

The following Technical Bulletin will appear in the April FasTrack. Due to publishing delays, FasTrack will not be posted until the end of the week; however this bulletin is being published now in an effort to communicate all changes as quickly as possible.

DATE: January 30-31, 2005

NUMBER: TB 05-04

FROM: Club Racing Board

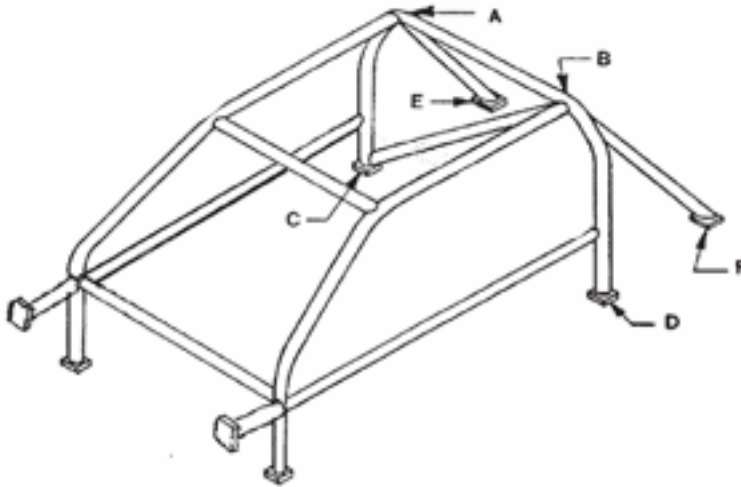
TO: Competitors, Stewards, and Scrutineers

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

All changes are effective 3/1/05 unless otherwise noted.

Production

1. Section 17.1.1.D.9.a.12.b. p. 23, clarify the section to read as follows:
The openings created by the removal of front lighting equipment, as well as any other similar openings, such as openings in the front grill, etc., may be used to duct air to the engine, radiator, oil cooler(s), and front brakes. Such ducting may pass through panels inside the bodywork for these purposes. Holes no larger than 7.25" in diameter may be cut in interior panels to allow passage of ducting provided the hole is completely filled by the duct.
2. The Club Racing Board has had requests from Production Car owners to clarify the roll cage rules regarding diagonal braces for the main hoop. Change the second paragraph of section 18.1.6 to read as follows: All main hoops shall incorporate a diagonal brace (same diameter and wall thickness as main hoop) to prevent lateral distortion of the main hoop. The brace shall either be in the plane of the main hoop, or extend from the top of one rear brace (see figure) to the bottom of the opposite rear brace. In the case of braces in the plane of the main hoop, the brace must be attached at both ends to the main hoop, span at least 50% of the width of the main hoop, and span at least 75% of the height of the main hoop.



Diagonal brace may run B-C, A-D, B-E, or A-F.

EP

1. Lotus / Caterham 7 America, p. 40-41, change the first sentence of the notes to read as follows: Comp. Ratio limited to 10.0:1. Add to the notes as follows: stock cam gears may be replaced provided no modifications are made to the camshafts.
2. Mazda RX-3 & 3SP (72-78), p. 44-45, change the specs to read as follows: Weight(lbs.): 1975. Correct the fourth sentence of the notes to read as follows: Alternate multi-piece hub and rotor allowed provided they are of the same dimensions as the original and weigh a minimum of 10.2 lbs.
3. Mazda RX-7 (12A / 13B) (79-85), p. 44-45, correct the fourth sentence of the notes to read as follows: Alternate multi-piece hub and rotor allowed provided they are of the same dimensions as the original and weigh a minimum of 10.2 lbs.
4. Mazda MX-5 / Miata 1.8L (90-97), p. 42-43, correct the specs by deleting the last sentence of the Notes: ~~Limited prep transmission.~~
5. Porsche 911 2.0L, p. 50-51, change the specs to read as follows: Carb. No. and Type: (2) IDA-3C carburetors. 38mm choke(s) max.
6. Porsche 912E, p. 50-51, change the specs to read as follows: Carb. No. and Type: (2) Solex 40 PII-4, (2) Weber 40 IDF, (2) Del'Orto 40mm. 38mm choke(s) max, Notes: Standard intake manifold: Porsche part #021 129 705N or 021 129 709N. Alternate manifolds with the same length and configuration (4" – 5 ½" center line axis) are allowed (i.e. Pierce manifold part # 9904.822.)
7. Porsche 914-4, p. 50-51, change the specs to read as follows: Notes: Standard intake manifold: Porsche part #021 129 705N or 021 129 709N. Alternate manifolds with the same length and configuration (4" –

5 ½" center line axis) are allowed (i.e. Pierce manifold part # 9904.822.)

Top panel may remain in place if securely bolted or pinned.

8. Porsche 914-6 2.0L, p. 52-53, change the specs to read as follows:
Carb. No. and Type: (2) IDA-3C carburetors. 38mm choke(s) max.

FP

1. Porsche 914-4, p. 76-77, change the specs to read as follows: Notes:
Notes: Standard intake manifold: Porsche part #021 129 705N or 021 129 709N. Alternate manifolds with the same length and configuration (4" – 5 ½" center line axis) are allowed (i.e. Pierce manifold part # 9904.822.) Top panel may remain in place if securely bolted or pinned.

GP

1. Classify 2005 Mini Cooper as limited prep in GP.
Add new spec line to PCS, p. 88-89, Mini Cooper (2005), Engine Type: 4 Cyl DOHC, Bore x Stroke(mm): 77.0 x 85.8, Displ.(cc): 1598, Block: Iron, Head / PN: Alum. / 11-12-7-508-536, Valves IN & EX(mm): 30.3IN 23.3EX, Carb. No. & Type: Original-type fuel injection w/ stock unmodified F.I. throttle body, Wheelbase(in): 97.1, Track(F&R)(in): 61.6(F) 61.9(R), Trans. Speeds: 5, Brakes Std.(mm): 276 vented disc(F) 239 solid disc(R), Brakes alt.: none, Weight(lbs.): 2310, Notes: Comp. ratio limited to 10.6:1, Valve lift limited to .450", restricted suspension. Cylinder head prep per IT specs except that head may be milled to achieve max. comp. ratio. Stock intake manifold only-may be port matched on port mating surface to a depth of no more than 1". Manifold may not be otherwise altered. Valves, keepers, springs, and pushrods to be ferrous – no titanium alloys. Valve lift measured at valve with zero lash or clearance. Stock rocker arms, cam followers, rocker ratios, and rocker/follower ratios must be retained. Stock connecting rods required, but may be lightened and balanced. Rod bolts may be replaced. Stock crankshaft required, but may be lightened and balanced with a max. undersize of 0.045". Dry sump is prohibited. Competitor must be in possession of factory workshop manual at all competitions. Limited prep transmission.
2. Mini Cooper (02-04), p. 88-89, correct the specs as follows:
Track(F&R)(in.): 61.6(F) 61.9(R), Notes: deleting the eighth sentence: ~~Roller rockers and roller followers are prohibited.~~
3. Nissan/Datsun 210 1.4, p. 88-89, change the specs to read as follows:
Brakes alt.(mm): 254 vented disc(F) 270 solid disc, Discs and calipers from 80-83 200 SX.

HP

1. Triumph Spitfire 1500, p. 106-107, change the specs to read as follows:
Weight(lbs.): 1650.

GT

GT1

1. Classify the Dodge Viper Competition Coupe in GT1.

Add new spec line to GTCS p. 27, Dodge Viper Competition Coupe, 8.3L sealed engine(4.03" x 3.96"), Comp. ratio: 9.6:1, Trans. ratios: 2.66, 1.78, 1.30, 1.00, 0.74, 0.50, Wheelbase(in): 98.8, Track(F&R)(in.): 62.8 / 63.3, Wheels(F&R): 18 x 11 / 18 x 13, Tire Size(F&R): 305/30 / 335/30, Weight(lbs.): 3175. Cars must remain in the original configuration and factory optional equipment is not allowed. Permitted fuel: cars may use fuel meeting the requirements for IT cars per GCR section 17.4.1.

GT2-GTL

1. The GT advisory committee has been working on single inlet restrictors (SIR) for the consolidation of GT 4 and 5 (now GTL) as well as to allow for newer engines in the GT 2 and 3 classes. As we have started adding new engines and cars to the GT classes, we are adding this description of the system to the GTCS.

Add new section to GTCS 17.1.2.F.4.i., p. 47:

10. Single Inlet Restrictors

- a. The intent of this rule is to have a sealed system from the Restrictor to the Intake Ports of the Cylinder Head. All of the air entering the Intake Ports shall pass through the specified Restrictor. Modification or addition to any part of the Intake System that allows the introduction of air into the Intake Ports that has not passed through the specified Restrictor is prohibited.
- b. The Engine Air Intake System must be fitted with an aluminum air restrictor. The Intake System is defined as an assembly of parts, including but not restricted to: the Restrictor, Restrictor Housing, Ducting, Filters, Air Box, Velocity Stacks, Throttle Body, Carburetors, Manifold and Manifold Gasket up to the Intake Ports on the Cylinder Head.
- c. The Restrictor must be round in shape. The maximum ID of the Restrictor is listed on the vehicle's spec line. The Restrictor's maximum ID must be maintained for a minimum length of 3mm. Restrictor mounting/placement within the intake system is free, but must allow accessibility for measurement. It is acceptable to have some minor disassembly of the intake system to provide access to the Restrictor for measurement. Measurement device and restrictor shall be similar temperatures when used.
- d. Sealing the Restrictor from its supply of air must cause the engine to stop within 4 seconds. This check is to be made at an engine speed of approximately 2500 rpm. The sealed airbox must withstand this test. Pressure sensors present inside the intake system must be disconnected during this check.

GT2

1. Based on input from Porsche Motorsports, we are allowing the GT2 Porsche Cup car to utilize the competition derived stock unmodified fuel tank, however we recommend the installation of a fuel cell. Porsche 996 GT3 Cup (98-05), p. 57, change the first sentence of the notes to read as follows: Cars must be prepared to Porsche Cup specifications, but shall meet all SCCA safety specifications unless otherwise noted. Add to the notes as follows: The stock unmodified fuel tank is allowed. An alternate hood is allowed provided it is a facsimile of the stock part.
2. Infiniti G20 (2000), p. 50, add to the specs as follows: Bore x Stroke(mm): 86.0 x 86.0, Displ.(cc): 1998, Head Type: Alum, crossflow, Wheelbase(in.): 97.5.
3. Mazda Miata MX-5 (1990-), p. 51, add to the specs as follows: Displ.(cc): 3924, Carburetion: 20B: 40mm SIR, Notes: 20B (street port only) @ 2280 lbs.
4. Mazda RX-7 (13B), p. 51, add to the specs as follows: add the 20B to the classification, Displ.(cc): 3924, Carburetion: 20B: 40mm SIR, Weight(lbs.): 20B @ 2280, Notes: 20B street port only.
5. Mazda RX-8, p. 51, add to the specs as follows: Displ.(cc): 3924, Carburetion: 20B: 40mm SIR, Notes: 20B (street port only) @ 2280 lbs.
6. Porsche 911 Coupe & Targa (1968-), p. 56, replace the last sentence of the notes with the following: Alternate engines: 3.2L 2 valve DOHC (95.0 x 74.4) @ 2160, 3.4L 2 valve DOHC (96.0 x 78.0) @ 2220, 3.6L 2 valve DOHC (100.0 x 76.4) w/ 35.5mm SIR @ 2160 lbs, 3.8L 2 valve DOHC (102 x 76.4) w/ 36.5mm SIR @ 2280 lbs.
7. BMW M3 (E36), p. 48, add to the specs as follows: Engine Type: 6 Cyl DOHC, Bore x Stroke(mm): 86.4 x 89.6, Displ.(cc): 3152, Carburetion: 3152cc: 36.5mm SIR, Weight(lbs.): 3152cc @ 2280.
8. Nissan 300-ZX / Z32 (1990-), p. 53, correct the specs by changing as follows: Engine Type: V-6, 6 Cyl DOHC / SOHC.
9. Nissan 350Z, p. 54, correct the specs as follows: Weight: 2899cc (6 Cyl SOHC) @ 2180. This weight was inadvertently listed in the 4 Cyl spec line in the 2005 GCR.

GT3

1. Nissan 350Z, p. 68, add to the specs as follows: Engine Type: 4 Cyl DOHC, Bore x Stroke(mm): 86.0 x 86.0, Displ.(cc): 1998, Head Type: Alum, crossflow, Valves per Cyl: 4, Carburetion: 29.5mm SIR, Weight(lbs.): 2080, Notes: High port (89-94) and low port (95-01) versions allowed. OEM fuel injection allowed.
2. Toyota Tercel (91-), classified in TB 05-03, add to the specs as follows: Engine type: 4 Cyl OHV, Bore x Stroke(mm) 85.0 x 78.0, Displ.(cc): 1770, Valves Per Cyl.: 2, Carburetion: 1770cc: unrestricted,

Wheelbase(in): 93.7, Weight: 1770 @ 1880, Notes: 2TG Cylinder head allowed.

3. Volkswagen Corrado 8V, p. 71, change the specs as follows: Notes: Engine: 82.5 x 92.8 (1984cc) w/ (2) 50mm carbs w/ 50mm choke(s). Weight: 1830 lbs. Alternate Eurospec Sports cylinder head may be used.
4. Volkswagen GTI 16V (1987-), p. 71, change the specs as follows: Notes: Engine: 82.5 x 92.8 (1984cc, 8V non-crossflow) w/ (2) 50mm carbs w/ 50mm choke(s) @ 1830 lbs.
5. Volkswagen Rabbit (75-84), p. 72, change the specs as follows: Notes: Engine: 82.5 x 92.8 (1984cc, 8V non-crossflow) w/ (2) 50mm carbs w/ 50mm choke(s) @ 1830 lbs. Alternate Eurospec Sports cylinder head may be used.
6. Volkswagen Scirocco 16V, p. 72, change the specs as follows: Engine: 82.5 x 92.8 (1984cc, 8V non-crossflow) w/ (2) 50mm carbs w/ 50mm choke(s) @ 1830 lbs.

GTL

1. Honda Civic (73-79), p. 79, add to the specs as follows: Bore x Stroke(mm): 72.0 x 82.0, Displ.(cc): 1335, Carburetion: 1335cc: 23.5mm SIR, Weight(lbs.): 1335cc @ 1768, Notes: #12100-PB9.000, 12100-PA1.000 (2 valve crossflow).
2. Classify 02-05 Mini Cooper and Cooper S in GTL.
Add new spec line to GTCS p. 82, Mini Cooper / Cooper S (02-05), Engine Type: 4 Cyl DOHC, Bore x Stroke(mm): 77.0 x 85.8, Displ.(cc): 1598, Head Type: Alum, crossflow, Valves per Cyl: 4, Carburetion: 23.5mm SIR, Wheelbase(in.): 97.1, Track(max.)(in.): 60, Wheels 7" wide: 13, Weight(lbs.): 1800, Notes: Convertible not allowed.
3. BLM I Austin/Morris Mini Cooper, p. 74, change the specs to read as follows: Displ.(cc): 1275, 1071, 970, Weight(lbs.): 1275 @ 1569 (1616 RWD), 1071 @ 1331(1381 RWD), 970 @ 1236(1286 RWD).
4. Mini Cooper (2002), p. 82, change the specs to read as follows: Displ.(cc): 1275, 1071, 970, Weight(lbs.): 1275 @ 1569 (1616 RWD), 1071 @ 1331(1381 RWD), 970 @ 1236(1286 RWD).
5. Toyota Starlet (1981-), p. 86, correct the specs as follows: Bore x Stroke(mm): 80.5 x 73.0, Displ.(cc): 1486.
6. Toyota Tercel (1991-), p. 87, correct the specs as follows: Notes: Engine: 5K (1486cc) OHV, non-crossflow, 80.5 x 73.0 @ 1750 lbs.

Touring

T1

1. Dodge Viper RT-10 / RT-10 ACR & GT-S / GT-S ACR (96-02), p. 17, add to the specs as follows: Tire Size: (F) 315/35 (max), Notes: This max. tire supersedes TCS tire rule section 17.1.8.D.7.b. Alternate radiator Parts Rack part # RDR1 or Roe Racing #SKU102-205 allowed.

2. Dodge Viper SRT-10 (03-04), p. 17, add to the specs as follows: add the 2005 model year, Tire size: (F) 315/35 (max), Notes: The following parts are allowed: Dodge differential and trans. coolers, part # 4510173, Archer Racing radiator part # 1870P, or West Coast Viper Radiator # wcv3paswf, Mopar performance fan delete kit # P4510870, Archer Racing fan # 1411217, Mopar swing oil pickup kit # 4510174, Dodge brake duct kit part # P5153250, Trans. mount # P4510179. This max. tire supersedes TCS tire rule section 17.1.8.D.7.b.
3. Chevrolet Corvette C6 (2005), classified in TB 05-01, correct the specs as follows: Brakes(mm): 325 or 340 vented disc(F) 305 or 330 vented disc(R), Notes: Removable roof panel shall be installed. Add to the notes as follows: Updating and backdating within this specification line is permitted.

T2

1. BMW M3 (01-03), reclassified by the BoD in December, clarify the specs by changing to read as follows: Wheel Size(in.): 18 x 8(F) 18 x 9(R), Tire Size: 225/45(F) 255/40(R), Notes: Factory paddle shifter is permitted.
2. Honda S2000 (00-05), p. 25, change the specs to read as follows: Weight(lbs.): 2830.
3. Ford Mustang Coupe GT (2005), classified in TB 05-01, add to the specs as follows: Wheel Size(in.): 17 x 9 (F&R), Tire Size: 255/40 (F&R), Notes: The following parts are allowed: Spring kit part #TDB, brake duct kit Part #TBD, Strut tower brace part # M20201-S197.
4. Chevrolet Camaro Z-28 (98-02), p. 23, change the first sentence of the notes to read as follows: Throttle restrictor between throttle body and plenum is mandatory: .060" flat steel plate with one (1) 60mm hole for the 98-00 cars. Add to the specs as follows: Notes: Updating and backdating within models and years listed in this classification is permitted. Severn Motorsports brake duct kit part # ACFY3-GMF4 is permitted provided no modifications are made to the bodywork, including the chin spoiler.
5. Pontiac GTO (04-05), classified in TB 05-02, add to the specs as follows: Wheel Size(in.): 17 x 9.5 (F&R), Tire Size: 275/35 max. (F&R), Notes: The following parts are allowed: Brake duct kit part # TBD, alt. radiator part # TBD, trans. cooler # TBD, oil cooler # TBD, diff. cooler # TBD. This max. tire supersedes TCS tire rule section 17.1.8.D.7.b. Change the specs as follows: Weight(lbs.): 5665cc @ 3730, 5967cc @ 3830.
6. Ford Mustang Mach 1 (2003), p. 24, add to the notes as follows: The following parts are allowed: Front springs Steeda part # 1214540001 (850-1050 lbs./in.), Steeda sway bar # 006470, Steeda sway bar bushing kit # 12245135G, Steeda strut brace # 5555712, Steeda clutch cable #'s 5557041, 5557000, 1720201, 5557021, 5557025.
7. Dodge SRT-4 (03-04), p. 22, add the 2005 model year.

8. Mazda RX-8 (2004), p. 25, add the 2005 model year.
9. Pontiac Firebird Formula & Trans-Am, (98-02), p. 26, change the first sentence of the notes to read as follows: Throttle restrictor between throttle body and plenum is mandatory: .060" flat steel plate with one (1) 60mm hole for the 98-00 cars. Add to the specs as follows: Notes: Updating and backdating within models and years listed in this classification is permitted. Severn Motorsports brake duct kit part # ACFY3-GMF4 is permitted provided no modifications are made to the bodywork, including the chin spoiler.

T3

1. Chevrolet Cobalt SS (2005), classified in TB 05-01, add to the specs as follows: Wheel Size(in.): 17 x 8 (F&R), Notes: The following parts are allowed: GM suspension package # XCC578 (XCC579 front spring 75N/mm, XCC580 rear spring 65N/mm, XCC581 front anti-roll bar, XCC582 front jounce bumper, XCC583 front lower control arm, XCC584 steering gear mounting bushings, XCC585 rear axle mounting bushing, XCC586 rear jounce bumper), brake duct kit # XCC587, Aftercooler # XPI588, Supercharger pulley # XPI589. These components must be removed for T3 competition (allowed in T2 only).

Showroom Stock

SSB

1. Ford Mustang V6 (2005), classified in TB 05-01, add to the specs as follows: Wheel Size(in.): 17 x 8 (F&R), Tire Size: 255/50 (F&R), Notes: ABS (option code 552) allowed.
2. BMW Z4 (2003), p. 11, add the 2004 and 2005 model years.
3. Mazda MX-5 / Miata (01-04), p. 14, add the 2005 model year.
4. Mazda6 s, (03-04), p. 14, add the 2005 model year.
5. Mitsubishi Eclipse GT (00-03), p. 14, add the 2004 and 2005 model years.
6. Toyota Celica GTS (00-03), p. 15, add the 2004 and 2005 model years.
7. Toyota MR-2 Spyder 16V DOHC (01-03), p. 15, add the 2004 and 2005 model years.
8. Chevrolet Camaro V-6 (96-02), p. 11, add to the specs as follows: Track F&R(mm): 1542/1539. Correct the specs as follows: Tire Size: 245/50, Brakes(mm): 96-97: (F) 277 Disc (R) 290 Disc 98-02: (F) 302 x 23 Disc (R) 305 x 25 Disc.
9. Pontiac Firebird V-6 (96-97), p. 15, add to the specs as follows: the 98-02 model years, Brakes: Brakes(mm): 96-97: (F) 277 Disc (R) 290 Disc 98-02: (F) 302 x 23 Disc (R) 305 x 25 Disc.

SSC

1. Acura RSX (02-03), p. 17, add the 2004 and 2005 model years.

2. Mazda 3 s (2004), p. 20, add the 2005 model year.
3. Toyota Celica GT (00-03), p. 24, add the 2004 and 2005 model years.
4. Volkswagen Beetle (98-04), p. 24, add the 2005 model year.

IT

1. The intent of the recent wheel diameter changes to the ITCS was to allow smaller wheels to be up-sized for wheel availability. It was not to allow cars which currently use 15" or larger wheels to down-size to smaller diameters. To clarify the rule, the following language will be added after the third sentence of section 17.1.4.D.7.a.1: Cars may not fit wheel diameters smaller than those listed on their spec line.

ITS

1. Ford Mustang LX V-6 (94-98), p. 22, correct the specs as follows:
Weight(lbs.): 2850.
2. Classify 93-97 Mazda 626 LX and ES V6 in ITS.
Add new spec line to ITCS, p. 24, Mazda 626 LX/ES (93-97), Engine Type: V-6 DOHC, Bore x Stroke(mm) / Displ.(cc): 84.5 x 72.4 / 2494, Valves IN & EX(mm): 32.2(I) 27.8(E), Comp. Ratio: 9.2, Wheelbase(in.): 102.9, Wheel Dia.(in.): 15, Gear ratios: 3.31, 1.83, 1.31, 1.03, 0.80, Brakes Std.(mm): (F) 258 Vented Disc (R) 261 Solid Disc, Weight(lbs.): 2730.
3. BMW 323i (E46) (98-99), p. 21, add to the specs as follows: add the 2000 model year, Notes: Throttle restrictor between throttle body and plenum is mandatory: .06" flat steel plate with one (1) 56mm hole. A .250" (max) thick steel plate or aluminum spacer is permitted between the throttle body and the throttle restrictor to provide clearance for the throttle butterfly. This spacer shall replicate the dimensions of the stock throttle body flange (i.e. throttle bore, bolt pattern, idle-air bypass port dimensions, etc.). Throttle body spacer bore shall be no larger than the stock throttle bore diameter at the gasket surface, and shall not be radiused in any way.
4. Honda Prelude Si VTEC (93-96), p. 23, correct the specs as follows:
Brakes Std.(mm): (F) 280 Vented Discs (R) 258 Solid Discs

ITA

1. BMW 318ti Club Sport, p. 29, add the base model 318ti to the specs, correct the specs as follows: Wheel size(in.): 15 / 16, Weight(lbs.): 2625.

ITB

1. Classify 80-82 Toyota Corolla 1.8 in ITB, this car was inadvertently dropped from the 2005 GCR.
Add new spec line to ITCS, p. 49, Toyota Corolla 1.8 (80-82), Engine Type: 4 Cyl OHV, Bore x Stroke(mm) / Displ.(cc): 85.0 x 78.0 / 1770, Valves IN & EX(mm): 41.9(I) 35.9(E), Comp. Ratio: 9.1, Wheelbase(in.):

94.5, Wheel Dia.(in.): 13, Gear ratios: 3.59, 2.02, 1.39, 1.00, 0.86, Brakes Std.(mm): (F) 226 Disc (R) 228 Drum, Weight(lbs.): 2310.

2. Classify 93-97 Mazda 626 DX and LX in ITB.

Add new spec line to ITCS, p. 44, Mazda 626 LX/DX (93-97), Engine Type: 4 Cyl DOHC, Bore x Stroke(mm) / Displ.(cc): 83.0 x 92.0 / 1991, Valves IN & EX(mm): 31.6(I) 27.7(E), Comp. Ratio: 9.0, Wheelbase(in.): 102.8, Wheel Dia.(in.): 14, Gear ratios: 3.31, 1.83, 1.23, 0.91, 0.72, Brakes Std.(mm): (F) 258 Vented Disc (R) 261 Solid Disc, Weight(lbs.): 2550.

SM

1. Section 17.1.9.B., p. 1, add to the section as follows: 1999-2005 Mazda Miata 1800cc at 2500 pounds.
2. Section 17.1.9.C.1.a.3., p. 2, add to the section as follows: 1999-2005 41mm restrictor.
3. Section 17.1.9.C.3., p. 3, add section d. as follows: 1999-up cars shall use the stock OEM differential.
4. Section 17.1.9.C.4.a., p. 3, add the following to the end of the first paragraph: 1999-05 1.8 DOHC K-SPEC-M5-SUS9.
5. Section 17.1.9.C.4.b., p. 4, add the following to the end of the section: 1999-up cars shall use the bump stops from the Mazdaspeed kit (p/n: 0000-04-5993-AW) in conjunction with the 1999-up stock upper mount assembly consisting of the upper mount (p/n: NC10-28-340C), the upper mount bushing (p/n: NC10-28-775) and the upper mount washer (p/n: NC10-28-774). All other OEM upper mounting hardware should be discarded.
6. Section 17.1.9.C.7.b., p. 6, change section to read as follows: The "R" package Miata chin spoiler is permitted on 1990-1997 cars provided it is mounted in the OEM location. 1999-up cars may use the OEM chin spoiler for these cars (p/n: NC10-V4-900F).
7. Many of the 99-newer Miatas will require the addition of more than 100lbs to meet the minimum weight. Section 17.1.9.C.8.h., p. 7, change section to read as follows: Ballast may be located in the front passenger footwell area, aft of the firewall and any footwell angle, and forward of the passenger seat. Installation shall be per SSS.

Formula

FA

1. Section 17.1.6.A.5.21.f, p. 26, change to read as follows: Front and rear tow hooks are required, see GCR section 17.31.

FV

1. Section 17.1.6.C.5.35, change to read as follows: In addition to the original VW manufactured valve, any alternative intake valve may be

used provided the profile and finish remain identical to the original VW valve, and it meets the following dimensions: Stem diameter: .3126-.3130", Seat diameter: 1.236-1.244", Length: 4.386-4.417", Valve face length (min.): .124", Distance from bottom of valve to seat surface (including any chamfer at valve head): .031-.060".

FF

1. Section 17.1.6.D.2.e., p. 61-62, Change selected portions of the table to read as follows: Minimum depth of bowl: uprated engine .470".

Sports Racer

CSR

1. Section 17.1.5.G.7.21.f, p. 79, change to read as follows: Front and rear tow hooks are required, see GCR section 17.31.
2. Section 17.1.5.A.2.a, p. 12, change the fourth engine listed in the chart to read as follows: Engine Type or Specific Engine: 4 cycle Motorcycle-based, Max. displ.(cc): 1300, Head Type: Unrestricted, Max valves per Cyl.: 4, Carburetion or Fuel Injection: Unrestricted, Weight (w/ driver) carbureted/fuel injected: 1100 lbs/1125 lbs.
3. Section 17.1.5.A.2.a, p. 12, add to the chart (after the fourth engine listed) as follows: Engine Type or Specific Engine: 4 cycle Motorcycle-based, Max. displ.(cc): 1400, Head Type: Unrestricted, Max valves per Cyl.: 4, Carburetion or Fuel Injection: Unrestricted, Weight (w/ driver) carbureted/fuel injected: 1150 lbs/1175 lbs.
4. Section 17.1.5.A.2.a, p. 12, change the seventh engine listed in the chart to read as follows: Engine Type or Specific Engine: 4 cycle Motorcycle-based, Max. displ.(cc): 1615, Head Type: Unrestricted, Max valves per Cyl.: 4, Carburetion or Fuel Injection: 42mm venturis or restrictors, Weight (w/ driver) carbureted/fuel injected: 1200 lbs/1225 lbs.
5. Section 17.1.5.A.2.a, p. 12, change the fifth engine listed in the chart to read as follows: Engine Type or Specific Engine: 4 cycle, Max. displ.(cc): 1450, Head Type: OHC crossflow, Max valves per Cyl.: 2, Carburetion or Fuel Injection: Unrestricted, Weight (w/ driver) carbureted/fuel injected: 1200 lbs/1225 lbs.
6. Section 17.1.5.A.2.a, p. 13, change the third engine listed in the chart to read as follows: Engine Type or Specific Engine: Toyota 4AGE-Series DOHC, Max. displ.(cc): 1615, Head Type: Crossflow, Max valves per Cyl.: 4, Carburetion or Fuel Injection: 42mm venturis, Weight (w/ driver) carbureted/fuel injected: 1300 lbs/1325 lbs, Notes: a) any alternate pulleys (all) allowed; b) alt. crankshaft dampener allowed.
7. Section 17.1.5.A.2.a, p. 13, change the fifth engine listed in the chart to read as follows: Engine Type or Specific Engine: Volkswagen 1.8L, Max. displ.(cc): 1835, Head Type: Unrestricted, Max valves per Cyl.: 2, Carburetion or Fuel Injection: Unrestricted carburetors or Fuel Injection

with 37mm restrictors, Weight (w/ driver) carbed/fuel injected: 1200 lbs/1225 lbs, Notes: a) VW 8-valve head on 1.8L block bored to a maximum 1835cc; b) cam drive is unrestricted.

8. Section 17.1.5.A.2.a, p. 13, change the sixth engine listed in the chart to read as follows: Engine Type or Specific Engine: Mazda 12A Rotary, Max. displ.(cc): N/A, Head Type: Bridge Port, Max valves per Cyl.: N/A, Carburetion or Fuel Injection: One (1) IDA 48mm with 34mm venturis or FI w/ 34mm restrictors per port, Weight (w/ driver) carbed/fuel injected: 1300 lbs/1325 lbs.
9. Section 17.1.5.A.2.a, p. 12, add above engine chart: Fuel Injection allowed at 25 lb. penalty, except as shown.