

**SCCA – Southeast Division (SEDiv)  
Club Racing regional level  
Class Review Board (CRB)**

**Revised February 7, 2001**

**Revised August 8, 2001**

**Revised January 23, 2001**

**Revised July 31, 2005**

**All rules reviewed or revised and approved July 2006**

**All rules reviewed or revised and approved July 2007**

**History**

The CRB was established in January of 1997 at the annual meeting of the Southeast Division by the governing body (REs) of the Division. The purpose of the CRB is to act as a sounding board and review the vehicle and class issues as pertain to Region Only Classes within the Southeast Division. Their observations and recommendations are submitted to the REs for consideration and implementation for the next race season. On occasion an issue can be considered and implemented after the January Annual Meeting. Classes may be dropped if they do not average two (2) entries per event throughout the Division. The CRB is chaired by the DA of Scrutineering with the racing region's Chiefs of Tech as the Board. The current racing regions are: Alabama, Atlanta, Buccaneer, Central Carolinas, Central Florida, Florida, North Carolina, and South Carolina.

Any requested reviews, corrections, or adjustments required of this document should be addressed to the current SEDiv DA of Scrutineering.

The DA of Scrutineering for the 2008 race season is:

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## **Southeast Division Recognized Classes for 2008**

### **ITO**

Established as a SEDiv Class beginning for the 2008 race season, July 2007

#### **Purpose and Intent**

Also known as ITE in many parts of the country, this class will allow cars that are not currently listed, allowed, or otherwise exceed the IT class preparation rules in the General Competition Rules. Entrants will not be guaranteed the competitiveness of any car.

#### **Automobiles:**

1. All cars shall meet or exceed current safety standards in the Improved Touring Category Specifications of the General Competition Rules. The GCR and IT specifications shall apply where not specifically stated
2. Fuel cells, weld in roll cages, fire systems, and NASCAR style door bars are recommended
3. All cars shall run on DOT approved tires unless otherwise using a spec tire for their particular touring type series
4. Unless otherwise classified, vehicles with normally aspirated engines greater than 3000 cc will compete in ITO (rotary engines will use a 2.0 multiplication factor). Tube frame race cars are not eligible for ITO
5. The driver is responsible for providing the preparation specifications from the originating series for the car being raced
6. Competition vehicles from the following Touring type series are allowed to compete in ITO

#### ITO:

SCCA World Challenge GT  
American V-8 Supercar Series  
BMWCCA H thru I Stock/Prepared  
Corvette Challenge  
Ferrari Challenge  
GrandAm GS  
IMSA Firehawk GrandSport  
NASA American Iron  
NASA Camaro/Mustang Challenge  
PCA A thru F Stock  
Touring Corvette Challenge (TCC)  
Viper Racing League

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## **Club Formula Ford (CF)**

January 1, 1989  
Revised July 20, 2001  
Reviewed July 2006  
Reviewed July 2007

1. All Formula Ford cars shall comply with all SCCA General Competition Rules applicable to Formula Ford.
2. Age of car is no criteria for eligibility in club Ford. All Formula fords with outboard suspension on at least one end of the car shall be considered eligible. Cars originally manufactured with four wheel inboard suspension shall not be allowed to convert to outboard suspension to enter Club Ford. It shall be the responsibility of the participant entered in Club Ford to document the eligibility of the car. It is not the responsibility of SCCA SEDiv to determine the car's eligibility.
3. Permitted modifications: (Nothing in these permitted modifications shall supersede restrictions as set forth in the GCR.
  - Club Ford cars may be up-dated provided the basic configuration is unchanged. Heat exchanges shall not be relocated to an inboard position amidships and suspension(s) and front brakes shall not be converted to inboard configuration.
  - The manufacturer's basic body design shall be used. Aluminum substitute or one-of bodies are permissible only if original body work is unrepairable or unobtainable; however variant should conform in appearance and dimension to original.
  - Use of carbon fiber type material is prohibited. Aluminum under-bodies/skidpads are permitted.
  - Coil springs, shock absorbers, anti-roll bars, steering rack and wishbones are free provided they fit the original locations.
  - Make and update of drive shafts is free.
  - Any modification of which the sole purpose is to increase driver safety is allowed.
  - Club Formula Ford cars shall carry the class identification of CF governing identifying marks.
  - Spec Tire Hoosier R 60

Advisory Group

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## **Improved Touring 7 (IT7)**

Established July 1998  
Revised July 2005  
IT7 rules updated May 2006 as revised January 2006  
Reviewed July 2006  
Revised July 2007

July 1998 this class was initiated for Mazda RX7s model year 1979 through 1985 with a 12 A motor. This class must comply with and be prepared to the IT A rules as published by SCCA GCR and Category Specifications. ~~Effective October 1, 2005 the spec tire for IT7 is Toyo RA1 DOT — shaved or unshaved.~~ For the 2008 race season the spec tire for IT7 is Toyo RA 1 DOT or the Toyo R888. Optional rain tire, Toyo Poxes RA1 DOT shaved or unshaved, or Hoosier Dirt Stocker DOT.

### Advisory Group

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## **SM**

Revised July 2005  
Reviewed July 2006  
Reviewed July 2007

SM class must comply with SCCA GCR and category specifications for SM. The Spec Miata tire rule for SEDiv regional races is the same tire as listed in the GCR for the Spec Miata National race class with any references in Fastrack. Rain tire choice is open.

### Advisory Group

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## **Super Production O & U (SPO & SPU)**

Established January 1997

Revised January 2003

Reviewed July 2006

Reviewed July 2007

January 1997 this class was accepted Division wide as a catch all for closed wheel vehicles from other road racing series and as a place for unique creations to have a venue in which to get track time. Vehicles must not be other wise classed in the GCR and Category Specifications. The displacement separation for Over (O) (2500cc and above) and Under (U) (2499cc and below) [Effective January 2003 and reconfirmed July 2007] and all Turbo or Supercharged vehicles will run in SP O. Series vehicles must conform to configuration safety rules of the series (owners responsibility to show proof). All non series vehicles must at a minimum comply with safety specifications as published in the SCCA GCR and GT/Production Category specifications.

### GCR Optional Regional-Only Classes

Super Production Class (SP) (Regional Class Only): Cars which exceed the preparation limitations of the applicable Production or GT Specifications but which meet the general regulations for GT category cars. This includes cars not listed in the GT or Production spec pages, such as FIA homologated Production cars.

### Advisory Board

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## GT America (GTA)

Revised July 2007

The following rules are intended to allow competitors to utilize proven stock car technology to compete in SCCA road racing events at a reasonable cost. The philosophy of GTA is to provide opportunities for drivers rather than engineers to showcase their skills. As such it is NOT a class to see who can spend the most money finding and exploiting loopholes in the rules, but instead is intended to use unmodified racing components that are readily available to the general public. If you feel the need to demonstrate you can write very large checks and/or re-engineer just about any piece on your car, you should entertain the idea of running GT-1 or SPO, not GTA.

As we are expanding the GTA rules to include new chassis, bodywork, and engine specifications, a certain amount of adjustment of the rules must be expected as we gain track experience with the various packages. Unless there is an obvious inequity between packages, however, these changes should never occur during a given competition season.

These rules shall govern all of the events and, by participating in an event, the competitor is deemed to have complied with these rules. No implied or express warranty of safety shall result from publications of, or compliance with, these rules and/or regulations. The rules are intended as a guide for the conduct of the competition and are in no way a guarantee against injury or death to a participant, spectator or an official.

ALL CARS ARE SUBJECT TO PERIODIC INSPECTIONS TO ENSURE  
COMPLIANCE WITH THESE RULES.

I. General Specifications

- A. All cars competing in this class must meet all SCCA safety requirements for GT category automobiles found in Section 9 of the GCR unless otherwise specified herein. This includes but is not limited to GCR requirements for:
  - 1. Vehicle documentation
  - 2. Driver restraint systems
  - 3. Driver's safety equipment
  - 4. On-board fire systems
  - 5. Fuel & fuel cells (fuel-injected engines may use either the Touring or GT fuel specs)
  - 6. Master switch requirements
  - 7. Brake and tail light requirements
  - 8. Rollover structures
  - 9. Seats
  - 10. Towing eyes
  - 11. Window safety nets
  - 12. Gauges and data acquisition
- B. Car number and class designations must meet SCCA GCR specifications. The class designation for Grand Touring America is "GTA".
- C. All weights and ride height measurements shall be taken with the car set up for competition and will include the driver.
- D. The maximum rear weight bias at any point during the competition is 50.0 %.
- E. Any ballast used to meet minimum weight must be in block form weighing no less than 5 pounds and must be bolted securely to the chassis. All ballast must be painted white and must be labeled with the car number.
- F. Weight shifting devices of any type are prohibited.
- G. No titanium components are allowed for any purpose. Not axles, not fasteners, not engine parts, not anything – put that money back into your pocket.
- H. The GTA AdHoc Committee will provide GTA class-specific stickers to record and display each car's required minimum weight.

- I. All cars presented for GTA competition must undergo a technical inspection prior to their first event of each SARRC season. This inspection will determine the minimum weight for that car and that weight will be noted on GTA class stickers that will be displayed on each side of the car.
  
- II. Chassis Specifications
  - A. Any commercially available, mild steel stock car chassis with a minimum wheelbase of 104" and a maximum wheelbase of 108" may be used.
  - B. Chrome alloy chassis are not allowed.
  - C. There are two basic styles of chassis used in GTA - the "ASA/USAR" chassis and the "Late Model" chassis. They are defined by track and overall height when set to the minimum chassis ground clearance:
    1. The ASA/USAR chassis has a track no greater than 62.0 inches and a minimum overall height (measured 10 inches behind the top of the windshield) of 49.0 inches.
    2. Any chassis wider and/or lower than those dimensions is considered a Late Model chassis. For a Late Model the maximum track is 65.0 inches and the minimum overall height (measured 10 inches behind the top of the windshield) is 46.5 inches.
  - D. The base minimum weight for a car based on the ASA/USAR chassis is 2830 pounds.
  - E. The base minimum weight for a car based on the Late Model chassis is 2930 pounds.
  - F. The minimum ground clearance for any part of the chassis or bodywork rearward of the front tires (with all tires inflated to a maximum of 25 psi) is 4.0 inches.
  - G. The minimum ground clearance for the front air dam (with all tires inflated to a maximum of 25 psi) is 3.0 inches.
  - H. The maximum front bumper/body width is 75.0 inches for an ASA/USAR car.
  - I. The maximum front bumper/body width is 80.0 inches for a Late Model car.
  - J. A minimum of 10.0 inches, measured from the center of the crankshaft bolt to the ground, must be maintained at all times (with all tires inflated to a maximum of 25 psi).

### III. Body Specifications

- A. All cars in this class must use 1997 through current-year commercially available stock car composite bodywork. The types of bodies allowed are:
  1. Chevrolet Impala
  2. Chevrolet Monte Carlo
  3. Dodge Charger
  4. Dodge Intrepid
  5. Ford Fusion
  6. Ford Taurus
  7. Ford Thunderbird
  8. Oldsmobile Cutlass

## 9. Pontiac Grand Prix

- B. Although Five Star is the official body manufacturer for GTA, other vendors may be used. The ASA cars must use the flange-fit ASA bodywork while Late Model bodies must meet the industry A-B-C body mounting dimensions. All body components must be utilized in an as-produced, unmodified form and must retain all manufacturer identifying markings. No “one-off” or “high downforce” body packages are allowed.
- C. All cars competing in a race event must have a complete painted or polished gel-coat body to start the weekend. Presentation of stock appearing, very professionally finished racing stock cars is the primary objective of GTA. Overall workmanship and appearance shall be a determining factor when a car is approved for competition.
- D. Absolutely no additional holes, vents, modifications, etc., will be permitted on the body panels except as provided herein.
- E. Unless damaged by an accident during the racing weekend, all body panels must remain in their standard orientation when the car is at speed (i.e. - no flexing or cocking of body panels to vent air from underneath or inside the car is allowed).
- F. The bottom of the car must not be “belly-panned” or flush paneled. Panning may not extend rearward of the leading edge of the radiator. Other than ductwork that serves no other purpose than to direct cooling air to the brakes, fuel/air metering device (carburetor or throttle body), and/or driver, no fixed or moveable air-directing devices are permitted underneath or inside the car.
- G. Installation of air ducts to direct air to cool the driver is permitted. Duct size shall not exceed nine (9) inches in height by ten (10) inches in length. Duct must be fabricated from clear plastic and securely affixed to rear side window(s). A screen or filter to prevent debris from entering the cockpit should be installed.
- H. The hood must have a minimum of four (4) positive locating pins on the leading edge of the hood and must be securely fastened by either pins or hinges at the rear. If used, a cowl opening shall be centered upon the rear edge of the hood with a maximum opening of 2.0 inches deep at the center expanding to 2.5” at the ends by 16.0 inches wide. Fresh air boxes to the fuel/air metering device (carburetor or throttle body) are allowed as long as that ductwork serves no other purpose.
- I. The single-plane rear blade spoiler must be mounted at an angle from 50 to 75 degrees (perpendicular to the ground being 90 degrees) and may not extend beyond the rear bumper when viewed from directly above the rear bumper. Spoilers must be a minimum of .063 aluminum or Lexan and may vary in overall height to match the contours of the bodywork. The rear spoiler dimensions shall not exceed 59.0 inches wide by 5.0 inches in height, or 295.0 square inches total surface area. Braces to prevent spoiler deflection are allowed, but may not serve any other purpose.
- J. A full, stock-dimension molded front windshield is mandatory and must be constructed from 3/16” (minimum) Lexan. Three (3) 1-inch by 1/8” thickness

internal windshield support braces should be spaced at least on six-inch centers and roughly centered on the windshield. The windshield must be secured to the body by bolts and/or rivets to prevent the windshield from popping out under internal pressure such as a spin.

- K. A full, stock dimension molded rear “glass” constructed of minimum .093’ thickness Lexan is required. It must be held securely in place by a minimum of two (2) 1.0” wide external straps as well as bolts and/or rivets mounting the “glass” to the rear bodywork around the perimeter of the opening. Back “glass” must also be securely braced internally to prevent significant bowing or distortion under racing conditions.
- L. Side windows (driver and passenger side) must remain as produced in dimensions. Models with rear quarter or opera windows must have the stock opening covered with clear, securely mounted .093” thick Lexan. All window net installations must meet SCCA specifications.
- M. Cars must be neat in appearance at all events. All cars must have complete bodies, fenders, hoods, grills, and bumpers. Cockpit floors must be complete with no tunnels and/or air ducts allowed. No streamlining will be allowed, such as windshields, underpans, radiator grills or headlights. Taping of hood and/or body seams is not allowed.
- N. Headlight decals and taillight decals or the model’s original taillights are required at all times. Two functioning brake lights in the approximate location of the stock taillights are required. If you are planning to run in the rain, two functioning taillights are also required.

#### IV. Suspension/Shock Absorber Specifications

- A. Springs are open.
- B. The steering wheel must be mechanically coupled to the front wheels and activate only those wheels (no “steer by wire” or “four-wheel steering”). Power assist is allowed and may be driven off the differential.
- C. A collapsible steering column, either by layout design or column construction, is required.
- D. Front lower control arms must be made of steel. Upper control arms, strut arms and upper pivot shafts may be aluminum.
- E. Spindles must be steel and designed for racing applications.
- F. Independent front suspension with articulated upper and lower control arms is mandatory.
- G. Major steering components including steering arms, tie rods, idlers, etc., must be fabricated from approved ferrous or non-ferrous alloys. All heim joints must be of aircraft quality.
- H. Sway (anti-roll) bars must be made of steel. Heim joints are allowed to be attached to the lower control arm(s) and/or rear end. Driver adjustable sway bars are not allowed.
- I. The longitudinal linking system for the rear of the chassis may not exceed four locations and may not include a “torque tube” of any design. Spring-loaded and/or cushioned (torque absorbing) links are permitted.

- J. Either a panhard bar or Watts link may be used to locate the rear axle laterally.
- K. Independent rear suspensions are not allowed.
- L. As long as it has no remote reservoir, any single-adjustable shock absorber may be used with no weight penalty. If even one shock absorber is multi-adjustable or has a remote canister, a fifty (50) pound weight penalty is assessed.

#### V. Rear End Specifications

- A. Ford 9" or Quick Change units only. No "rear drive" or modified driven Quick Change rear ends are allowed.
- B. All axle tubes must be made of steel.
- C. The maximum rear camber per wheel is +/- 1.75 degrees.
- D. Electronic and/or electronic/hydraulic traction control devices are not allowed. Competitors found with any type of traction control device on the vehicle, whether operational or not, will be disqualified from the GTA class for twelve (12) months.

#### VI. Transmission, Clutch, Flywheel, Bellhousing, and Driveshaft Specifications

- A. Transmissions must be of readily available stockcar-style technology with four forward gears and an operating, driver-engageable reverse gear. All forward gears must be at least 1.00 inches thick. No five-speed, semi-automatic or automatic transmissions are allowed. Manual "H-style" shift linkage is required. No sequential shift mechanisms are allowed. Ceramic bearings are not allowed.
- B. The clutch is limited to no more than three steel disks and floater plates with a minimum clutch diameter of 5.25 inches. No carbon parts or carbon clutches are allowed.
- C. Bellhousings must be Quarter Master, Tilton or OEM. Transmissions must bolt directly to the rear bellhousing surface (i.e. - the 10" spacers common in GT-1 are not allowed).
- D. The driveshaft must be one piece and made of metal.
- E. Two circular steel driveshaft hoops not less than 2.00 inches wide and 0.25 inches thick must be mounted in a manner to contain the driveshaft in case of front or rear u-joint failure.

#### VII. Wheel and Tire Specifications

- A. Rims must be 15"x10" steel stock car rims of a one-piece construction specifically designed for racing. Wheel offset must be a minimum of 3.00 inches and a maximum of 7.00 inches (i.e. - zero-scrub front suspension is not allowed).
- B. Before the beginning of each season the Advisory Committee will contact the various tire vendors that service SEDIV SCCA events to ascertain what tire model they plan to make available to GTA competitors during the coming season. Once specified, only those spec tires may be used by GTA cars during that season.

- C. Soaking or chemical treating of the tires is prohibited.
- D. In the event the race is declared a rain race by the Chief Steward, any tire may be used that fits a GTA-legal rim.
- E. For 2008, the specified GTA tires are the Goodyear 2602 and the Hoosier 3035. The Hoosier tires can be purchased at the track, but Goodyear business policy requires that their tires must be acquired from your local short-track vendor (although Competition Tire can mount and balance them at the track if you want).
- F. For more information on the tire choices contact the vendors:
  - Goodyear - Competition Tire South (386-274-5332)
  - Hoosier - Appalachian Race Tires (865-681-6622)

#### VIII. Brake Specifications

- A. All vehicles must use dual master cylinder, 4-wheel disc brake systems.
- B. Driver adjustable brake bias is allowed.
- C. Brake rotors must be iron.
- D. Brake recirculators are allowed.
- E. Any two-piece (“split”) brake caliper utilizing pads with a maximum brake friction surface of 4.75 x 2.50 inches may be used with no weight penalty. If even one caliper is of monoblock construction or utilizes pads larger than 4.75 x 2.50 inches, a fifty (50) pound weight penalty is assessed.
- F. Inline blowers may be used in the brake cooling ducts, but water cooling of the brakes is not allowed.
- G. Electronically controlled anti-lock braking systems are not allowed.
- H. Brake pad materials are open.

#### IX. Engine Specifications

There are multiple engine preparation packages that can be used, but any GTA engine must comply with all the specifications of the selected package. i.e. – no “cherry picking” of items across multiple engine packages is allowed. All cars must comply with the general engine specifications found in Appendix A, then must fall into one of the following four categories:

- A. “Traditional” GTA carbureted engine as defined in Appendix B.
- B. “ASA Tour” LS-1 engine as defined in Appendix C. Cars using this engine (with all ASA seals in place) receive a 50 pound reduction in their minimum weight.
- C. “Upgraded” LS-1 based engine as defined in Appendix D.
- D. “Open” carbureted engine as defined in Appendix E. The targets are 500 hp & 500 foot pounds torque at the crank. If your engine does not fall into one of the categories listed above yet you feel it produces less than the target numbers, send the specs of your engine to the Advisory Committee for review and certification. If certified, you must be able to produce this spec sheet when requested at any event and your engine must conform to those specs. If you cannot produce the sheet or your engine no longer meets those specs, you will be disqualified from the GTA class.

## Advisory Group

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### Appendix A: General Engine Specification (apply to all engine packages).

1. With the exception of former ASA series cars running LS-1 based engines, the engine manufacturer must match the body manufacturer. i.e. – Chevrolets, Pontiacs and Oldsmobiles run Chevy engines, Fords run Ford engines, Dodges run Chrysler engines. Former ASA cars from the AC Delco era may continue to run LS-1 based engines regardless of the body manufacturer.
2. All engines will be normally aspirated, pushrod V-8s.
3. The centerline of the crankshaft shall be located on the centerline of the entire chassis (no offset is permitted).
4. For GM engines the most forward spark plug hole must be aligned with the centerline of the front lower ball joints. Ford and Chrysler/Dodge powered vehicles are allowed a 1.0 inch setback. Cars with additional engine setback up to 2.0 inches for GM and 4.0 inches for a Ford or Chrysler/Dodge will receive a 50 pound weight penalty.
5. Aftermarket engine blocks are allowed, but must be equal to or greater in weight and exterior dimensions compared to the original manufacturer of the make and model. No aftermarket aluminum blocks are allowed.
6. The crankshaft must be made of steel or iron. The stroke may be increased or decreased, but the minimum stroke length is 3.48 inches. The minimum (bare crank) allowable weight is 46 pounds. Lightweight, knife-edge, 180-degree, pendulum cut, scalloped, and/or undercut counterweight crankshafts are prohibited.
7. Connecting rods must be solid steel. No titanium, aluminum, stainless steel or composite rods are allowed. Rods may be tested by using a magnet.
8. Valve covers are open.
9. Alternators must be OEM type, belt driven, and are optional. One-wire alternators are permitted and may be driven off the engine or the differential.
10. Water pumps must be OEM type. Water pump impellers may be altered for improved cooling. No reverse cooling systems are allowed.
11. The accelerator pedal must be mechanically coupled to the fuel/air metering device (no “fly by wire” throttles).
12. Each car must utilize a verifiable device that limits maximum engine RPM. The unit cannot be in a location where it can be modified or adjusted by the driver while the car is in motion. It is incumbent on each team to demonstrate

that their rev limiting device is (a) functional, (b) accurate, and (c) tamper-proof.

- For the soft touch systems all chips of the same setting may be thrown in a box and distributed randomly. At any event a test chip (3000 RPM) may be used to verify all rev limiters are functional. After verification, distribution and installation, chips also may be tie-wrapped into place or otherwise marked by a Tech Inspector. Cars with chips that are dislodged during qualifying will start at the rear of the entire grid while chips dislodged during the race will result in disqualification.
  - To enforce rev limits on the LS-1 based engines (both standard and upgraded) ECUs may be randomly exchanged and/or swapped out with a standard ECU for the engine package being used. For the carbureted LS-1 engines, this would involve random assignment of the MSD 6010 timing modules.
13. Spark plugs are open.
  14. The radiator must retain a stock appearance and must be located in front of the engine. The top of the radiator may be laid back a maximum of 3.00 inches from vertical.
  15. Any commercially available stock car exhaust system that meets SCCA sound requirements (103 db) may be used. Exhaust systems may be ceramic coated and/or painted.

#### Appendix B: "Traditional" carbureted GTA engine specifications.

1. Must meet all requirements listed in Appendix A.
2. Engine displacement can be a maximum of 358 cubic inches.
3. Pistons must be any forged flat top version, however valve reliefs may be cut into the top surface. No portion of the piston may protrude from the block. Each piston must have two compression rings and one oil ring groove.
4. The minimum wall thickness of the piston wrist pin must be .125 inches and must be made of steel. Any type of wrist pin locking device may be used.
5. Chevrolet cylinder heads must be Dart II cast iron heads, part #10310010P, which replaced part #1112B and #1115B.
6. Ford cylinder heads must be Dart II cast iron heads, part #5302B or World Products' Roush head, part #053040.
7. Chrysler cylinder heads must be Mopar Performance part #P4529994.
8. Maximum intake valve diameter is 2.020 inches. Maximum exhaust valve diameter is 1.600 inches. No titanium valves are allowed.
9. The minimum combustion chamber allowed is 62.0 cc and the internal cylinder head chamber dimensions must remain identical to the cylinder head's original chamber dimensions. Grinding for cc adjustments is allowable only in the cavity area. The cylinder head's original squish area must not be modified from the original dimensions at any point in the cylinder head. Porting and polishing is not allowed. No more than a three-angle valve job with a bottom cut of 60 degrees is permitted. A maximum of 0.250 inches from the head of the valve seat to the bottom of the 60-degree bottom cut is

- allowed. No grinding in the valve bowl area is permitted. No interior or exterior coatings are permitted.
10. Valve stem size must be a minimum of 11/32" and must remain as delivered from the manufacturer without modification. No pro-flow or any type of valve that steps down in diameter beyond the listed dimensions are allowed.
  11. Externally measured compression ratio may not exceed 10.7:1. Engine compression ratio is designed to be 10.2:1, so a variance of 0.5 has been established in the maximum allowable externally measured compression ratio of 10.7:1.
  12. Chevrolet intake manifold must be an Edelbrock Victor Jr., part #2975.
  13. Ford intake manifold must be an Edelbrock Victor Jr., part #2980 or #2981.
  14. Chrysler intake manifold must be an Edelbrock Victor W-2, part #2920.
  15. No modifications to the intake manifold are allowed. No porting, polishing or filling of ports with any kind of material is allowed. No internal or external coatings or painting of any type is allowed. The maximum intake manifold port size is 1.900 inches high by 1.100 inches wide. The height from the top of the manifold mounting flange to the bottom of the port must be no less than 1.000 inches.
  16. The carburetor must be a Holley 650 DBL pump, part #0-80541-1 and must be completely unmodified except for changing of jets. No porting, polishing or addition of epoxy, resin or any other material is permitted. A maximum 1.000 inch thick spacer may be used between the intake manifold and the carburetor.
  17. Any roller or flat tappet camshaft with a maximum lift of 0.612 inches (measured at the valve with 0 lash) may be used. Engle camshaft part #RK-38 meets these specifications. The cam drive may use either a chain or belt system.
  18. Rocker arms may be any OEM, steel or roller bearing type. No split shaft, shaft mounted or trunk-lined rocker assemblies are permitted. The maximum rocker arm ratio is 1.600:1.
  19. The oil pan is open, but the oiling system may not exceed a three-stage system (two scavenge stages and one pressure stage). Cosworth, Cosworth-style, Autoverdi, and Heineker pumps are not allowed.
  20. Air cleaners are required at all times. The air filter housing must be centered on the carburetor and all air entering the engine shall pass through the filter. The air filter element may not exceed 15.00 inches in diameter and the maximum element height is 4.00 inches.
  21. Ignition systems may be OEM or electronic. No magnetos are allowed. The distributor must mount in the stock location. No ignition components may be located on the driver's side of the chassis. The ignition(s) must have a soft touch rev limit chip set at 7000 rpm (no variable and/or adjustable ignition systems are allowed). The soft touch system must be enclosed and have no interruptions or breaks in the wires en route to the distributor. All ignition wires connecting to the rev limiter(s), the ignition box(es), and the coil(s) must be readily accessible for inspection. No other wires may intersect or

connect to those wires operation the ignition system(s) save for the ignition switch(es). If more than one ignition box is used each will be limited by a separate 7000 RPM rev limiter.

Appendix C: "ASA Tour" LS-1 engine.

1. Must meet all requirements listed in Appendix A.
2. This is the LS-1 Corvette engine as used by the 2005 ASA series.
3. All ASA seals with the exception of the one on the 73mm throttle body must remain in place.
4. Engine displacement can be a maximum of 350 cubic inches.
5. Maximum engine RPM as controlled by the ECU is 6500 rpm.
6. All ECU's must have either the ASA Tour or Schwanke-certified logos intact.
7. Cars using this engine may reduce their minimum weight by fifty (50) pounds.
8. The oil pan is open, but the oiling system may not exceed a three-stage system (two scavenge stages and one pressure stage). Cosworth, Cosworth-style, Autoverdi, and Heineker pumps are not allowed.
9. All LS-1 engines, whether sealed or not, are subject to the same teardown policies as covered by the GCR.

Appendix D: "Upgraded" LS-1 engine.

ASA Tour LS-1 based engines may be modified as follows:

1. Must meet all requirements listed in Appendix A.
2. Cylinders may be honed as part of the normal freshening procedure, but the engine displacement can be a maximum of 355 cubic inches.
3. An ECU re-flash to raise the maximum RPM limit to 6800 is allowed.
4. All ECU's must have either the ASA Tour or Schwanke-certified logos intact.
5. Any 90mm throttle body may be installed. One example is GM part #12589181.
6. An LS-2 intake manifold may be installed to fit the larger throttle body and increase air flow.
7. New valve springs, Isky #165A or GM part #12586484, should be installed to handle the higher RPM limit.
8. New ARP rod bolts, part #134-6006, should be installed to handle to higher RPM limit.
9. Optionally, the fuel injection system may be completely replaced with a Holley 650 carburetor as specified in Appendix B, item 16. This conversion also requires GM intake manifold part #88958675 and an MSD 6010 timing module.
10. Competitors may upgrade their own ASA LS-1 engines, but ONLY the items listed in Appendix D, numbers 1 through 9 may be modified. NO other modifications are allowed.
11. For technical assistance on upgrading the LS-1 engine, contact:

FlowTech  
191 Airport Road  
Arden NC

- 828-775-8886 – talk to Lee Schwartz
12. ASA engine modification/re-certification work can also be performed by:  
 Schwanke Engines, LLC  
 321 West Rock Street  
 Springfield MN 56087  
 800-423-6571 – ask to speak to Tim  
 www.schwankeshortblocks.com
  13. All LS-1 engines, whether sealed or not, are subject to the same teardown policies as covered by the GCR.

Appendix E: “Open” carbureted engine.

The software package used to certify all “Open” engines is the Engine Analyzer 3.2 from Performance Trends ([www.performancetrends.com](http://www.performancetrends.com)) of Livonia, MI, 248-473-9230. If you desire to see how your engine will be evaluated, you can purchase this software to do so.

1. Must meet all requirements listed in Appendix A.
2. Complete the following form and submit it to the AdHoc Committee
  - Electronically, e-mail to [Butch@B-K-Racing.com](mailto:Butch@B-K-Racing.com)
  - Mail:  
 Butch Kummer  
 GTA AdHoc Chairman  
 8248 Bow Trail  
 Woodstock, GA 30188
3. Alternatively, you can submit the performance report from the Engine Analyzer 3.2 package.
4. After receiving the specifications the Committee will confirm your engine meets the 500/500 limit for the Open GTA Engines and return the approved Spec Sheet to you. We will also keep a copy of your specs and provide them to the host regions for use in the Tech Inspection procedures.

**GTA “Open” Engine Spec Sheet**

Car Owner Name:	
Contact Information:	
Owner’s SCCA Membership #:	
Car Make/Model:	
SCCA Log Book Number:	
Engine Block Manufacturer:	
Bore:	
Stroke:	

Engine Displacement:	
Cylinder Head Make/Model:	
Valve Angle:	
Intake Valve Diameter:	
Exhaust Valve Diameter:	
Compression Ratio:	
Intake Manifold Make/Model No:	
Carburetor Make/Model:	
Restrictor Plate Size (if used):	
Camshaft Make/Model:	
Camshaft Lift & Duration:	
Rocker Arm Ratio:	
RPM Limiting Device:	
Maximum RPM:	
Oil Pump Type:	
Total Scavenge Stages:	
Gasoline Octane Rating:	
What else should we need to know to properly evaluate this engine:	

### GTA "Open" Engine Spec Sheet

Car Owner Name:	
Contact E-Mail:	
Contact Phone Number:	
Owner's SCCA Membership #:	
Car Make/Model:	
SCCA Log Book Number:	
Engine Block Manufacturer:	
Bore x Stroke:	
Engine Displacement:	
Cylinder Head Make/Model:	
Cyl. Head Material (alum or cast iron):	
Modifications from Original Casting:	
Intake Valve Diameter:	
Exhaust Valve Diameter:	
Compression Ratio:	
Intake Manifold Make/Model No:	
Carburetor Make/Model/CFM:	
Restrictor Plate Size (if used):	
Header Primary Tube	

Diameter/Length:	
Camshaft Make/Model:	
Lifter (profile) Type:	
Centerline, deg ATDC/BTDC (I/E):	Intake: / Exhaust:
Duration at .050" (I/E):	Intake: / Exhaust:
Opening at .050", BTDC/BBDC (I/E):	Intake: / Exhaust:
Closing at .050", ABDC/ATDC (I/E):	Intake: / Exhaust:
Camshaft Lobe Lift (I/E):	Intake: / Exhaust:
Valve Lash (I/E):	Intake: / Exhaust:
Rocker Arm Ratio (I/E):	Intake: / Exhaust:
RPM Limiting Device:	
Maximum RPM:	
Oil Pump Type:	
Total Scavenge Stages:	
Gasoline Octane Rating [(R+M)/2]:	
What else should we need to know to properly evaluate this engine:	