



## 2012 RULES

Sanctioned by



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# SECTION 6: SPEC MIATA RULES

## SECTION 6.1: PURPOSE

**6.1.1: PURPOSE** - The purpose of the USERA Spec Miata Rules is to define the technical requirements for Mazda Miatas that may compete in various events sanctioned by USERA. All modifications not specifically permitted in these Rules are expressly prohibited. In cases where cars are presented that run primarily in other series that define rules sets for "Spec Miata", these rules shall take precedence over other rules for competitors taking part in a USERA sanctioned event, or any event where the USERA may be sharing an event with another sanctioning body.

**6.1.2: VIN NUMBERS** - Two (2) Vehicle Identification Number (VIN) plates or stampings must be in place on all vehicles, and must correspond with the model year as classified.

**6.1.3: MAZDA TEAM SUPPORT PROGRAM** - All competitors are encouraged to join Mazda's Team Support Program. This program enables competitors to purchase stock and competition parts from Mazda at discount prices. Learn more by visiting [www.mazdaspeedmotorsports.com](http://www.mazdaspeedmotorsports.com) or call 800-435-2508, fax to 949-222-2650, or e-mail Mazda at [support@mazdamotorsports.com](mailto:support@mazdamotorsports.com) to request an application and further details.

**6.1.4: CAR CLASSIFICATION** - Mazda Miatas from 1990 through 2005, as defined in Diagram 6.1, are classified in the USERA Spec Miata class.

## SECTION 6.2: TECHNICAL SPECIFICATIONS

**6.2.1: AUTHORIZED MODIFICATIONS** - The rules set forth herein define the only permitted modifications and safety items allowed. All adjustments shall be made at the manufacturer's specified tolerances except as permitted in these rules.

**6.2.2: BALLAST** - Ballast up to a maximum of 100 lbs. is permitted. All ballast shall be securely mounted on the passenger floor with a minimum of two (2) one-half (1/2) inch bolts and positive lock nuts of SAE Grade 5 or better and shall use large diameter load distributing washers. Holes may be drilled in the passenger floor in order to secure ballast. Ballast may not be added or removed during the race.

**6.2.3: ECU** - Stock ECUs matching the manufacturer date of each car must be used. USERA reserves the rights to collect, redistribute, inspect, substitute and/or seal the ECU.

**6.2.4: UPDATING/BACKDATING** - No updating or backdating is permitted unless specifically allowed by these rules.

**6.2.5: DATA ACQUISITION** - Full engine and monitoring systems (Motec, Aim, etc.) are allowed.

## SECTION 6.3: ENGINE MODIFICATIONS

### 6.3.1: INDUCTION SYSTEM

**6.3.1.1: INTAKE TRACT** - All air entering the intake tract shall pass through the fuel injection air inlet.

**6.3.1.2: AIR FILTER ELEMENT** - The air filter element is unrestricted. No ducting or baffling of air to the air filter is permitted.

**6.3.1.3: CONE AIR FILTERS** - 1.6L cars may replace the stock air box with a cone style air filter assembly.

**6.3.1.4: OEM AIRFLOW METER** - 1.6L cars may open and adjust, but not modify, the OEM airflow meter. For 1.6L cars, the position of the air flow meter may be moved provided it remains attached to the unmodified factory intake tube.

**6.3.1.5: STOCK AIR BOX** - 1.8L cars must use the stock air box.

**6.3.1.6: INTAKE AIR RESTRICTOR** - 1.8L cars shall use an unmodified MAZDASPEED Motorsports Development spec air restrictor of the proper size as defined in Diagram 6.1. The air restrictor shall be placed between the throttle body and plenum. All intake air shall pass through the restrictor plate.

**6.3.2: FLUID, HOSES, FILTERS AND DRIVE BELTS** - Fluid hoses and clamps, oil filters, fuel filters, and engine drive belts may be substituted with others of equivalent OEM specifications.

**6.3.3: FUEL LINES** - Standard fuel lines and hoses may be replaced with armored lines that maintain the OEM inside dimensions and original OEM fuel line routing. When flexible, all fuel lines must have threaded connectors and armored braid. Fuel lines may not be routing through the cockpit.

### 6.3.4: IGNITION/ELECTRICAL SYSTEM

**6.3.4.1: WIRES AND PLUGS** - Ignition wires and spark plugs may be substituted.

**6.3.4.2: TIMING** - Ignition timing is unrestricted within the stock adjustment range.

**6.3.4.3: BATTERIES** - Batteries may be replaced with those of an alternate manufacturer, provided they are of similar amp-hour capacity, size, and weight and are fitted in the standard location. Additional battery hold-down devices may be used, and are strongly recommended. The positive battery terminal

shall be insulated to prevent sparking.

**6.3.5: EXHAUST SYSTEM** - The factory exhaust system beyond the OEM front down pipe may be replaced, provided:

**6.3.5.1: FACTORY CONFIGURATION** - The replacement system must retain the original factory configuration.

**6.3.5.2: TUBE DIAMETER** - The tubing diameter is a maximum of 2.25" outside diameter.

**6.3.5.3: INSTALLATION** - The system may end anywhere after the rear subframe. Before the rear subframe, the system must follow the original factory path of the OEM exhaust system.

**6.3.5.4: EXPANSION CHAMBERS** - No expansion chambers. A single muffler may be added.

**6.3.5.5: SOUND** - The system must meet event sound ordinances.

**6.3.5.6: CAT REPLACEMENT TUBE** - A cat replacement tube may be installed. The replacement tube shall not exceed 17.5" in length and may have an outside diameter no greater than 3.375".

**6.3.5.7: HEAT SHIELDS** - Original exhaust system heat shields may be removed.

**6.3.5.8: POST CAT OXYGEN SENSOR** - The post catalytic converter oxygen sensor may be disabled, replaced or removed. If removed, the resultant hole may be plugged.

**6.3.5.9: CALIFORNIA EMISSIONS** - 1999-2005 CARS with California emissions equipment may substitute the OEM California manifold and catalytic converter with the Federal OEM exhaust manifold.

**6.3.6: CLUTCH SYSTEM** - All cars shall use either the stock OEM pressure plate appropriate for the model year or the ACT pressure plate MAZDASPEED Motorsports Development kit (1.6L p/n 0000-0205401-SS or 1.8L p/n 0000-0205404-AC). The unmodified pleasure plate shall be bolted directly to the appropriate stock flywheel. The 1994 model year car may utilize the flywheel from the 1995-2005 model years. If the 1994 flywheel is used it shall weigh a minimum of 18.5 lbs. Any clutch may be used. The minimum weight of the clutch, including pilot bearing, is 17.6 pounds for the 1.6L and 17.6 pounds for the 1.8L. The addition of an external scatter-shield is permitted and recommended.

**6.3.7: LUBRICANTS** - Lubricants may be substituted. Oil additives are unrestricted.

**6.3.8: DECKING/MILLING** - The engine block and/or cylinder head may be decked/milled to achieve the factory specified compression ratio for the correct model year as listed in Diagram 6.1.

**6.3.9: CAMSHAFTS** - Camshafts shall be stock for the model year listed in Diagram 6.1.

**6.3.10: CAST IRON CYLINDER LININGS** - Cast iron cylinder linings (sleeves) may be installed to restore damaged or worn cylinder bores to their original factory spec dimensions.

**6.3.11: A/C UNITS** - The factory air conditioning systems may be removed. Items that serve a dual purpose, such as the alternator/air conditioning compressor bracket, may not be substituted.

## SECTION 6.4: COOLING SYSTEM

**6.4.1: RADIATOR** - Any radiator 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. Any openings created by fitting an alternate radiator shall be blocked to prevent air from entering the engine compartment. At least one (1) stock cooling fan must be maintained in the stock mounting location. The aftermarket radiator may be modified, if necessary, to mount the stock cooling fans.

**6.4.2: THERMOSTAT** - Thermostats may be modified, removed, or replaced.

**6.4.3: UPPER RADIATOR SEAL** - All cars may install the Upper Radiator Seal, p/n NA75-50-OK7A.

**6.4.4: RADIATOR SCREEN** - A radiator screen of one-fourth (1/4) inch minimum mesh may be added in front of the radiator and contained within the bodywork.

**6.4.5: COOLANT** - Engine coolant fluid, coolant/heater hoses and clamps may be substituted.

**6.4.6: HEATER CORE** - Heater core may be bypassed but it may not be modified or removed. Aftermarket defrosters may be installed provided they circulate air through the OEM dash vents. Heater water control valve(s) may be added or substituted.

## SECTION 6.5: TRANSMISSION/FINAL DRIVE MODIFICATIONS

**6.5.1: TRANSMISSION AND FINAL DRIVE RATIOS** - Transmission and final drive ratios must remain stock for the model year of car:

Model Year	Gear Ratios	Final Drive
1990-1993	3.14, 1.89, 1.33, 1.00, 0.81	4.3
1994-1995	3.14, 1.89, 1.33, 1.00, 0.81	4.1
1996-1997	3.14, 1.89, 1.33, 1.00, 0.81	4.1
1999-2000	3.14, 1.89, 1.33, 1.00, 0.81	4.3
2001-2005	3.14, 1.89, 1.33, 1.00, 0.81	4.3

**6.5.2: 5-SPEED TRANSMISSIONS** - 1999 to 2005 cars shall only use the 5-speed transmission and 4.3 differential ratio.

**6.5.3: STOCK DIFFERENTIALS** - All cars may use the stock, unmodified OEM open differential.

**6.5.4: LIMITED SLIP DIFFERENTIALS** - 1990 to 1993 cars may use the stock, unmodified viscous limited slip differential or the MAZDASPEED Motorsports Development limited slip differential, part number #QN10-64-A00 (previously TOY1-27-200 & 0000-02-5501).

**6.5.5: TORSEN DIFFERENTIALS** - 1994 through 2005 cars may use the stock Torsen limited slip differential.

**6.5.6: DIFFERENTIAL UPDATES** - 1990 through 1993 cars may convert to the 1999 through 2005 differential housing and 1999 through 2005 4.3 differential gear ratio. This conversion includes the 1999 through 2005 driveshaft and 1999 through 2005 half shafts. The original 1999 through 1993 rear suspension uprights must be retained.

**6.5.7: LUBRICANTS** - Lubricants may be substituted.

## SECTION 6.6: CHASSIS AND SUSPENSION MODIFICATIONS

Chassis modifications are limited to the addition of the MAZDASPEED Motorsports Development "Spec Miata kit" and those modifications detailed in this area.

**6.6.1: SUSPENSION KITS** - MAZDASPEED Motorsports Development Spec Miata kit:

1990-93	1.6 DOHC	K-SPEC-M5-SUSP
1994-97	1.8 DOHC	K-SPEC-M5-SUS8
1999-05	1.8 DOHC	K-SPEC-M5-SUS9

The following is a breakdown of components supplied within these kits. All parts numbers are MAZDASPEED Motorsports Development part numbers. No substitution of parts is allowed. The kits must be used in their entirety.

Shocks:	Front	Bilstein 0000-04-5225-BL
	Rear	Bilstein 0000-04-5226-BL
Springs:	Front	Eibach ERS 700 lbs/6" 0000-04-9700-06
	Rear	Eibach ERS 325 lbs/7" 0000-04-9325-07
Coil-Over Kit:	Front / Rear	0000-04-5402AW

Anti-Roll Bars:

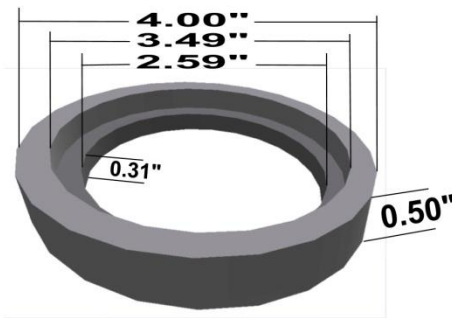
K-SPEC-M5-SUSP	Eibach kit - front / rear bars	0000-04-5302-EB
	Front - 24mm Adjustable	Rear - 15mm Adjustable
K-SPEC-M5-SUS8	Eibach kit - front / rear bars	0000-04-5303-EB
	Front - 27mm non-Adjustable	Rear - 15mm Adjustable
K-SPEC-M5-SUS9	Eibach kit - front / rear bars	0000-04-5304-EB
	Front - 27mm non-Adjustable	Rear - 15mm Adjustable

**6.6.2: BUMP STOPS** - All cars shall use unmodified MAZDASPEED Motorsports Development bump stop (part number 0000-04-5993-AW).

1999-2005 cars shall use the bump stops from the MAZDASPEED kit (p/n 0000-04-5993-AW) in conjunction with the 1999-2005 stock upper mount assembly consisting of the MAZDASPEED upper mount (p/n: NC10-28-340C), the MAZDASPEED upper mount bushing (p/n: NC10-28-776) and the MAZDASPEED upper mount washer (p/n: NC10-28-774),

**6.6.3: 1999 THROUGH 2005 BUMP STOPS** - 1999 through 2005 cars shall use bump stops from the MAZDASPEED Motorsports Development kit (p/n 0000-04-5993-AW) in conjunction with the 1999 through 2005 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) and shock body spacer over the shock shaft (p/n 1234-56- 789-AW). All other OEM upper mounting hardware shall be discarded. 1990-1997 cars may 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 lower mount bushing (p/n: NC10-28-776) and the upper mount washer (p/n: NC10-28-774). Non-OEM equivalents may be used in place of the upper mount, upper mount bushing, and upper mount washer only. No other modifications are allowed. All other OEM upper mounting hardware shall be discarded.

A metal or delrin plastic spacer as shown below may be added between the Mazda bump stop and the 1999 shock hat. The 0.31" measurement is +/- 0.01 in. All other measurements are non-critical and are shown for clarification purposes only. In addition, a 3/8" steel hardware washer may be installed between the shock shaft and the bump stop. The washer shall be a maximum of 1/8" thick.



**6.6.4: SUBFRAME BRACES** - Subframe braces may be updated to stock 1997 configuration utilizing the MAZDASPEED Motorsports Development Spec Miata kit.

**6.6.5: ANTI-ROLL BARS AND END LINKS** - Anti-roll bar end links may be replaced. The replacement end link may be adjustable. The attachment points must remain stock. The control arms and specified anti-roll bar may not be modified. 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.

**6.6.6: SUSPENSION ALIGNMENTS** - Suspension alignments (camber, caster, toe) are unrestricted within the limits of the unmodified factory adjustments.

**6.6.7: SUSPENSION RELOCATION** - No relocation or reinforcement of any suspension component or mounting point is permitted.

**6.6.8: HARDWARE** - Hardware items (nuts & bolts) may be replaced by similar items performing the same fastening function(s).

**6.6.9: POWER STEERING** - Manual or power steering racks may be used. Power steering racks may be converted to manual by removing all power steering components.

**6.6.10: FRONT SHOCK TOWER** - The front shock tower connector/brace is not permitted on 1999 through 2005 cars.

**6.6.11: CHASSIS REPAIRS** - All chassis, structural or electrical repairs shall be in concurrence with factory 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.

## SECTION 6.7: BRAKE SYSTEM MODIFICATIONS

Model Year	Front Brakes(mm)	Rear Brakes(mm)
1990-1993	235 Vented Disc	232 Solid Disc
1994-2005	255 Vented Disc	252 Solid Disc

**6.7.1: BACKING PLATES** - Backing plates and dirt shields may be ventilated or removed.

**6.7.2: BRAKE LINES** - Brake lines may be replaced with steel lines, or Teflon lined metal braided hose. Cars with antilock braking systems must have the system disabled.

**6.7.3: PARKING BRAKES** - Parking brakes, mechanisms, and actuating components may be removed.

**6.7.4: BRAKE FLUID AND BRAKE PADS** - Any brake fluid and brake pad material may be used.

## SECTION 6.8: WHEEL AND TIRE MODIFICATIONS

Any wheel/tire may be used within the following limitations:

**6.8.1: RIM DIAMETER** - Required rim diameter is fifteen (15) inches. Maximum rim width is seven (7) inches. The minimum weight of the wheel shall be thirteen (13) pounds without spacers.

**6.8.2: WHEEL CONSTRUCTION** - Other than the stock 15" Mazda steel wheel, all wheels must be one-piece metal castings. Multi-piece wheels are not permitted.

**6.8.3: TIRE** - Any DOT approved racing tire is permitted. Racing, recapped or re-grooved tires are not permitted. Tire size is unrestricted. The only modifications allowed to tires are having treads "shaved" or "trued".

**6.8.4: TRACK** - The front track shall not exceed 1450 mm. The rear track shall not exceed 1465 mm for the 1990-1997 model years and 1475 mm for the 1999-2005. Aftermarket wheel studs, lug nuts, and wheel spacers are permitted. If spacers are used they shall be no greater than 13 mm thick and equal thickness on all four corners.

**6.8.5: TIRE TREAD** - 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.

**6.8.6: HUBCAPS AND WHEEL TRIMS** - Hubcaps and wheel trim shall be removed.

## SECTION 6.9: BODY AND STRUCTURE MODIFICATIONS

**6.9.1: FENDERS** - Fenders and wheel openings shall remain unmodified. It is permitted to roll under, or flatten, any interior lip on the wheel opening for tire clearance. Non-metallic inner fender liners may be removed.

**6.9.2: BODY REPAIRS** - Body repair shall be performed using every reasonable effort to maintain stock body contours, lips, etc. Any body repair modifications having as its purpose increased clearance is prohibited. Cars shall be presented for competition neat, clean and undamaged. Cars shall comply with all decal placement requirements at all times.

**6.9.3: "R" PACKAGE** - The "R" package Miata chin spoiler is allowed on 1990 to 1997 cars provided it is mounted in the OEM location. 1999 cars may use the OEM chin spoiler (p/n NC10-V4-900F). 2001 through 2005 cars may use the OEM chin spoiler (p/n N067-V4-900G).

**6.9.4: RIDE HEIGHT** - Minimum ride height is unrestricted, but no part of the car, except for the exhaust system and suspension components, shall be lower than the lowest part of the wheel rims.

**6.9.5: WINDSHIELD CLIPS** - Windshield clips are permitted and recommended. Windshield clips shall be three (3) inches by one (1) inch by one-eighth (1/8) inch. Three (3) shall be bolted or riveted to the body at the top of the windshield. Two (2) shall be bolted or riveted to the cowl and extend over the bottom edge of the windshield. Clips shall be a minimum of twelve (12) inches apart.

**6.9.6: CONVERTIBLE TOPS** - Convertible tops and attaching hardware shall be completely removed. Cars may compete with the Mazda factory detachable hard top in place (latches shall be replaced with positive fasteners), but it is not mandatory. When no top is used, driver shall wear arm restraints, and the cage must be no less than two (2) inches above the driver's helmet. Cars competing without a hardtop shall still meet class weight requirements.

**6.9.7: MOLDINGS** - Body side moldings, rocker panel moldings, and wheel opening trim pieces may be removed.

**6.9.8: HOOD LINER** - Hood inner plastic liner may be removed.

**6.9.9: HOOD PINS** - Hood and trunk clips are permitted. Stock hood latches may be disabled or removed.

**6.9.10: DUCTING** - 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 a means of a transparent/alternate vent window material and duct with no modifications to the bodywork. To improve driver exit through the window area, the driver vent window and vertical window supporting frame may be removed as a pair. If removed, ducting may be in the passenger side vent window only.

**6.9.11: RADIO ANTENNAS** - Radio antennas may be removed. Antennas for two-way radios may be added.

**6.9.12: TAPING OF LIGHTS** - Glass headlights shall be taped with clear or color tape for daytime races. Rear brake lights may be taped with clear tape. Turn signals, backup lamps and side marker lights may be taped with clear or color tape.

**6.9.13: BODY PANELS** - The OEM relationship between the headlight, when closed, and the surrounding bodywork shall be maintained.

**6.9.14: FUEL FILLER TRAP DOOR** - The unleaded fuel filler trap door and restrictor plate in the fuel tank filler neck may be removed. Dry Brake refueling systems must be installed. If a Dry Brake system is installed, the fuel door cover may be removed.

**6.9.15: TOW HOOKS** - All cars must have permanently installed towing hooks/straps/cables, with minimum hole diameter of 50mm (2"), one (1) front and one (1) rear, to be used for flat-towing the vehicle. The apparatus shall be strong enough to pull the vehicle out of a gravel trap. If the towing apparatus is located more than 457mm (18") above the ground, it shall not be rigid enough, in the area between the structural part of the chassis and the bodywork, to cause any damage, other than superficial, to another car. Towing hooks/eyes that stick out of the bodywork shall either be hinged to create a blunt surface, or thin enough that it will bend if it comes in contact with metal bodywork of another car.

**6.9.15.1: POSITION** - The towing apparatus must be positioned in such a way that:

- They are easily accessible if the car is stopped in a gravel bed.
- They do not protrude beyond the perimeter of the bodywork greater than 1" as viewed from above.
- They are easily accessible without removal of any bodywork.

**6.9.15.2: VISIBILITY AND PAINT** - The towing apparatus must be clearly visible with the loop painted in yellow, red, or orange.

**6.9.15.3: POINTER DECAL** - There shall be a red arrow on a white background pointing to each tow eye/strap/cable.

**6.9.15.4: STOCK EYES** - Stock towing eyes may be modified or replaced. If replaced, the stock tow eye may be removed.

**6.9.16: JACK PLATES** - Two (2) plates of steel measuring no more than 6" by 6" may be welded on the bottom left and right side of the car for the sole purpose of strengthening the car's jacking points.

## SECTION 6.10: COCKPIT/TRUNK MODIFICATIONS

**6.10.1: DRIVER'S SEAT** - The driver's seat shall be replaced by an approved racing-type seat. The seat may be a high-back, bucket-type racing seat that incorporates an integral headrest, or a low-back seat with shoulder support and a separate headrest capable of withstanding 200 lbs. of rearward force. Seat and seat padding must be made from, or covered with, a fire-resistant material. The driver's seat must be firmly mounted to the structure of the car. In cars where the seat back is upright, the back of the seat must be firmly attached to the main roll hoop or to its cross bracing so as to provide aft and lateral support. Seats homologated to, and mounted in accordance with, FIA spec 8855-1999 need not have the seat back attached.

**6.10.2: STEERING WHEEL** - Any steering wheel, except wood rimmed types, and its required mounting modifications may be used. Racing approved removable steering wheel mounting hardware is permitted and recommended.

**6.10.3: STEERING LOCK** - The steering lock mechanism must be removed.

**6.10.4: GAUGES** - Gauges and instruments may be added, replaced, or removed. They may be installed in the original instrument locations using a mounting plate(s), or any other location using a secure method of attachment. Other than modifications made to mount instruments and provide for roll cage installation, the remainder of the dash "board" or panel, including the glove box door, shall remain intact.

**6.10.5: MIRRORS** - Any interior and/or exterior mirrors may be used. Two (2) external mirrors (left and right) are required to be mounted in the OEM positions, using the OEM bolt holes, and must be positioned so that the driver can see objects along both sides of the vehicle. Interior mirror may be replaced with a multi-plane type mirror, but must not extend beyond the confines of the interior.

**6.10.6: PASSENGER SEAT** - Front passenger seat must be removed.

**6.10.7: INTERIOR** - With the exception of the dash, all internal components, including carpets, center consoles, cargo bins, seat belts, floor mat, radio system, headliners, dome lights, grab handles, sun visors and their insulating and attaching materials may be removed. Other than to provide for the installation of required safety equipment, no other driver/passenger compartment gutting or alterations are permitted.

**6.10.8: DOOR GLASS** - The door window glass must be removed. Window operating mechanism, and inside door latch/lock operating mechanism may be removed. The inner door structural panel may be modified, but not removed. The stock side impact beam and the outside door latch/lock operating mechanism shall not be removed, or modified.

**6.10.9: CARGO AREA** - Spare wheels and tires, jacks and tools, spare tire covers and trunk mats and/or trunk carpeting shall be removed from the cargo/trunk area.

**6.10.10: FOOT PEDALS** - Modifications may be made to the foot pedals to improve the comfort and accessibility to the driver. Dead pedal/foot rest and heel stop may be added.

**6.10.11: BULKHEADS** - If any allowed removal of cockpit or trunk items creates an opening between the driver/passenger compartment and an exposed gas tank, or part thereof, including the filler tube, a metal bulkhead which completely fills such opening shall be installed.

**6.10.12: AIR BAG** - Air bag systems shall be disarmed and may be removed.

**6.10.13: FIRE SUPPRESSION SYSTEMS** - Cars may use hand-held fire extinguishers that are at least two (2) pounds in capacity. The extinguisher shall be securely mounted in the cockpit with metal straps and brackets. On-board systems that are FIA homologated or meet SFI spec 17.1 with three nozzles, one each in the cockpit, engine bay and fuel tank, are recommended. Cold Fire suppression formula is recommended.

**6.10.14: SHIFTER KNOBS** - Any shifter knob may be used.

**DIAGRAM 6.1 – ELIGIBLE CARS**

<u>Model Year</u>	<u>Bore(mm) x Stroke (mm)</u>	<u>Displ.(cc)</u>	<u>Valve Size IN &amp; EX(mm)</u>	<u>Comp Ratio</u>	<u>Weight (lbs.)*</u>	<u>Wheelbase (mm)</u>	<u>Restrictor Size</u>
1990-1993	78.0 x 83.6	1597	31.1 (i) - 26.3 (e)	9.4	2300	2266	N/A
1994-1995	82.0 x 85.0	1839	33.1 (i) - 28.2 (e)	9.0	2350	2266	47mm
1996-1997	83.0 x 85.0	1839	33.1 (i) - 28.2 (e)	9.0	2350	2266	45mm
1999-2000	83.0 x 85.0	1839	33.1 (i) - 28.2 (e)	9.5	2425	2266	41mm
2001-2005	83.0 x 85.0	1839	33.1 (i) - 28.2 (e)	10.0	2425	2266	41mm

**\*Weight is with Driver and Ballast.**