *Valve location or angle must not be moved.*
3. *Reshaping of the valves is strictly prohibited.*
4. *Valve guides may be replaced provided the position of the valve is not changed and the replacement guides are Mazda OE~~M~~ parts.*
5. *Valve stem installed height must be per the Mazda factory service manual:*
6. *Valve stem seals must be Mazda OE, OEM or Aftermarket equivalent.*
7. *Valve seats may be cut provided the valve seat angles are stock Mazda three angle cut, as defined below.*
8. *A valve job will consist of only three flat angles;*
    a. *Radius cuts are not allowed.*
    b. *A 45 degree seat angle must be used, which may vary in width from .030 inch to .050 inch.*
    c. *To narrow or correctly position the face angle, a bottom angle of 70 degrees must be used.*
    d. *To narrow or correctly position the face angle, a top cut of 30 degrees may be used.*
    e. *All angles must stay on the cast steel block portion of the seat.*
    f. *The angles must not extend off the seat into the aluminum casting at the top or bottom of the seat.*

i. Valve Springs

1. *Valve springs are Mazda OE as specified in the Mazda factory service manual.*
2. *Valve spring shims are not permitted except the one standard shim that is used under every valve spring.*
3. *Only the OE Mazda shim may be used and the OE dimensions must be maintained.*

j. Intake Manifold

1. *The intake manifold must be stock OE Mazda parts, without any material added or removed.*
    b. *No coating is permitted on the exterior or interior of the manifold.*
    c. *Injectors must be stock Mazda OE parts, correct for the model year of the car.*
    d. *All air entering the intake tract shall pass through the fuel injection air inlet.*

k. Intake System

1. *1.6L (1990-1993)*
    a. *1.6L (1990-1993) cars may replace the OE air box with a cone style air filter assembly.*
    b. *The air filter element is unrestricted.*
    c. *No ducting or baffling of air to the air filter is permitted,*
    d. *The OE plastic air tubes between the AFM and the throttle body may be covered or wrapped.*
    e. *1.6L cars may open and adjust, but not modify, the OE ~~M~~ airflow meter.*
    f. *For 1.6L cars, the position of the air flow meter may be moved provided it remains attached to the unmodified OE intake tube.*
    g. *1.6L cars may convert from the OE Air Flow Meter to the Mazda Motorsports EAFM (Emulated Air Flow Meter) part # 0000-10-6900. The kit must be used in its entirety, and no modifications are permitted.*

2. *1.8L (1994-2005)*
    a. *1994-2005 cars must use the OE air box.*
    b. *The air filter element is unrestricted.*
    c. *Mass air flow sensors may not be modified, adjusted or opened.*
    d. *1.8L (1999-2005) cars must use an air restrictor plate.*
        1. *The restrictor plate must be placed between the throttle body and plenum.*
        2. *All intake air must pass through the restrictor plate.*
        3. *Restrictor plates must be the proper size as listed in the specification table*
        4. *Must be from Mazda ~~speed~~ Motorsports Development or from SCCA Enterprises*
        5. *Must not be modified.*
    e. *An OE, OEM or Aftermarket ~~or equivalent~~ gasket shall be used on both sides of the restrictor plate.*
    f. *2001-2005 cars may replace OE air intake tube (p/n BP6D-13-331) with the 1999 OE air intake tube (p/n BP4W-13-331B).*

l. Fuel System

1. *The fuel pump and filter must be a Mazda OE, OEM or Aftermarket part.*
2. *Any adjustable mechanical fuel regulator may be used.*
    a. *It may not be mounted in the cockpit.*
    b. *It may not be adjusted electronically or from the cockpit.*
3. *Cars originally equipped with a manifold vacuum reference for the fuel regulator may use it, but it must not be altered in any way. Refer to GCR Section 9.3.26 Fuel for permitted fuel specifications and for the required fuel sample acquisition port.*
4. *Fuel filler tube venting may be defeated (loop or block vent lines in trunk).*

m. Lubrication System

1. *The OE oil pan must be as supplied by Mazda. No modifications are permitted.*
2. *The windage tray must be used and must not be modified in any way.*
3. *OE, OEM or Aftermarket Mazda Miata oil filter is permitted.*

n. Engine Control Module (ECU)

1. *The OE ECU, engine and emission electrical harnesses must be as supplied by Mazda. No circuit modifications are permitted.*
2. *The OE ECU maps and inputs must not be modified.*
3. *Chips may not be replaced.*
4. *The 1999-05 Miatas with California emissions equipment may substitute the Federal OE exhaust manifold and ECU for the OE CA exhaust manifold and catalytic converter.*
5. *OE ECU to Engine Harness (Mazda P/N - 0000-10-020E-99) and OE Injector Harness (Mazda P/N 0000-10-080D-99) may be used on 1999 and 2000 model year cars. They must be used in their entirety and may not be modified in any way.*

o. Miscellaneous

1. *The use of the following non-standard replacement parts are permitted provided the use does not result in any unauthorized modification of any other component.*
    a. *Fasteners – nuts, bolts, screws, washers, studs, etc. (Head bolts, rod bolts, and flywheel bolts must be used as provided by Mazda.)*
    b. *Gaskets and seals, except those specified in the above rules*
    c. *Mechanical tachometer and analog gauges*
    d. *Oil and lubricant*

7. *Exhaust System*

a. *1.6L (1990-1993) Exhaust Manifold*

1. *Internal factory welds may be ground from the interior of the OE ~~M~~ exhaust manifold up to 1" from the mounting surfaces of the cylinder head and the collector.*
2. *A bead of weld or braze may be added to the outside of the exhaust manifold inlet and outlet mounting flanges for the purposes of repair only.*
3. *No coatings are permitted on the exterior or interior of the manifold.*
4. *Heat wraps may not be used.*

b. *1.6L (1990-1993) Exhaust Downpipe*

1. *Exhaust downpipe internal factory welds may be ground from the interior of the OE ~~M~~ downpipe up to 1" from the mounting surfaces of the exhaust manifold and the exhaust system.*
2. *A bead of weld or braze may be added to the outside of the downpipe inlet and outlet mounting flanges for the purposes of repair only.*
3. *No coatings are permitted on the exterior or interior of the downpipe.*
4. *Heat wraps may not be used*

c. *1.8L (1994-1997): Exhaust Manifold*

1. *A bead of weld or braze may be added to the outside of the OE exhaust manifold inlet and outlet mounting flanges for the purposes of repair only.*
2. *No material may be removed.*
3. *No coatings are permitted on the exterior or interior of the manifold.*
4. *Heat wraps may not be used.*

d. *1.8L (1994-1997): Exhaust Downpipe*

1. *Internal factory welds may be ground from the interior of the OE ~~M~~ exhaust manifold downpipe up to 1" from the mounting surfaces*

of the exhaust manifold and the exhaust system.

2. *A bead of weld or braze may be added to the outside of the downpipe inlet and outlet mounting flanges for the purposes of repair only.*
3. *No coatings are permitted on the exterior or interior of the downpipe.*
4. *Heat wraps may not be used."*

e. *1999-2005 Exhaust Manifold*

1. *The exhaust manifold must be Mazda OE ~~N4~~, without any material added or removed.*
2. *No coatings are permitted on the exterior or interior of the manifold.*
3. *Heat wraps may not be used.*
4. *1999-05 Miatas with California emissions equipment may substitute the Federal OE ~~N4~~ exhaust manifold and ECU for the OE ~~N4~~ CA exhaust manifold and catalytic converter.*

f. *The post catalytic converter oxygen sensor may be disabled, replaced, relocated, or removed; the resulting hole (if present) may be plugged.*

g. *OE exhaust system heat shields may be removed.*

h. *The OE exhaust system beyond the OE front down pipe may be replaced, provided the following are true:*

a. *The replacement system retains the original configuration (i.e., single tube design) and the tubing is an absolute maximum of 2.3 inches outside diameter as measured at least 6" from downpipe flange or muffler.*
b. *The maximum length of tubing used for the system beyond the OE ~~N4~~ down pipe shall not exceed 120 inches (includes catalytic converter replacement pipe if used).*
c. *The pipe may end anywhere after the rear subframe. Forward of the rear subframe, the pipe must follow the original path of the OE ~~N4~~ exhaust system. The exhaust system shall not create any new openings in the rear bumper.*
d. *No expansion chambers.*
e. *Up to two muffler(s) may be added.*
f. *The muffler(s) shall not exceed a maximum length (parallel to the longitudinal centerline of the car) of 34 inches.*
g. *The muffler(s) shall not exceed a maximum width of 24 inches (parallel to the lateral centerline of the car).*
h. *In addition, the sum of the length and width of the muffler(s) shall not exceed 40 inches.*
i. *The system meets all event specific sound requirements.*
j. *A catalytic converter may be gutted, removed, or replaced with a catalytic converter replacement pipe. The replacement pipe must not exceed 17.5 inches in length and have an outside diameter no greater than 2.375 inches.*

i. *No portion of the exhaust may be wrapped with any type of insulating tape, nor shall any portion of the exhaust, internal or external, be coated with any thermal coatings.*

8. ***Cooling System***

a. *Water Pump*

1. *The water pump must be a Mazda OE, OEM, Aftermarket part.*
2. *The water pump pulley must be the OE Mazda part. No modifications are permitted.*

b. *Radiator*

1. *Any radiator (and mounting brackets) may be used, provided it is mounted in the original location, maintains the same plane as the original core, and requires no body or structure modifications to install, and servers no other purpose (ex. directing cold air to the airbox).*
2. *Any openings created by fitting an alternate radiator must be blocked to prevent air from entering the engine compartment.*

3. *The top gap between the radiator core support and the radiator may be blocked.*
4. *A radiator screen of .125 inch minimum mesh may be added in front of the radiator. The screen must be a single layer and installed behind the front bumper cover and attached to the air guide. Tape may be applied to the mesh.*
5. *Upper and lower radiator hoses may be replaced only with rubber or silicone hoses.*
6. *All 1990-1997 cars may install the upper OE radiator seal, p/n NA75-50-OK7A.*

c. *At least one functional stock OE or OEM cooling fan must be maintained and mounted in the stock location. The fan shroud may be modified for installation.*

d. *Thermostats may be modified, removed, or replaced.*

e. *The OE air conditioning systems may be removed. Items that serve a dual purpose, such as the alternator/air conditioning compressor bracket, may not be substituted.*

f. *Engine coolant fluid, coolant/heater hoses and clamps may be substituted.*

g. *Heater core may be bypassed but may not be modified or removed.*

h. *Heater water control valve(s) may be added or substituted.*

9. *Transmission*

a. *Transmission and final drive ratios must remain OE for the year of car.*
b. *All cars shall only use the 5 speed transmission and the 4.3 differential ratio. Transmission gear ratios must be OE ~~stock~~.*
c. *All cars may use the stock 4.3 unmodified OE~~M~~ open differential or one of the approved alternates listed below.*
d. *Mazda Motorsports 5 speed transmission gear set kit part number 0000-02-5800 may be used.*
   1. *If the Mazda Motorsports competition gear set is used, it must be used in its entirety without any modifications or alterations.*
   2. *Mixing and matching of the OE ~~M~~ gear set components and the Mazda Motorsports competition gear set components is not permitted.*
   3. *Mazda Motorsports competition gear set consists of the following parts:*
      a. *(1) 5/R Hub and Slider*
      b. *(1) 2nd Gear - One Piece Synchro*
      c. *(1) 3rd Gear*
      d. *(1) 5th Gear Pair .81 Ratio*
      e. *(1) Input Shaft*
      f. *(1) Counter Shaft*
      g. *(1) Counter Shaft Splined Collar*
      h. *(1) Thrush Washer*
e. *Updating or backdating of transmissions (inclusive of shifters) from 90-05 is permitted; OE shifters must be retained.*
f. *Transmission countershaft spacer Mazda p/n M504-17-304 may be replaced with a splined spacer, Mazda part number 0000-02-5722-SP.*

10. *Clutch Pressure Plate and Flywheel*

a. *Clutch*
   1. *Any clutch disk may be used.*
   2. *Alternate clutch lines are permitted, must serve no other purpose.*

b. *Pressure Plate*
   1. *All cars must use either the OE pressure plate or the ACT pressure plate (Mazdaspeed p/n: 0000-0205401-SS – 1.6L cars or 0000-0205404-AC – 1.8L cars).*
   2. *The unmodified pressure plate must be bolted directly to the OE, unmodified flywheel.*

c. *Flywheel*
   1. *The OE Mazda flywheel must be used.*
   2. *No modifications are permitted except for normal resurfacing for clutch wear.*
   3. *The 94 model year may use the OE flywheel from the 95-05 model years. If the 1994 OE flywheel is used, it must weigh a minimum of 18.5 lbs.*

4. *Table 7 provides minimum weights with pilot bearing:*

11. *Differential / Final Drive / Axles*

a. *All cars must use the 4:30 final drive ratio.*

b. *1990-1993 Miatas may use any OE differential assembly from any normally aspirated 1990-2005 model year Mazda Miata, or the Mazda Competition differential part #QN10-64-A00 (previously TOY1-27-200 and 0000-02-5501) or the Mazda Motorsports Cusco (0000-02-5500) limited slip differential.*

b. *1994 and newer cars may use any OE differential assembly from any 1994-2005 normally aspirated Mazda Miata.*

c. *The rubber vibration damper may be removed from the pinion flange on 1994 and newer differentials.*

d. *Lubricants may be substituted with any lubricant.*

e. *Reinforcement of the 1.8L differential housing ears is allowed for the purpose of repairing or reducing breakage at the factory stress riser "notch".*

f. *Rear drive axle assembly consisting of constant velocity joints (inner and outer), axle shafts, boots and all associated parts that make up a complete drive axle assembly must be an OE, OEM or Aftermarket part. All internal component dimensions are un-restricted but must be ferrous material.*

Table 7: Flywheel Weight	
Model Years	**Minimum Weight (lbs)**
1990-1993	17.6
1994	18.5
1994-2005	17.0

12. *Hubs*

a. *Mazda Motorsports competition front hub part number 0000-04-5HUB-ST is permitted.*

b. *Performance alternative 1 piece rear hubs are permitted. Hub must be a single piece ferrous material and weigh no less than 42oz.*

13. *Brakes*

a. *Backing plates and dirt shields may be ventilated or removed.*

b. *Brake lines may be replaced with steel lines or Teflon lined metal braided hose.*

c. *Cars with antilock braking systems must have the system disabled as specified in GCR 9.3 Brakes.*

d. *Parking brake mechanisms, and actuating components may be removed.*

e. *Brake pads and brake fluid are unrestricted*

f. *OE, OEM or Aftermarket brake rotors, calipers and hardware are permitted.*

g. *2001 and newer cars must use the 255mm(F) and 252mm(R) brakes rotor diameters. 2001-2005 Sport brake calipers, rotors (269.5mm(F) and 267.9mm(R) and brackets are NOT permitted.*

h. *A single bracket per rear brake caliper for the purposes of keeping the rear brake calipers in place in the event of a rear upper caliper pin failure is permitted. It must be installed under the head of the rear upper caliper retaining bolt and may serve no other purpose.*

14. *Wheels*

a. *Any wheel/tire may be used within the following limitations:*
   1. *Required rim diameter is fifteen (15) inches.*

2. *Maximum rim width is seven (7) inches.*
3. *Minimum weight of wheel shall be 13 lbs. without spacers.*
4. *All four wheels must be the same dimension including offset.*
5. *All wheels must be one-piece metal castings (not multi-piece wheels, bolted, riveted or welded together).*
6. *The front track shall not exceed 1450 mm.*
7. *The rear track shall not exceed 1475 mm as measured per Appendix G, Measuring Track.*
8. *Aftermarket wheel studs, lug nuts, and wheel spacers are permitted. If spacers are used, they shall be no greater than 13mm and equal per axle.*
9. *Tire tread (that portion of the tire that contacts the ground under static conditions) shall not protrude beyond the fender opening when viewed from the top perpendicular to the ground. To determine compliance, the vehicle should be rolled through a powdered substance, as raced with driver, in order to indicate the tire tread contact patch under static conditions.*

15. *Tires*

a. *Competitors must use the official Hoosier Dry tire or Wet tire for Regional and Majors competition.*

b. *Tires must be used in complete sets. No mixing of wet and dry tires on the car. Tires must be run unmodified.*

c. *Competitors may not mix and match the different dry compound tires. Tires must all match and be run in complete sets.*

d. *Hoosier dry P205/50ZR15 SM7.5 or P205/50/ZR15 - Hoosier RCES*

e. *Hoosier wet P205/50ZR15 SMW.*

f. *SM TIRE MARKING:*
   1. *SM cars are limited to one set of Hoosier SM 7.5 or RCES P205/50/ZR15 per Hoosier Super Tour event weekend for all dry qualifying and race sessions. This limitation does not include testing or practice sessions. Approved rain tires will not be required to be marked.*

   2. *A mandatory impound for all SM competitors will occur after the first dry qualifying or race session. All tires will be marked for the remainder of the race weekend. It is the competitor's responsibility to report to impound and ensure their tires are marked prior to leaving impound.*

   3. *If a competitor damages a tire or wheel, and there is a safety concern, the competitor If a competitor damages a tire or wheel and there is a safety concern, the competitor must find the Hoosier Super Tour Series Tech Chief or SMX CCC, if assigned, for inspection. At the discretion of the Hoosier Super Tour Series Tech Chief of SMX CCC the competitor may be allowed to substitute alternate used tires(s) to replace the damaged tire(s). New tires are not an option as a replacement tire for a damaged tire.*

16. *Suspension and Steering*

a. *Suspension modifications are limited to the addition of the Mazda Motorsports "Spec Miata kit" and those modifications detailed in Table 8 below:*

Table 8: Suspension Kit

Model Year	Part #
1990-1993	K-SPEC-M5-SUSP
1994-1997	K-SPEC-M5-SUS8
1999-2005	K-SPEC-M5-SUS9

b. The following is a breakdown of components supplied within these kits. All parts numbers are Mazda Motorsports Development parts numbers. No substitution of parts is allowed. The kits must be used in their entirety, except as specified.

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

b. All Majors and Runoffs competitors must run the Penske shock and mount.

c. Regional competitors may run the Bilstein shock package or the Penske shock package in complete sets of 4.

d. Bilstein Shocks

Table 9: Suspension Components - Shocks and Springs 1990-2005			
Manufacturer	**Location**	**Part #**	**Notes**
Bilstein Shock	Front	B46-1868 24-014885	Bilstein part # stamped on front of shock
Bilstein Shock	Rear	B46-1489 24-014892	Bilstein part # stamped on rear of shock
Penske Shock	Front	0000-04-5275	Smooth Body
Penske Shock	Rear	0000-04-5276	Smooth Body
Penske Shock	Front	0000-04-5275-TB	Threaded Body
Penske Shock	Rear	0000-04-5276-TB	Threaded Body
Penske Bump Stops	Front and Rear Kit	0000-04-5270-KT	Top Mount Kit with Bump Stops
Eibach Spring	Front	0000-04-9700-06	700 lbs - 6″
Eibach Spring	Rear	0000-04-9325-07	325lbs - 7″
Suspension Components - Sway Bars 1990-2005			
Manufacturer	**Year**	**Part #**	**Notes**
Eibach Sway Bar Kit	1990-1993	0000-04-5302-EB	24mm adjustable Front 15mm adjustable Rear
Eibach Sway Bar Kit	1994-1997	0000-04-5303-EB	27mm non-adjustable Front 15mm adjustable Rear
Eibach Sway Bar Kit	1994-1997	0000-04-5305-EB	24mm adjustable Front 15mm adjustable Rear
Eibach Sway Bar Kit	1999-2005	0000-04-5304-EB	27mm non-adjustable Front 15mm adjustable Rear

1. *Competitors utilizing Bilstein shocks must utilize OE top mounts/Fat Cat bump stops on all 4 corners. No mixing of components.*
2. *All cars utilizing Bilstein shocks shall use the Fat Cat Motorsports Spec Miata shock mount/bump stop kit (p/n FCM-MT-KIT-SM)*

unmodified and in its entirety in conjunction with the 1999-2005 OE stock upper shock mount hats (p/n: NC10-28-340C). All other OE OEM upper mounting hardware shall be discarded. No other modifications are allowed.

e. Penske Shocks

1. *Competitors utilizing Penske shocks must utilize Penske top mounts/bump stops on all 4 corners. No mixing of components.*
2. *All cars utilizing Penske shocks shall use the Penske top mount/bump stop kit Mazda part #: 0000-04-5277.*

f. Anti-roll Bar (Sway Bar)

1. *Anti-roll bars may not be modified*
2. *One end of the sway bar(s) may be disconnected as a suspension tuning aid. The bar must remain in place and be solidly attached to the suspension on one end.*
3. *A locating ring for the rear anti-roll bar may be added; it must serve no other purpose.*
4. *Metal shims of up to 1/8" total thickness may be added between each anti-roll bar mount shackle and its original ~~stock~~ mounting point on the chassis.*

g. Anti-roll Bar Links

1. *Anti-roll bar links may be replaced and may be adjustable.*
2. *Attachment points must remain unmodified stock.*

h. Control Arms

1. *The control arms may not be modified unless otherwise stated below.*
2. *OE, OEM and Aftermarket control arms may be used.*
3. *Performance alternative control arms are expressly prohibited.*
4. *Update backdate between model years is allowed for all control arms except the front upper control arms*
5. *On the upper rear control arms, the original outer mounting holes may be slotted to obtain additional camber. The max slot size shall not exceed 0.433" X 0.600". No material shall be added.*

i. Smooth body Penske or Bilstein shocks may use spring perch kit part # Front/Rear 0000-04-5402AW: The sleeves and perches may be replaced with parts of the same material and dimensions.

j. Suspension alignments (camber, caster, toe) are unrestricted within the limits of the unmodified OE adjustments.

k. Minimum ride height is unrestricted.

l. No relocation or reinforcement of any suspension component or mounting points is permitted.

m. Hardware items (nuts & bolts) may be replaced by similar items performing the same fastening function(s).

n. Steering

1. *OE Manual or power steering racks may be used.*
2. *Power steering racks may be converted to manual and the 2-piece pinion shaft may be welded. Removal of power steering components is allowed.*
3. *OE OEM or Aftermarket inner and outer tire rods are permitted.*
4. *All cars are permitted to use the "R" model tie rod ends part # N021-32-280A.*
5. *Steering rack on 1990-97 cars may be shimmed between the rack and subframe at its two mounting locations. Each rack mount utilizes two bolts; both bolts must pass through each shim at that location. Shims must be the same dimensions and be made from aluminum or steel. Total thickness of shims can not exceed 12.70mm (0.50 inch) in thinness/width.*

o. Hubcaps and wheel trim shall be removed.

p. The front shock tower connector/brace is not permitted on the 1999 and newer cars.

q. The Mazda Motorsports motor mount, part NAY1-39-040 is allowed..

r. For camber adjustment, only one of the following may be utilized:

1. *Inner suspension bushings, on the front upper control arms, may be replaced with non-metallic offset bushings. The bushings may use metal (inner and/or outer) sleeve(s). Material and design must be the same in all four positions. The*

control arm may be modified to allow for pinning the bushing to prevent rotation. Spherical bearings are not allowed.

2. *Or, Extended lower ball joints, manufacturer part number BL-ELBJ, with BAUER suspension laser etching (etching MUST be visible on ball joint) may be used in place of stock front lower ball joints.*

s. *NA 90-97 cars may use the OE ~~M~~ Mazda 99-05 (NB) model year rear uprights. NA Cars upgrading to the OE ~~M~~ Mazda NB rear upright must use the OE NB rear upright on both sides of the car. Miss-matching of OE rear uprights is not allowed.*

17. *Electrical Equipment*

a. *OE ECU to Engine Harness (Mazda P/N - 0000-10-020E-99) and OE Injector Harness (Mazda P/N 0000-10-080D-99) may be used on 1999 and 2000 model year cars. They must be used in their entirety and may not be modified in any way.*

b. *The alternator may be OE, OEM or Aftermarket.*

c. *The alternator drive pulley must be OE, OEM or Aftermarket.*

d. *The Alternator must not be externally regulated or disabled in any way other than by the OE production ECU/ Wiring circuit and Master Kill switch.*

e. *Ignition coils must be OE, OEM or Aftermarket parts. No modifications are permitted.*

f. *Spark plugs and spark plug wires may be substituted.*

g. *Ignition timing is unrestricted within OE adjustment capability. For 1999-2005 model years only, it is permitted to alter the ignition timing either by elongating the mounting holes of the stock crankshaft position sensor trigger wheel or by replacing it with the Mazda adjustable trigger wheel, part number 0000-10-5100-AJ. Fasteners (including upsizing) are open for pulley/timing plate attachment.*

h. *The OBDII diagnostic port must be operational in all 1996-2005 cars.*

i. *Damaged harness wires and/or connectors may be repaired by splicing of OE, OEM or Aftermarket equivalent connectors and leads.*

j. *All sensors related to engine operating parameters must be used and must be OE Mazda parts. These sensors and their locations and mounts, and their wiring harness leads may not be altered except as otherwise allowed.*

k. *Any sensors required for analog type gauges must be in addition to the OE Mazda sensors.*

l. *Relocating/removal of the oil pressure sending unit in order to install an oil pressure gauge is permitted.*

m. *On 96-05 cars a single fixed bracket may be installed to support and secure the crank position sensor (CPS) in its stock location. The bracket may only attach to the CPS, the CPS mounting bolt, and the closest oil pump threaded mounting hole and must serve no other purpose.*

n. *An electrical pigtail ranging from 3" to 6" in length and terminated with any 3 pin electrical connector may be soldered and potted to the OE OEM or Aftermarket cam sensor for the purpose of correcting a known issue with the factory connection. The factory harness connector may be removed and replaced with the appropriate mating connector.*

o. *It is permitted to remove the horn.*

p. *It is permitted to remove all components of the cruise control system.*

q. *Auxiliary control of the radiator cooling fan may be added to activate the fan independent of the ECU. OE control of the fan must remain functional.*

18. *Battery*

a. *Batteries may be replaced with those of an alternate manufacturer, provided they are of similar amp-hour capacity, size, and are fitted in the standard location.*

b. *Batteries shall weigh 18.0-28.0 lbs.*

c. *Additional battery hold-down devices may be used and are strongly recommended.*

19. *Safety*

a. *All cars must meet safety requirements in section 9.3 and 9.4 of the GCR.*

20. *Data Acquisition*

a. *Data acquisition sensors may be added.*

21. ***Updates***

a. Obsolete Parts

1. When part updates are needed, because of reliability, supply or obsolescence, testing of parts from alter-native, updated sources with direction and approval from the RRCC may be used in sanctioned events.

2. Such updates would only be effective when or if finalized by the RRCC, and published in Fastrack.

3. Any testing done during sanctioned events will require the driver/car to forfeit any points, finishing position, and/or contingency.

b. BOP Testing

1. For purposes of maintaining a healthy future for Spec Miata specific to balance of power (BOP) and overall parity, parts or software identified with direction and approval from the RRCC may be used in sanctioned events.

2. Such updates will only be effective when or if finalized by the RRCC, and published in Fastrack.

3. Any testing done during sanctioned events will require the driver/car to forfeit any points, finishing position, and/or contingency.

Taken Care Of

FF

1. #40717 (Bill Manofsky) Revision Required to new FF Compression Ratio Calculator
The RRCC has carefully reviewed the official FF Kent compression ratio calculator and has made modifications to the wording and presentation of the inputs. The updated official FF Kent calculator can be found on scca.com at http://www.scca.com/pages/scrutineering-forms-procedures.

SM

1. #40014 (Benjamin Merwin) Rear Hubs Request
Please see letter # 40013 in current Fastrack.

2. #40041 (Garrett Hunter) Open up Hub Selection
Please see letter # 40013 in current Fastrack.

3. #40051 (Chris Ciufo) SM Hubs Allowance
Please see letter # 40013 in current Fastrack.

What Do You Think

None.

Resumes

None.