



## **H2R Challenge Mustang Class**

Rules 3.0 - January 2019

### **THE "SPIRIT" OF THIS H2R CHALLENGE SERIES IS AS FOLLOWS:**

A real sprint and/or endurance-racing event open to Harris Hill Members only. The Challenge is a racing event as inexpensive as possible while maintaining all recognized safety regulations previously established by larger sanctioning bodies. For the 2019 season, the Mustangs are on track with the two other classes, Miatas and Porsche 914s, as such, certain improvements are allowed to make the Mustang class more competitive. Bone stock Mustangs are still the best place to start, but you will have difficulty beating Miatas and 914s with a bone stock Mustang.

### **The "SPIRIT" of this class is as follows:**

Showroom Stock "OEM" 1979-1993 Mustangs. **6-cylinder and 8-cylinder stock engines are now allowed.**

1979-1986 Capris.

1983-1988 T-Birds

1978-1981 Fairmonts.

1979-1981 Zephyrs.

What we would like to see is cars that are as close to stock OEM spec as possible. With the excessive power to weight disadvantage that the Foxbody platform has against Miatas and 914s, **modifications to make cars competitive are currently “open.”** Please check with a race steward before making major modifications to your race car.

If any questions arise from the interpretation of these rules, or during an event, the SPIRIT of the rule will be the guideline for the final decision by the race committee.

Driver's whose cars do not meet the OEM or performance rules MAY or MAY NOT race but will not be scored or earn points for the event or series. See "Spirit" section above.

Harris Hill is a club. It is not the SCCA. After an SCCA event, the drivers all go home to different parts of Texas and surrounding states, sometimes never interacting with each other again. Here at Harris Hill, we all know each other and see each other sometimes on a weekly basis. The safety rules, performance rules and driving rules herein are designed to promote entertaining, real competition without the overhead of who spent more or overly aggressive driving and contact racing. This is why the "spirit" of the rules is listed and will be referred to when casting judgment. Knowing this available disparity, the *smart* builder or driver should err well within the boundaries of the rules rather than pushing the edges.

## **EXPENSE MANTRA :**

Racing costs money. Spec Miatas cost a lot.

Porsche 914s cost even more and break down (and catch on fire sometimes).

Mustangs cost less, there are more of them available, and you don't have to explain to your friends about why you race a Miata.

Used parts are extremely affordable and easy to find.

Racing costs money.

When asked to make changes to your car or safety gear to comply with these event rules, please refer to the racing expense mantra. If the costs of this event offend your sensibilities or exceed your budget, then racing this event is not for you and we are sincerely sorry.

The H2R Challenge is **NOT** crap-can racing, despite the flags and nomenclature that may be used. The cars need to be attractive and clean. Remember this is a spectator sport as well!

## **H2R ALLOWED PERFORMANCE CHANGES TO THE CAR :**

This is an OEM stock production-based class. The horsepower cap is based on the highest-horsepower cars from the model range. There are essentially three different "categories" of Mustangs:

- 1979-1993 – 2.3L cars (including turbos).
- **1979-1993 – V6 cars (not sure why you would try).**
- **1979-1993 – V8 cars.**

All parts of the car must be OEM stock as equipped on the greater majority of 1979 – 1993 Mustangs. Some LX and GT parts are allowed:

**OEM V8 engine swaps (and various supporting components).**

**Performance brake rotors and pads are open, as long as they are OEM size (5-lug conversions are allowed to run larger OEM sizes).**

OEM LX/GT front brakes / spindles.

Maximum Motorsports Caster/Camber plates.

8.8 rear end w/ factory traction lock – any gear allowed.

K&N drop-in filter.

**Race header and exhaust meeting H2R sound limitations.**

Dampeners **open** for 2019 season.

Ford Racing "C" spring recommended, but other springs will be considered.

ANY "Factory" sway-bar combination front & rear - Watts link systems will be considered.

**Wheel size for 2019 will be allowed to be any size - greater than 16" will require significant upgrading of the OEM Foxbody front and rear suspension and may be cost prohibitive for some racers. OEM 16" wheels on 16x225 tires are a good starting point.**

Spec Tire is **open** to any 200 treadwear tire.

**ALL interior can be removed. Side window and rear quarter glass needs to be removed. Rear hatch glass needs to be covered with 3M coating or clear tape to keep glass from scattering across the track and drivers.**

**2700 lbs. min weight car + driver** (good luck getting there).

**V8 cars will have a higher minimum weight - 2800 lbs is the current "estimate".**

Engine modifications are currently **open** on 4-cylinder and 6-cylinder cars. **V8 engines need to be 100% OEM with the exception of a high-performance filter, exhaust and cooling.**

**NO changes, additions, removals or modifications are allowed unless specifically addressed in the rules or agreed to by a race steward. Aftermarket replacement parts are accepted unless specifically restricted. For the 2019 season, the Mustang spec is relatively open. If the spec does not speak to a modification that you would like to make, speak to a race steward to discuss acceptance before you make any modifications (or spend any money) .**

**THE FOLLOWING ARE NO  
LONGER FORBIDDEN (REPEATED HERE  
BECAUSE WE KNOW YOU WILL ASK) :**

Aluminum drive shafts, AND flywheels

Rear disc brakes

5 lug conversions

Other suspension mods (3 link, panhard bar, watts link, SLA, BRING IT AND PROVE THESE CARS CAN BE COMPETITIVE AGAINST SMALLER, LIGHTER CARS)

Polyurethane, Delrin bushings

Bump steer kits

Solid or offset rack & pinion bushings

Brake cooling ducts

Sub frame connectors

Strut tower bracing

Rear shock tower bracing

X2 ball joints

Aftermarket or factory boxed upper or lower control arms (front or rear)

**H2R Allowed performance changes to the car:**

**For V8 cars, major parts such as the crankshaft, block, head, and cams must be OEM 1979-1993 Ford factory replacements. 4-cylinder and 6-cylinder cars may be modified.**

*If there is ANY question on this, consult a race steward FIRST*

Brake fluid, engine oil, transmission oil, rear diff oil is open.

Engine coolant is forbidden but WATER is recommended (water wetter or equivalent is ok). Spilled coolant is hard to clean off the track!

Power steering and A/C system removal is open.

Catalytic converter must be either removed and replaced with a "test pipe" or cored out. This is for fire safety. The "test pipe" may be welded in but may not exceed the length of the OEM catalytic converter by more than 6 inches total.

The clutch pressure plate is open for 2019

Fuel must be "pump" fuel from a regular gas station. (93 octane or less)

Tires – **open for 2019 season 200 treadwear or higher**

Shift knobs, pedals, gauges and other driver "comfort" items are open.

Fender liners and mud flaps may be removed.

A "race" alignment adjustment is permitted and encouraged. Stainless brake lines at the calipers and rear axle are open. Parking brake removal is open.