

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

All rules reviewed or revised and approved July 2008

All rules reviewed or revised and approved July 2009

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 SARRC and ECR competition within the Southeast Division. Their 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. At the 2007 Mid-Year meeting the task of coordinating the Class Review Board was transferred from the DA of Scrutineering and the racing region Chiefs of Tech to the Planning Committee.

The SEDIV Class Review Board will consist of the Planning Committee and the Class Advisory Committees. Before submitting any rule proposals to the Regional Executives, the Planning Committee will coordinate their review by the following parties:

- the Executive Steward and her/his Deputies
- the DA of Scrutineering
- the racing region Chiefs of Tech
- the racing region Competition Directors / Race Directors

These coordination efforts include but are not limited to:

- receiving requests for rules changes and/or new classes
- assembling said changes into a consistent format
- soliciting input from the various members of the CRB
- creating and administering surveys of the racing community where appropriate
- developing recommendations to be considered by the REs
- presenting said recommendations annually prior to the Mid-Year meeting

CLASS'S PURPOSE AND INTENT:

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

AUTOMOBILES:

1. All cars shall meet or exceed current safety standards in the ITCS. The roll cage MUST exceed the minimum six-point IT standard by utilizing (at least) eight (8) attachment points. Fuel cell/tank protection must comply with Prepared category specifications.
2. Fuel cells, weld in roll cages, fire systems, and NASCAR style door bars are recommended.
3. All cars shall run on D.O.T. approved tires unless otherwise using a spec tire for their particular Touring type series.
4. Unless listed below, tube frame race cars are not eligible for ITO/ITU.
5. Competition vehicles from the following Touring type series are allowed to compete in ITO:

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

NASA Factory Five Challenge

NASA 911 Cup

NASA 944 Spec Super Cup

PBOC Stock/Improved G thru L

PCA A thru F Stock

Touring Corvette Challenge (TCC)

Viper Racing League (except GT-C and GT-MC)

6. Additional cars from Touring type series will be considered for future inclusion by application to the SEDIV Planning Committee.
7. Cars entering from the above series must have in their possession a copy of the rules from that series and must comply entirely with those rules. No "cherry picking" of preparation rules from multiple series is permitted.
8. All cars shall display ITO as their class designation.
9. Factory manufactured all-wheel-drive cars are eligible.

FUEL TESTING:

ITO cars shall meet GCR fuel specifications for either GT or IT cars.

THE GCR AND IT SPECIFICATIONS SHALL APPLY WHERE NOT SPECIFICALLY STATED ABOVE.

ITO Advisory Committee:

Brion Gluck

Chuck Newman

Dan Schlickemeyer

Club Formula Ford (CF)

January 1, 1989

Revised July 20, 2001

Reviewed July 2006

Reviewed July 2007

Reviewed July 2008

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 exchangers 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-off 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 underbodies/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

CF Advisory Committee:

John Gaither

Garey Guzman

Steve Robertson

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

Reviewed July 2008

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. Effective October 1, 2007 the spec tire for IT7 is Toyo RA 1 DOT or the Toyo R888. Optional rain tire, Toyo Proxes RA1 DOT shaved or unshaved, or Hoosier Dirt Stocker DOT.

IT7 Advisory Committee:

Stan Hinds

Tom Sprecher

Blair Stitt

Spec Miata (SM)

Revised July 2005

Reviewed July 2006

Reviewed July 2007

Reviewed July 2008

Revised July 2009

SM class must comply with SCCA GCR and category specifications for SM. The Spec Miata tire rule for all SEDIV series races is the same tire as listed in the GCR for the Spec Miata National race class with any amendments in Fastrack.

This rule will be continually reviewed as experience is gained with the tire specified for National SM competition, but it can only be modified at the Annual Meeting in January or the Mid-Year Meeting.

SM/SMT Advisory Committee:

Jason Holland

Gary Jenkins

Super Production O & U (SPO & SPU)

Established January 1997

Revised January 2003

Reviewed July 2006

Reviewed July 2007

Revised July 2008

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 SPO. Effective 9/22/2008 – domestic, air-cooled, pushrod engines up to 2999cc are eligible for SPU.

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.

SPO/SPU Advisory Committee:

Wayne Cabaniss

Jim Coman

Jim Kellogg

Robert Logsdon

GTA-Southeast CLASS

2010 Rules (effective 10/12/2009, modified 2/07/2010)

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-Southeast 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-Southeast.

As we continue to expand the GTA-Southeast 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 (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 GTA-Southeast 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 meet the specifications of the current GCR.
- 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. All cars presented for 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 SEDIV-supplied stickers that should be displayed near the ‘B’ pillar on each side of the car. If you have questions about the minimum weight of your car, consult with an Advisory Committee member.

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-Southeast - 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 bodywork. The types of bodies allowed are:
 - 1. Cadillac CTS
 - 2. Chevrolet Impala
 - 3. Chevrolet Malibu
 - 4. Chevrolet Monte Carlo
 - 5. Dodge Charger
 - 6. Dodge Intrepid
 - 7. Ford Fusion
 - 8. Ford Taurus
 - 9. Ford Thunderbird
 - 10. Lincoln MKS
 - 11. Oldsmobile Cutlass
 - 12. Pontiac G8
 - 13. Pontiac Grand Prix
 - 14. Toyota Camry

- B. Although Five Star is the official body manufacturer for GTA-Southeast, other vendors may be used. The ASA cars must use the flange-fit ASA, Five Star S2 Sportsman, or Mid-American NGB bodywork while Late Model bodies must meet the manufacturer's specified 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-Southeast. 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. Cars using Late Model hoods may install the Five Star hood hold down (part #570-3700 or part #660-3700) to stabilize the front of the hood at high speeds.
- I. 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.
- J. 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.
- K. 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.
- L. 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.

- M. 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.
- N. 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.
- O. 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.
- P. Late model bodies may use "vent windows" to stabilize the A-post at high speeds. The maximum dimension along the top of the door will be nine (9) inches, and the trailing edge must be ninety degrees from the top of the door to the A-post. No vent windows may be added to the existing panels of the flange-fit bodies.

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 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. A minimum of two steel 360-degree driveshaft hoops shall be installed of sufficient strength to contain the driveshaft in case of u-joint or driveshaft failure. Said hoops shall be located within twelve (12) inches of the front of the shaft and as close as practical to the rear u-joint.

VII. Wheel and Tire Specifications

- A. Rims must be 15” diameter 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). Maximum wheel width is 10”.
- 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(s) they plan to make available to class competitors during the coming season. Once specified, only those spec tires may be used during that season. All four tires on the car at any time must be the same model number.
- 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. When a vendor changes the specified tire model because a tire is no longer being manufactured, both the previous model and current model for that manufacturer may be used until July 1 of the new season. After July 1, only the newer tire may be used.
- F. For 2010, the specified GTA-Southeast tires are the Goodyear 2560 and the Hoosier 3035. Because Goodyear has changed their designated tire for 2010, their 2602 may also be used but only until July 1, 2010.
- G. 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 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, the “ZZ4 Fast Burn” engine as defined in Appendix E, or the “604 Circle Track” engine as defined in Appendix F. Cars using one of these engines receive a 50 pound reduction in their minimum weight.
- C. “Upgraded” LS-1 based engine as defined in Appendix D.
- D. “Restricted” carbureted engine as defined in Appendix Z.
- E. As new common engine packages become available they will be evaluated by the Advisory Committee(s) and may be added as optional engines under these rules.

The 2010 GTA-Southeast Advisory Committee is made up of:

Butch Kummer chairman, 770-314-2031, (Butch@B-K-Racing.com)
BJ Holley, 404-379-9200, (zip2holleyracing@gmail.com)
Steve Magowen, 704-965-5099, (sgmvolvo@hotmail.com)
Steve Tye, 904-860-9411, (tyes@bellsouth.net)

The 2010 National GTA Advisory Committee is made up of:

Steve Dunn, Northeast
Ron Keith, Midwest
Butch Kummer, Southeast
Gregg Rodgers, Southwest

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 within 1.00 inches of the centerline of the entire chassis (no more than 1.00” offset is permitted).
4. Engine setback will be measured from the center of the front most spark plug hole to the centerline of the top ball joints. For ASA/USAR cars the maximum setback is 2.00 inches. For Late Model cars the maximum setback is 4.00 inches.
5. 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).
6. 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.
7. The crankshaft must be made of steel or iron. The stroke may be increased or decreased, but the minimum stroke length is 3.25 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.
8. Connecting rods must be solid steel. No titanium, aluminum, stainless steel or composite rods are allowed. Rods may be tested by using a magnet.
9. Valve covers are open.
10. 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.
11. Water pumps must be OEM type. Water pump impellers may be altered for improved cooling. No reverse cooling systems are allowed.
12. The accelerator pedal must be mechanically coupled to the fuel/air metering device (no “fly by wire” throttles).
13. 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.
14. Spark plugs are open.
15. 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.

16. 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. The 75mm throttle body must remain in place.
4. The stock stroke must be maintained. Cylinders may be honed as part of the normal freshening procedure, but the 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. The stock stroke must be maintained. 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: “ZZ-4 Fast Burn 385” engine.

This is a 23-degree aluminum head GM crate engine P/N 12499712 that must remain untouched except for the following specifications:

1. Must meet all requirements listed in Appendix A.
2. Must retain the stock 3.48” stroke.
3. Engine displacement can be a maximum of 355 cubic inches.
4. Maximum engine RPM is 6200 rpm.
5. Maximum compression ratio is 10.0:1.
6. Maximum intake valve diameter is 2.00”, maximum exhaust valve diameter is 1.55”.
7. The camshaft may be replaced with an aftermarket model meeting the following specs:
 - a. maximum valve lift: .525”, intake and exhaust
 - b. duration at .050” lift: intake - 218, exhaust - 228
 - c. any hydraulic lifter allowed
 - d. 1.6:1 roller rockers are allowed
8. 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.
9. The oil pan is open, but the oiling system may not exceed a four-stage system (three scavenge stages and one pressure stage). Cosworth, Cosworth-style, Autoverdi, and Heineker pumps are not allowed.
10. Cars using this engine may reduce their minimum weight by fifty (50) pounds.

Appendix F: “604 Circle Track” engine.

This is a readily available circle track crate engine that is based off the ZZ-4 Fast Burn 385 P/N 24502609. It is HIGHLY recommended that the oiling system be modified to enable the package to survive in a road racing environment. The engine must remain untouched except for the following specifications:

1. Must meet all requirements listed in Appendix A.
2. Must retain the stock 3.48” stroke.
3. Engine displacement can be a maximum of 355 cubic inches.
4. Maximum engine RPM is 6500 rpm.
5. Maximum compression ratio is 9.6:1.

6. Maximum intake valve diameter is 2.00", maximum exhaust valve diameter is 1.55".
7. The camshaft may be replaced with an aftermarket model meeting the following specs:
 - a. maximum valve lift: .474" intake, .510 exhaust
 - b. duration at .050" lift: intake - 208, exhaust - 221
 - c. any hydraulic lifter allowed
 - d. 1.5:1 roller rockers are allowed
8. 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.
9. The oil pan is open, but the oiling system may not exceed a four-stage system (three scavenge stages and one pressure stage). Cosworth, Cosworth-style, Autoverdi, and Heineker pumps are not allowed.
10. Cars using this engine may reduce their minimum weight by fifty (50) pounds.

Appendix Z: “Restricted” carbureted engine.

If your engine does not fall into one of the categories listed above it may still be used as long as it meets the following specifications:

1. Must meet all requirements listed in Appendix A.
2. Engine displacement can be a maximum of 362 cubic inches.
3. Maximum intake valve diameter is 2.050 inches. Maximum exhaust valve diameter is 1.600 inches. No titanium valves are allowed.
4. The maximum engine compression ratio is 9.5:1.
5. Any Holley carburetor may be used, subject to the following restrictions:
 - a. a Holley 650 DBL pump, part #0-80541-1, as defined in Appendix B
 - b. Restricted engines using any other carburetor MUST install a 1.250” maximum restrictor plate that otherwise meets the specifications defined in E.1.a.4 of the current SCCA GT Category Specifications (page 263 in the 2008 GCR).
6. Any roller or flat tappet camshaft with a maximum lift of 0.550 inches (measured at the valve with 0 lash) may be used.
7. The oil pan is open, but the oiling system may not exceed a four-stage system (three scavenge stages and one pressure stage). Cosworth, Cosworth-style, Autoverdi, and Heineker pumps are not allowed.
8. 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 a maximum of 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.