17.1.2. GT CATEGORY SPECIFICATIONS

These specifications are part of the SCCA General Competition Rules (GCR), and all automobiles shall conform with GCR Section 17., "Automobiles."

A. PURPOSE

The GT Category is intended to provide the membership and interested manufacturers with the opportunity to compete in purpose built, highly modified replicas of series produced automobiles. To that end, cars shall be classified in GT Classes based on their competitive potential. The Club may alter or adjust specifications and require, permit, or restrict certain specific components to equate competitive potential.

B. INTENT

It is the intent of these rules to allow modifications useful and necessary in the construction and preparation of an extremely high performance road racing vehicle. It is understood that such a vehicle can be updated and/or changed from marque-to-marque, based on member interest and manufacturer incentive. With this in mind, the Club will use the following guidelines in the determination of the suitability for classification in the GT Category:

- 1. Basic vehicle size, shape, engine displacement, and cylinder head design of the standard and/or alternate engine(s).
- 2. Member interest.
- 3. Manufacturer interest and potential support to competitors.
- 4. Vehicle production quantities of no less than 3000 units of the specified make/model within a twelve (12) month period, all such units being approved by the EPA and DOT for sale in the United States (Production Cars that have been reclassified into the GT Category need not meet minimum production quantities).

C. SPECIFICATIONS

The SCCA shall publish the GT Category Specifications (GTCS) containing recognized specifications for each car eligible to compete in the GT Category during the calendar year. Cars shall be listed according to the manufacturer's make and model designation. In the case of doubt involving specifications not adequately described in the GTCS, Scrutineers/ Stewards may refer to maintenance manuals, spare parts books, general catalogs and performance catalogs published by the vehicle manufacturer, MVMA specifications, and FIA Homologation Certificates for the make and model, or may inspect other cars of the same make and model.

- 1. GT Category automobiles shall be divided into Classes based on relative performance as follows: GT1, GT2, GT3, and GTLite.
- Cars may be updated or backdated within the specifications of the recognized make and model as listed on the Approved Automobile List of the GTCS (GT-1), or as listed on a single GT Specification Form line of the GTCS (GT-2/3/L).

- 3. Cars shall meet or exceed their minimum specified weight, as listed in the GTCS, as qualified or raced, with driver.
- 4. No permitted component/modification shall additionally perform a prohibited function.
- 5. Turbocharging/supercharging is not permitted.
- Construction of tube frame cars is permitted. Standard maximum track dimensions for all cars, unless otherwise noted, are as follows:

GT-1	70.0″ F & R
GT-2	64.0″ F & R
GT-3 / GT-Lite	60.0″ F & R

D. AUTHORIZED MODIFICATIONS (GT-1)

1. Engine (GT-1)

a. Component Modification

- It is permitted to lighten, balance, or modify in shape, by any mechanical or chemical means, the standard, optional, or alternate components of the engine, provided it is always possible to positively identify them as such.
- 2. Material shall not be added to these components unless specifically authorized by these rules.
- 3. The original direction of engine rotation shall be retained.

b. Induction System

- 1. All inducted air shall pass through the throttle venturis.
- The specified carburetor(s) or specified fuel injection may be modified. The number, model, type, throttle bore and/or venturi restriction shall remain as specified. Refer to Section E.1.a. of these rules for additional induction specifications.
- 3. Any air filter(s), velocity stack(s), and or air box(es) may be fitted. Air may be ducted to the carburetor or fuel injection provided that the ducting is completely contained within the engine compartment and that the air to be ducted is supplied through normal (or as specifically authorized herein) openings in the bodywork. Cars may duct air to the carburetor airbox through an opening in the back of the hood, rectangular in shape, maximum width of 20 inches, maximum length of 3.5 inches.
- 4. Intake manifolds are unrestricted.
- 5. Any throttle linkage may be used. All throttle linkages shall be equipped with more than one system of positive

throttle closure

c. Fuel System

- 1. Any fuel line(s) may be used. All fuel line(s) passing through the driver/passenger compartment shall be made of metal braided hose with AN-Series threaded couplings.
- 2. Any fuel pump(s), filter(s), and pressure regulator(s) may be used. Such components may not be located in the driver/passenger compartment, but their location within the bodywork of the car is otherwise unrestricted.

d. Emission Equipment

1. Exhaust emission control equipment shall be removed in their entirety. When air injection nozzles are removed from a cylinder head, the resultant holes shall be completely plugged.

e. Cylinder Heads: (GT-1)

- 1. The standard production, optional, or specified alternate(s) cylinder head(s) shall be used. Any valve guides and valve seats may be used.
- Material(s) may be added to the combustion chamber(s) and interior ports/passages of the cylinder head(s). The addition of such material(s) shall not enable the combustion chamber and/or interior ports/passages to be moved external to the original physical limitations of the cylinder head(s).
- V-6 and V-8 General Motors engines are permitted: Buick, Chevrolet, Oldsmobile, Pontiac, Brodix, Brownfield, Dart, Edlebrock, Pro Action 14-degree, or Airflow Research 210, 215, 220, and 227 cylinder heads of cast iron or aluminum. All Pro cylinder head, part # 270-LM-13 is permitted Any cylinder head(s) utilized shall be of a conventional design (siamesed intake ports, two (2) valves per cylinder, all valves inline), direct replacement type. General Motors SB-2 cylinder heads are permitted.
- 4. V-6 and V-8 Ford engines are permitted: Ford Motorsports SVO inline-valve or canted-valve cylinder heads of cast iron or aluminum.
- V-6 and V-8 Chrysler engines are permitted: MOPAR Performance conventional design (siamesed intake ports, two (2) valves per cylinder, all valves inline), direct replacement cylinder heads.

f. Camshaft and Valve Gear

1. Any camshaft(s) mounted in the standard location(s) may be used. Any cam followers may be used. Springs

and mounting hardware which act directly on the cam followers may be added.

- 2. Camshaft drive mechanism is unrestricted.
- 3. Push rods, rocker arms, and rocker arm supports are unrestricted.
- 4. Valves are unrestricted.
- 5. Valve springs, retainers, keepers, and seals are unrestricted.

g. Block

- The standard production, manufacturer's heavy duty (of the same basic materials as the original block), or specified alternate engine block shall be used.
- 2. The block may be bored and/or sleeved to achieve the correct displacement.
- 3. The block may be machined, and O-rings may be added to replace or supplement the head gasket(s).
- 4. The crankshaft main bearing caps may be substituted. Additional main bearing caps and/or bolts may be used provided that no material is added to the block for their attachment.

h. Pistons and Rods

- 1. Pistons and piston pins are unrestricted. The compression ratio is unrestricted.
- 2. Connecting rods are unrestricted, provided that they are made of a ferrous material, e.g., steel. Aluminum, titanium, graphite, etc., rods are prohibited.

i. Crankshaft and Flywheel

- The crankshaft is unrestricted, provided it is made of the same basic material as the standard production crankshaft. Those vehicles originally equipped with an iron crankshaft may use a steel crankshaft. All alternate crankshafts shall retain the same angle(s) of crank throws as the original crankshaft.
- 2. The use of any crankshaft vibration damper is permitted.
- 3. The use of any flywheel and clutch is permitted.

j. Oiling System

 The use of any oil pan (sump), oil pump(s), and/or oil pickup(s) is permitted. Oil pump(s) shall be mechanically driven by the engine. Dry sump systems are permitted. Any oil tank(s) used by such a system shall be located within the bodywork, and any oil lines utilized within the system shall be metal or metal braided, equipped with AN-Series threaded couplers.

- 2. The use of any oil filter(s) is permitted.
- 3. The oil tank(s), cap(s), oil filter(s), and any fittings attached thereto shall be isolated by a metal bulkhead(s), so that in the event of any spillage, leakage, or failure, oil will not reach the driver. Refer to Section D.10.j.1. of these rules for additional safety requirements for the oiling system.

k. Electrical System

- 1. The use of any driver operated electrical starter is permitted.
- The use of any ignition system (except magneto ignition) is permitted, provided the number of spark plugs remains the same as that of the standard production, optional, or alternate cylinder head(s). Driver controlled adjustable spark timing is prohibited.
- 3. The remaining components of the engine electrical system are unrestricted. Refer to Section D.10.d.1., and 2., for additional safety requirement for the electrical system.

I. Exhaust System

- 1. The components of the exhaust system are unrestricted. Refer to Sections D.8.a.3.B., and D.8.a.9.B., of these rules for additional exhaust system and bodywork specifications.
- 2. The exhaust system shall meet the specifications of GCR Section 12., "Sound Control."

m. Other Engine Components

- 1. Alternate engine components considered replacement parts, such as seals, bearings, water pumps, nuts, bolts, studs, washers, and gaskets are permitted. Bushings or offset keys of unrestricted origin may be installed.
- 2. Generator/alternator, crankshaft, and water pump pulleys are unrestricted.
- 3. Engine mountings are unrestricted.
 - A. Cars with the engine mounted longitudinal to the chassis may relocate the engine in a longitudinal direction, centered along the longitudinal centerline of the vehicle as defined by the track. A one (1) inch transverse deviation tolerance from the absolute

centerline is permitted. Unless otherwise so fitted in its standard production location or specifically authorized in the vehicle's GTCS specifications, said relocation shall align the center of the foremost spark plug hole with the front axle centerline.

- Transverse mounted engines may be relocated for axle/CV joint alignment. Alternately, they may be relocated to a longitudinal position if authorized specifically by the GTCS.
- 2. General Motors, Ford, and Chrysler front mounted V-6 engines may be positioned so that the center of the foremost spark plug hole is no more than 4.5 inches behind the front axle center line (bellhousing and transmission locations are the same as a V-8 motor).

2. Engine, Rotary Piston (GT-1) a. Component Modification

- Rotary piston engines in GT-1 may be prepared using GTCS specifications 17.1.2.D.1.a., b., c., d., j., k., I., and m..
- 2. The standard production or specified alternate rotor housings shall be used. No changes in the epitrochoidal curve of the motor are permitted.
- 3. The capacity of the working chamber(s) shall not be changed.
- 4. The eccentric shaft may be replaced with another of the same basic material, but no changes in its eccentricity or bearing journal dimensions are permitted.
- 5. The rotor(s) is/are unrestricted, provided the material and number of lobes remains unchanged.

3. Cooling System (GT-1)

a. Radiator

- Any water radiator is allowed, provided that there are no changes to the exterior bodywork to accommodate its use. It shall not be located in the driver/ passenger compartment. Radiator overflow line(s) shall terminate in a catch tank.
- Separate expansion or header tank(s) are permitted. Any such tanks shall not be located in the driver/ passenger compartment.
- 3. The heater core and all attendant heater controls, lines, and accessories may be removed in their entirety, but shall not be modified or replaced.

b. Radiator Fan

- 1. The cooling fan(s) may be modified, substituted, or removed.
- Electrically operated cooling fan(s) may be installed, provided it/they serve no other purpose.

c. Radiator Shroud/Ducting

- 1. The original radiator shroud may be altered, removed, or replaced.
- 2. Sealing or shrouding the airflow area between the normal grill opening and the water radiator is permitted.

d. Water Pump

1. The water pump(s) may be replaced with any other water pump(s) mechanically driven by the engine.

e. Thermostat

1. The thermostat(s) may be modified or replaced with blanking sleeves or restrictors.

f. Oil/Lubricant Coolers

- The use of any engine, transmission, and differential cooler(s) is permitted, provided that it/they are mounted completely within or under the bodywork, but not in the driver/passenger compartment.
- 2. Associated cooler pumps and lines are permitted for the transmission and differential coolers.
- 3. Air may be ducted to said coolers only through normal openings in the bodywork. Air ducts or other openings shall be added to body parts only where specifically authorized by these rules. Refer to Section D.8.a.12. of these rules for additional ducting specifications.
- 4. Air may be ducted to the rear brakes and rear mounted coolers from an interior bulkhead behind the driver. Air may also be ducted to these components from free air under the car, provided that such under car ducting does not create "ground effects." Refer to Section D.6.a.3. of these rules for additional brake ducting specifications.

4. Transmission/Final Drive (GT-1)

a. Component Modification

1. It is permitted to lighten, balance, or modify in shape, by any mechanical or chemical means, the standard, optional, or alternate components of the transmission and final drive, provided that it is always possible to identify them as such.

b. Transmission

1. Automatic transmissions are not permitted unless

specifically authorized on a vehicle's GTCS line.

2. Any readily available manual transmission having no more than five (5) forward speeds and an functional reverse speed may be used, provided that it is fitted in the same basic location used in the standard production automobile. Any relocation or repositioning of the transmission-to-engine dimensional relationship shall be specifically authorized by the GTCS. Sequential shifting transmissions are permitted with a 75 lb. weight penalty. Air, hydraulic or electric actuation of the gearshift mechanism is not allowed.

A functional reverse is defined as "operable by the driver from his normal seated position and capable of sustained movement of the vehicle, under its own power, in a reverse direction." A driver-operated device for locking out reverse gear may be added provided it does not prevent prompt engagement of reverse in an emergency situation.

- 3. Front engine/transmission vehicles shall locate the front mounting surface of the transmission within sixteen (16) inches of the back of the engine block.
- 4. Any shift linkage may be used.
- The linkage between the clutch pedal and the clutch housing/clutch actuating mechanism is unrestricted. A mechanical linkage may be replaced with a hydraulic system.
- 6. Transmission mountings are unrestricted.

c. Final Drive

- Any axle tube, final drive housing, gear ratio, limited slip or locked differential may be used. Final drive units which permit ratio changes while the car is in motion are prohibited.
- 2. Heavy duty propeller shaft(s) and/or drive shaft(s) may be used. A minimum of two (2) steel 360 degree "loops" shall be installed of sufficient strength to prevent the driveshaft(s) from contacting the ground in the event of shaft and/or U-joint failure. Said loops shall be located within twelve (12) inches of the front of the shaft, and as close as practical to the rear universal joint.

5. Suspension (GT-1)

a. Ride Height

 No part of the car to the rear of the front tire opening, including the exhaust, may touch the ground when two (2) tires on the same side of the vehicle are deflated.

b. Suspension Components

- Suspension components may be reinforced, modified, or replaced with units of alternate design, and their mounting points may be relocated. The addition or substitution of anti roll bars, camber compensating devices, and/or suspension stabilizers is permitted. If these devices or any other suspension components extend into the driver/passenger compartment, they shall be completely sealed off from said compartment by metal panels.
- Hubs, bearings, spindles, axles, U-joints, CV joints, bushings, ball joints, and rod ends may be freely modified or substituted.
- The wheelbase of the automobile shall not be changed or relocated in the fore/aft direction. A tolerance of +/- 2.00 inches from published specification shall be permitted unless otherwise noted in the GTCS.

c. Springs/Shock Absorbers

- 1. Suspension springs may be replaced with others of unrestricted origin and type.
- 2. Shock absorbers are unrestricted, except that the number of shock absorbers fitted shall not be changed from that of the standard production automobile.
- 3. Shock absorber mountings are unrestricted.

d. Suspension Control

- 1. The manufacturer's basic system of front suspension shall be retained, i.e., independent. Strut type front suspension may be replaced with a double A-arm type suspension.
- 2. The manufacturer's basic system of rear suspension may be retained, i.e., independent, live axle, etc.. All forms of independent rear suspension may be replaced with a closed tube beam, live axle suspension. Cars originally equipped with live axle rear suspension shall not replace said suspension with any type of independent suspension.
- 3. Automobiles originally manufactured as FWD vehicles may convert to RWD, but shall only use a closed tube beam, live axle rear suspension.

e. Steering

- 1. The front wheels only shall be steered by the driver.
- 2. The type of steering is unrestricted, provided that a collapsible type of steering column is used. Refer to Sections D.9.b.1., and D.10.b.1. of these rules for

additional steering specifications.

6. Brakes (GT-1)

a. Brake Components

- The use of any dual master cylinder and/or pressure equalizing device is permitted. All cars shall be equipped with a dual braking system operated by a single control. In the case of leakage or failure to any point in the system, effective braking power shall be maintained to at least two (2) wheels.
- 2. Servo assist braking systems are unrestricted.
- Backing plates or shields may be removed. Brake air ducts may be fitted, provided they extend only in a forward direction, and that no changes are made in the bodywork for their installation. Refer to Section D.3.f.4. of these rules for additional brake duct specifications.
- 4. Parking brakes may be removed.
- 5. The brake lines shall be steel tubing, metal braided hose, or flexible brake hose. Lines may be relocated and given additional protection.
- Brake discs, calipers, and/or drums are unrestricted, provided that the discs or drums are mounted in the same location (e.g., outboard vs. in-board) as the standard production automobile.
- 7. Water spray brake cooling systems are permitted. No water cooled calipers are permitted.
- 8. Carbon brake rotors are prohibited.

7. Wheels and Tires (GT-1)

a. Wheels

- Wheels shall be made of steel, aluminum, magnesium, or a combination thereof. Multi-piece wheels shall utilize mechanical fasteners (bolts, rivets, etc.) for assembly.
- 2. Wheels may be thirteen (13), fourteen (14), fifteen (15), or sixteen (16) inches in diameter, but all four (4) wheels shall be of the same diameter.
- 3. Wheels shall have a maximum width of twelve (12) inches *in the front and* (13) inches *in the* rear.
- 4. Centerlock or quickchange wheels are permitted.

b. Tires

1. Tires are unrestricted, except that they must meet the requirements of GCR Section 11.2.1.D.

8. Body/Structure (GT-1)

a. Configuration/Modifications

- The intent of these bodywork/configuration rules is to maintain the recognizable external features of the standard production automobile while providing for necessary safety and performance modifications.
 - A. Lightening of the bodywork is permitted, but the exterior shape of the body shall not be changed except where specifically authorized herein.
 - B. The method of bodywork attachment is unrestricted, and shall meet the requirements of GCR Section 17.8., "Loss of Bodywork."
 - C. Maximum overall car width shall not exceed 84.75".
 - D. Trans Am approved bodywork and wheelbase specifications are allowed unless otherwise specifically prohibited by these rules. Trans Am bodywork shall be in a configuration that is approved for past or present Trans Am competition.
 - E. Convertible tops, sunroofs, and removable panels shall meet GCR Section 17.25. As of 1/1/2002, all newly classified convertible models will be required to compete with a windshield and hardtop. Convertible models classified before 1/1/2002 will be allowed to compete without a windshield and/or top, regardless of log book issue date, unless specified differently on the vehicle specification line.
 - F. Two (2) hood louvers are allowed, they must be located on the hood/front fender between the radiator and the rearward edge of the hood, max. size of 20" x 10" with a minimum of five (5) slots.
- Any bodywork components may be fabricated of alternate material(s), provided that their shape remains as specified herein, unless specifically prohibited elsewhere in these rules.
- 3. Fenders may be flared for tire clearance, provided that their shape and opening contour in horizontal projection is similar to the original opening.
 - A. Modified wheel opening(s) shall not confuse the identity of the car. The fender flares shall completely cover the wheels and tires, and may extend into the doors and bumpers.
 - B. Rear fenders may have holes or slots to accommodate exhaust outlets. These holes or slots shall be below

a line seven (7) inches above the bottom of the rocker panel, and shall be no wider than seven (7) inches.

- C. The inner fender panels separating the wheel wells from the engine compartment may be altered, replaced, or removed, provided that there are panels which provide total separation between the wheel wells and the driver/ passenger compartment.
- 4. The hood and deck lid/trunk hinges and latches may be removed. The hood and deck lid/trunk may be "molded in" with other bodywork components to create "one-piece" front and rear ends. Misalignments or modifications to create ventilation openings where none previously existed are prohibited.
 - A. The hood may be modified for clearance of an airbox, provided that such alteration does not confuse the identity of the car.
- 5. Bumpers that are not an integral part of the bodywork may be removed, providing that all projecting hardware is also removed. Alternately, they may be replaced with replicas of alternate material(s). In those cases where bumpers are an integral part of the bodywork, they may be replaced with replicas of alternate material(s). Bumper bracket holes in the bodywork may be covered, provided such covering serves no other purpose.
- 6. The standard grille(s) or approved facsimile(s) shall be retained, except where covered by the front spoiler or intermediate spoiler mounting device.
- 7. The original angle of the windshield shall be maintained unless alternate components and/or specifications are specifically authorized in the GTCS.
- 8. All cars may use a standard safety glass windshield, mounted in the stock location and at the stock angle. In addition to any other method of retention, the windshield shall be secured within the specifications of GCR Section 17.33., "Windshield Clips." *Polycarbonate windshields such as Lexan are allowed.* Alternate windshields must be of 6mm minimum thickness. Alternate material windshields must be identical in size and curvature to the original glass component. Polycarbonate windshields may be retained using straps and/or fasteners per SCCA Pro Racing rules. Alternate material windshields must have in addition, three (3) inner supports to prevent the windshield from collapsing inward. These supports must be 0.75" by .125" minimum straps of aluminum. Spacing between these inner supports must be eight (8) inches minimum

- 9. The rear quarter (side) and rear windows may be made of clear, transparent, and uncolored polycarbonate material having a minimum thickness of *3mm*.
 - A. In addition to any other method of retention, all rear windows shall be secured within the specifications of GCR Section 17, "Rear Window Straps."
 - B. Ducts may be installed in the side windows or window openings for the purpose of supplying cooling air to the driver and/or differential/transmission coolers. Air passing through the differential/transmission coolers may be exhausted through an opening identical in size and location to the rear license plate frame.
- 10. Doors
 - A. Driver and passenger door window glass or plastic shall be removed. Inside door handles, door panels, window cranks and mechanisms, and other interior trim pieces may be removed.
 - B. The doors shall be pinned or otherwise positively fastened to prevent their opening in the event of an accident. Standard door hinges and latches may be removed, but the doors shall remain capable of being opened or removed, *unless the doors are integral to the remainder of the removable bodywork.*
 - C. Doors may contain holes or slots to accommodate exhaust outlets. Any such openings in the door(s) shall be below a line ten (10) inches above the bottom of the rocker, and no wider than seven (7) inches. A maximum of two (2) such exhaust openings are permitted on the door.
- 11. Spoilers
 - A. A front spoiler may be fitted. It shall not protrude beyond the overall outline of the car as viewed from above, or aft of the forward most part of the front fender opening (cutout), and shall not be mounted more than four (4) inches above the horizontal centerline of the front wheel hubs. Fullwidth bottom shrouding of the front spoiler/nosebox area (front undertray) is permitted but must be flat and can extend no farther rearward than the center of the engine harmonic balancer. Undertray may not be stepped or curved. Undertray may be angled in side view to produce a maximum height at the trailing edge of 3.25 inches above the ground.

Openings are permitted for the purpose of ducting air to the brakes, radiator, airbox and/or oil cooler(s);

equal openings may be placed in the standard lower front panel directly behind openings placed in the spoiler. Joint separations need not be shown. The spoiler "pan" area forward of the leading edge of the front wheel openings shall be flat and follow, but not exceed, the line of the front fender/spoiler bottom. No components may protrude or extend below this plane.

- B. The Club Racing specified rear wing or a flat plane rear spoiler may be used. If a flat plane rear spoiler is used, it shall be contiguous with the rear bodywork rearward of the rear window, and shall comply with the following:
 - 1. Height: No higher than eight (8) inches, measured from the bodywork along the face of the spoiler, from the point of attachment to the top of the spoiler. In the case of a spoiler with a curved top edge conforming to the shape of the bodywork (rearview), the measurement is to be made perpendicular to the tangent of the body at the point of attachment. In the case of a spoiler mounted with a vertical mounting flange on the rear face of the bodywork, the measurement shall be made ignoring any slight amount of mounting flange exposed due to the curvature of the rear bodywork at the point of attachment.
 - 2. Width and Overhang: No wider than the body, excluding fender flares, from the forward most point of the spoiler (or mounting flanges) rearward. It shall not extend rearwards of the rearmost extremity of the bodywork for the entire width of the car (when viewed vertically from above the car at any point, the spoiler shall not protrude beyond the bodywork).
 - 3. Mounting: Spoilers shall be strong enough to be self supporting, and shall be mounted directly to the rear hatch, deck, or trunk lid. A mounting flange no greater than one and one-half (1-1/2) inches wide, contiguous with the bodywork (either forward facing on the top surface of the bodywork or downward facing on the rear surface of the bodywork) shall be employed. No other forward facing sheet metal supports are permitted. Supplemental bracing may be added in the form of two (2) rods (maximum diameter one-quarter inch), mounted at least ten (10) inches inboard from the ends of the spoiler. Small rear supports may be added.

4. Configuration: the spoiler shall be a single plane spoiler (a straight line in any vertical cross-section), uniform in height from the rear bodywork. There shall be no gaps or openings below the spoiler for its entire width. Only enough curvature (in a fore-and-aft direction as viewed from above) shall be permitted to facilitate mounting. The use of fences, end rails, Gurney lips, wickerbills, or other forward facing lips or aerodynamic devices is prohibited.

NOTE: O.E.M. rear spoilers are not permitted unless specifically listed on the vehicle's specification form.

- 5. Club Racing wing assembly specs: Unmodified single element Liebeck airfoil #1LD104E scaled to a chord length of 10.75 inches. The maximum cross-sectional tolerance of the wing profile is 0.060 inch. A maximum 0.50 inch Gurney tab is allowed at the trailing edge of the wing element. The tab must be mounted 90 degrees to the upper wing surface. No air may pass between the tab and the wing. The wing end plates must fit within a rectangle measuring 11.00 inches long by 4.00 inches tall. No portion of the wing element or tab may extend beyond the perimeter of the endplate. The endplates must be mounted parallel to the vehicle centerline, and must be perpendicular to the ground. Endplates must be flat, with no curvature or Gurney tabs. The maximum width of the entire wing assembly (wing element, endplates, Gurney tab, and mounting hardware) is 72.00 inches.
- 6. Wing mounting specs: The entire wing assembly must be mounted at least 2.00 inches below the peak of the roof (measured at vehicle centerline). Trailing edge of wing assy. must be located within an area defined by a point; 6" forward of rearmost bodywork and the rearmost bodywork (measured at vehicle centerline). Two wing mounting posts must be used, with each one located between 16"-20" inboard from end of wing. Max. wing angle from horizontal is 30-degrees.
- 12. Glass/plastic headlights, front parking and signal lights, lenses, and bulbs shall be removed. Other front lighting parts and ancillaries may be removed. Headlight, front parking and signal light, and similar standard openings in the front of the car may be used for ducting air to the engine, front brakes, and/or coolers. Such ducting may pass through interior panels for these purposes.

- A. The cross sectional area of a single duct shall not exceed the cross sectional area for the original (single) headlight lens.
- B. It is not permitted to relocate the standard openings for headlights, parking lights, signal lights, etc.. The headlight openings shall be covered with a wire screen or a panel of an alternate material, provided that such covering does not confuse the identity of the car.
- C. The side marker light assemblies shall be removed, and the resultant openings shall be completely closed.
- 13. The windshield wiper system is unrestricted.
- 14. Floors
 - A. Driver/Passenger Compartment: The floor of the driver/passenger compartment shall maintain the basic shape and position of the original floor, i.e., flat and horizontal, relative to the car and rocker panels. It may not be curved, angled, recessed, or channeled other than as specifically authorized by these rules, and shall be made of steel and/or aluminum only.
 - On the passenger side of the driver/passenger compartment (only), the floor may be raised up to ten (10) inches, or a secondary floor installed at that level, to accommodate the installation of the exhaust system and mufflers. Such raising of the floor shall serve no other purpose.
 - 2. The driver/passenger compartment floor shall cover the area from the forward firewall the full width between the rocker panels, and shall extend no further aft than the forward most point of the rear wheel openings. The floor panels between the rocker panels and the outboard frame rails may be cut out or removed.
 - B. Floor panels between the engine bay firewall and the forward most point of the front wheel openings are prohibited.
 - C. The fuel cell bottom and/or floor behind the rear wheel opening shall be flat, angled upwards, and shall follow, but not exceed, the line of the rear fender bottom.

9. Driver/Passenger Compartment - Trunk (GT-1)

a. Seating

1. All standard production seats and seat backs shall be removed. The driver's seat shall be replaced with a onepiece bucket-type race seat. Such seat shall be installed so that a second seat of the same dimensions could be simultaneously fitted to the passenger's side of the car (no center seating). All seat mountings shall be reinforced per GCR Section 18.4.5 and Section 18.1.2. All other seats shall be removed.

b. Steering Wheel

 Any steering wheel and wheel quick release mechanism complying with GCR Section 11.2.1.U., may be used. Refer to Section D.5.e.2., of these rules for additional steering specifications.

c. Gauges/Accessories/Driver Convenience

- The replacement, addition, or removal of accessories (gauges, switches, indicators, etc.) is permitted. Such installations and/or modifications shall have no influence on the mechanical performance of the car. Similarly, they shall not include the substitution or replacement of any element of the bodywork or chassis except where specifically authorized by these rules.
- Fresh-air ducts to the driver may be added to the Apillar area. They shall be distinctly separate parts from the bodywork. *Roof louvers (vents) are allowed for the express purpose of venting the driver's compartment.* A maximum of 24 square inches of open area and a maximum number of twelve openings are allowed. Each opening shall be no larger than 4" x ½".
- 3. The use of any mirror(s) meeting the requirements of GCR Section 11.2.1.R., is permitted.

d. Interior Modifications - Firewall/Bulkheads

- Modifications may be made to the driver/passenger compartment for the convenience of the driver and to permit the installation of required safety equipment. Such modifications shall have no influence on the mechanical performance of the car. Similarly, they shall not include the substitution or replacement of any element of the bodywork or chassis except where specifically authorized by these rules.
- 2. Floor mats, upholstery, and all interior trim shall be removed.
- 3. There shall be a firewall between the driver/passenger compartment and the engine compartment/ bay. It shall be made of steel and/or aluminum and shall be transversely positioned in the approximate location of

the original.

- A. It shall extend, at minimum, from the left outboard frame rail to the right outboard frame rail, and at maximum from the left outer door skin to the right outer door skin.
- B. It shall be designed, in conjunction with the floor and driver/passenger compartment interior panels and bulkheads, to prevent the passage of and isolate the driver from flame, fluids, and debris.
- 4. There shall be a steel and/or aluminum bulkhead completely separating the driver/passenger compartment from the compartment containing the fuel cell.
 - A. The forward most element of this separation shall consist of a vertical transverse bulkhead behind the driver, extending the full width of the compartment from the floor to the top of the door.
 - B. Behind this rear bulkhead there shall be a steel and/ or aluminum horizontal bulkhead the full width of the interior of the car or between the inner fenders extending from the vertical bulkhead to the rear of the fuel cell.
 - C. These two bulkheads shall, together, completely cover and isolate the rear suspension, coolers, ducting, etc. so that none of these items are visible when viewed from above. The fuel cell shall also be covered and isolated unless the car is equipped with the optional bulkhead listed below in Paragraph 5.
 - D. All fuel filler, overflow, vent, discriminator, or return lines or components that extend beyond the limits of the vertical or horizontal bulkheads into the driver/passenger compartment shall be metal, metal braided line, or independently shielded with an additional steel and/or aluminum bulkhead.
- 5. An additional vertical, transverse bulkhead is permitted behind the driver. It shall be located above the mandatory vertical bulkhead and shall allow the driver adequate vision to the rear. It is recommended that this additional bulkhead be made of a clear, transparent polycarbonate material.

e. Trunk (does not apply)

10. Safety (GT-1)

a. Roll Cage

1. The chassis shall be completely constructed of steel tubing. Monocoque or semi-monocoque methods of

construction are prohibited except in the case of a vehicle constructed using the original unibody. In all cases, the chassis shall incorporate a full roll cage meeting the requirements of GCR Section 18, "Roll Cages."

- 2. NASCAR-type side door bars are strongly recommended.
- 3. Removable roll cages and/or bracing are prohibited. The roll cage shall be a fully welded, integral part of the chassis.
- 4. All cars constructed after January 1, 1988 shall meet the roll cage tubing size requirements of GCR Section 18., specified for cars weighing more than twenty-five hundred (2500) pounds.

b. Steering Column/Locks

 The steering column shall be a collapsible type, either by layout design or by column construction, and shall comply with GCR Section 17, "Steering Wheel Locks."

c. Fuel Cell

- 1. A fuel cell complying with GCR Section 19, "Safety Fuel Cell Specifications," shall be fitted.
- 2. The maximum fuel cell capacity shall be 120 liters (31.68 gallons U.S.).
- No part of the fuel cell shall be closer to the ground than six (6) inches, unless contained within the basic structural frame rails of the vehicle and located forward of the rear axle.
- 4. The fuel cell shall be located in approximately the same location as in the original vehicle, or may be relocated behind the rear axle. It shall not be located within the protected area of the driver/passenger compartment unless specifically authorized in the GTCS.

d. Kill Switch/Battery

- 1. A master electrical system cutoff switch meeting the specifications of GCR Section 17, "Master Switch," is required.
- 2. The battery is unrestricted, provided that it meets the specifications of GCR Section 17, "Batteries."

e. Driver Restraint System

- 1. A safety harness meeting the specifications of GCR Section 17., "Driver's Restraint System," is required.
- Three (3) inch wide shoulder harness straps or three (3) inch wide padding on the shoulder harness straps is

required.

- 3. A driver's side window net meeting the specifications of GCR Section 17, "Window Safety Nets," is required.
- f. Fire Systems
 - 1. A fire system meeting the specifications of GCR Section 17, "Fire System," is required.
 - 2. The minimum capacity of the fire system shall be ten (10) pounds.
 - The system outlets/nozzles shall be directed to the driver in the driver/passenger compartment, and to the fuel cell, pump(s), etc., in the fuel cell compartment. An additional outlet/nozzle directed to the engine compartment/bay is recommended.

g. Scattershields

1. A scattershield meeting the specifications of GCR Section 17, Scattershields/Chain Guards," is required.

h. Vents/Breathers/Catch Tanks

1. The installation of any vent or breather on the engine, transmission, or final drive is permitted, provided that it/they meet the specifications of GCR Section 17, "Oil Catch Tanks, Filters, and Breathers."

i. Brake Lights

- 1. Two (2) operating brake lights and two (2) operating tail lights are required at the rear of the car.
- 2. The original tail light and brake light lenses shall be retained, and shall be located in their original positions.

j. Hoses/Lines

- All fuel, oil, and coolant lines (including those lines that perform fill, overflow, vent, return, etc., functions) which pass through the driver/passenger compartment shall be made of metal or metal braided hose, and shall be equipped with AN-Series threaded couplers.
- 2. No oil or fuel line located to the rear of the transverse engine compartment firewall shall be located in a compartment or otherwise restricted area which also contains any component of the exhaust system.

k. Towing Eyes

1. All cars shall be equipped with towing eyes or straps meeting the requirements of GCR Section 17.31.

E. APPROVED AUTOMOBILES/NOTES

1. Notes (GT-1)

a. Carburetors/Fuel Injection

- 1. All cars shall use a single Holley Model 4150 carburetor, restricted to one and eleven-sixteenths (1-11/16) inch throttle bore, unless alternate carburetion and/or dimensions are specified in the GTCS.
- Unless otherwise specified or permitted by the GTCS, fuel injection is prohibited on GT-1 automobiles as of January 1, 1994.
- 3. Pushrod V-6 engines may run a single Holley Model 4500 carburetor, but the minimum weight shall be increased to that of the same displacement fuel injected car.
- 4. V-8 engine cars with engine displacements of greater than 366 cubic inches (6.0 liters) shall use a one and three-eighths (1-3/8) inch throttle bore restrictor plate, mounted beneath the carburetor, as specified in the diagram, below.



Required Restrictor Plate for GT Engines over 6.0 Liters (366CID). Throttle Restrictor Plate Material: Aluminum, Thickness 0.75" Maximum. 1.375" Restrictor – Hole must be maintained for a depth of 0.125" Min. Relief angles to clear Butterflies, Unrestricted.

5. Refer to Sections D.1.b. and c. of these rules for additional induction system specifications.

b. Weight

1. The weight chart is applicable to all cars unless alternate weight(s) is/are specified in the GTCS.

WEIGHT CHART FOR GT-1

Type - cubic inches (liters)	= Carb
V-6 - up to 275 (4.5)	= 2430
V-8 - up to 311 (5.1)	= 2680
V-8 - 312 (5.1) to 335 (5.5)	= 2780
V-8 - 336 (5.5) to 366 (6.0)	= 2880
V-8 - over 366 (6.0) *	= 3180

*With restrictor to 1-3/8" throttle bores per restrictor plate diagram.

Weight in pounds with driver

Note: Ford engines without inline valves (meaning the valves are splayed or canted) shall add *60* lbs.

Note: GM engines using the SB-2 head shall add 60 lbs.

- 2. All cars using a production based manual transmission having no more than four (4) forward speeds and a working reverse speed may reduce the listed weight by fifty (50) pounds.
 - A. Note: a production based manual transmission is defined as a unit that retains original type gears (i.e., no straight cut, dog ring type gears). It shall be located in the same basic position as used in the production automobile, retaining the standard bellhousing dimensions, and may use any shift linkage.
- 3. All cars competing on ten (10) inch wide rims may reduce the listed weight by fifty (50) pounds.

c. Approved Automobile List (GT-1) Make/Model	Wheelbase
American Motors Corporation	
Concord	108.0″
Javelin	109.0″
Spirit	96.0″
Chrysler Corporation	
Chrysler Laser X/T	97.0″
Dodge Daytona	97.0″
Dodge Avenger	106.0″
Dodge Viper GTS	96.2"
Note: Viper shall use a class legal Dodge	engine.

Dodge Viper Competition Coupe

8.3L sealed engine (4.03" x 3.96"), Comp. ratio: 9.6:1, Trans ratios: 2.66, 1.78, 1.30, 1.00, 0.74, 0.50, Wheelbase: 98.8", Track (F&R): 62.8" / 63.3", Wheels (F&R): 18x11 / 18x13, Tire size (F&R): 305/30 / 335/30, Weight: 3175 lbs. Cars must remain in the original configuration and factory optional equipment is not allowed. Permitted fuel: cars may use fuel meeting the requirements for IT cars per GCR section 17.4.1.

Ford Motor Company - Ford	
Mustang (1965-68)	108.6″
Mustang (1969-70)	108.0″
Mustang (1979-93)	100.5″
Mustang (1994-1998)	100.5″
Mustang (1999-)	100.5″

....

Roof height 46.5" min. (measured from the ground). Air may be ducted to the carburetor airbox through an opening in the back of the hood, rectangular in shape, maximum width of 20", maximum length 3.5". Opening may extend 1" into the windshield. Approved SCCA Pro Racing bodywork allowed.

99.0″
104.0″
105.0″
110.0"

Ford Motor Company - Lincoln/Mercury Capri (1979-86)	100.5″
General Motors Corporation - Buick	
Regal	108.1″
Somerset	108.1″

103.4"

105.0"

General Motors Corporation - Chevrolet

Only a beam-type, live-axle rear suspension is permitted. Camaro (1967-69) * 108.0" Camaro (1970-81) * 108.0" Camaro (1982-92) V-6 or V-8* 101.0" Camaro (1993-) V-6 or V-8* 102.0" Corvette (1963-67) * 98.0" Corvette (1968-77) * 98.0" Corvette (1978-82) * 98.0" Corvette (1984 -96) V-6 or V-8* 96.2"

Corvette (1997) V-8 104.5" * Alternate transmissions: THM350 based or THM400 based 3 speed. *Corvette C6 (bodywork only) (05-)* ** 102.0"

** Bodywork from ACP only, 2" front splitter allowed Lumina (1990-) 106.0" Monte Carlo (95-00) 106.0" Monte Carlo (01-02) 110.0" Monza 97.0"

Air may be ducted to the carburetor airbox through an opening in the back of the hood, rectangular in shape, maximum width of 20", maximum length 3.5". Opening may extend 1" into the windshield. Approved SCCA Pro Racing bodywork allowed.

General Motors Corporation - Oldsmobile Cutlass Ciera (1987-)

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Cutlass (1988-)	104.0″
Toronado (1987-)	105.0″
Aurora (2dr.)	106.0″

Air may be ducted to the carburetor airbox through an opening in the back of the hood, rectangular in shape, maximum width of 20", maximum length 3.5". Opening may extend 1" into the windshield. Approved SCCA Pro Racing bodywork allowed.

General Motors Corporation - Pontiac

Fiero

94.0″

3300cc (4-cyl.), multi-carb and fuel injected weight = 1830 lbs.

3100cc (GM V-6) weight = 1830 lbs.

4500cc Chevrolet 90 deg V-6 weight = 2430 lbs.

 $V{\mbox{-}6}$ engine may be repositioned longitudinally in the engine bay along vehicle centerline.

Transverse V-6 may deduct fifty (50) lbs.

Firebird/Trans-Am (1969)*	108.0″
Firebird/Trans-Am (1970-81)*	108.0″
Firebird/Trans-Am (1982-1992)*	101.0″
Firebird/Trans-Am (1993-)*	102.0″
Grand Prix	106.0″

*Alternate transmissions: THM350 based or THM400 based 3 speed. Air may be ducted to the carburetor airbox through an opening in the back of the hood, rectangular in shape, maximum width of 20", maximum length 3.5". Opening may extend 1" into the windshield. Approved SCCA Pro Racing bodywork allowed.

Jaguar

XK8 / XKR

100.5"

Note: shall use a class legal Ford engine.

Mazda

RX-7 95.2''/95.7''12A engine, multi-carb or fuel inj. weight = 1780 lbs. 13B engine, multi carb or fuel inj. weight = 1830 lbs. 20B engine, multi carb or fuel inj. weight = 2100lbs.

Nissan

300ZX/Z31

101.2″ . 101.2″

3000cc V-6 engine, multi-carbs weight = 1880 lbs. 300ZX/Z32 (1990-)

VG30D V-6 engine, (3) 48mm IDF with 40mm venturis weight = 1930 lbs. Permitted alternate hood: P/N 99996-Z32HP

Porsche

911

89.4"

3800cc 6, multi-carb or fuel injection weight, twin-plug head, dual ignition distributor weight = 1880 lbs. Factory spoiler P/N 930-512-023-00 & 930-512-021-00 (or kit# 930-512-901-01). Entire assembly only (with rubber lip). No alternate materials, no reproductions.

911 Cup 3.8 RSR

with the following additional specifications: Wheels: (F) 18 x 12, (R) 18 x 13, Allow FIA GT-2 front bumper cover, Allow FIA GT-2 "banana"

rear spoiler, Transmission: 6 speed, Type G50/30, Weight: 2310 lbs (w / driver). Original, factory-installed Matter roll cage structures permitted.

Boxster alternate engine: 3.8 liter air-cooled, multi-carb or fuel injection, twin-plug head, dual ignition distributor. weight = 1880lbs. Shall have windshield and hardtop installed by 1/1/2003.

GT3 R/RS (00-02)

3600cc, Wheels: (F) 18 x 10", (R) 18 x 11", Allow FIA GT-2 front bumper cover, Allow FIA GT-2 "banana" rear spoiler, Transmission: 6 speed Type G50/30, Original, factory-installed Matter roll cage structures permitted, weight 2425lbs.

Panoz

106.0" Esperanté Note: All Panoz cars competing in GT-1 shall use a class legal Ford engine.

Shelby Cobra

90.0"

F. **GT-2, 3, Lite PREPARATION RULES**

F.1. GT Cars registered as GT cars prior to January 1, 1990.

All GT cars registered as GT cars prior to January 1, 1990 shall use the manufacturer's original engine location, i.e., front, mid, rear; drive location, i.e., front or rear, and type of front and rear suspension, i.e., MacPherson strut, double A-arm, live axle, semi trailing arm, etc., unless authorized by the GTCS for a specific make and model.

Front-engined GT cars registered as GT cars prior to January 1, 1990 may be converted to Section F.2., specifications, but shall meet ALL specifications of Section F.2..

F.2. GT cars registered as GT cars after January 1, 1990.

All front engined GT cars registered as GT cars after January 1, 1990 shall utilize McPherson strut or double A-arm front suspension. A-arm front suspensions shall have the shocks attached to the outboard end of an upper or lower control arm. Rocker arms, push-pull rods, etc., are prohibited. Front wheel drive cars may convert to rear wheel drive. Cars *classified in GT2-Lite* that retain the original front wheel drive (FWD) configuration may retain the original type of rear suspension with no weight penalty or use a beam axle.

Cars classified in GT2-Lite running front engine, rear wheel drive (RWD) may use independent rear suspension (IRS), by choice at a weight increase equal to 2.5% of the car's specified weight.

All 1990 model year and later rear and mid-engined GT cars may use the manufacturer's original type of suspension or double A-arm front and rear independent suspension as defined above. All rear and mid-engined GT cars manufactured prior to the 1990 model year shall retain the manufacturer's original type of front and rear suspension.

89.4"

All GT cars registered as GT cars after January 1, 1990 or updated to Section F.2.. specifications shall utilize left side driver placement.

F.3. Safety Equipment required on all cars.

a. Bulkheads

- 1. A metal bulkhead shall separate the driver/front passenger compartment from the compartment containing the fuel cell. The fuel cell, cap, filler neck, and all fittings shall be isolated so that in case of spillage, leakage, or failure, fuel will not reach the driver. The bulkhead separating the driver/passenger compartment from the fuel cell shall not be above the bottom of the rear window and the bottom of the side/quarter windows. An additional vertical, transverse bulkhead is permitted behind the driver. It shall be located above the mandatory vertical bulkhead and shall allow the driver adequate vision to the rear. It is recommended that this additional bulkhead be made of a clear, transparent polycarbonate material.
- A firewall shall separate the engine compartment from the driver/passenger compartment. (Refer to GCR Section 17., "Firewalls" and Section 22., "Firewall.")

b. Fuel Cells

A safety fuel cell complying with GCR Section 19., shall be installed. All fuel cell vents shall incorporate check valves to prevent fuel spillage. Dry-break refueling couplings and discriminator valves may be installed, provided they do not extend beyond the bodywork.

c. Roll Cage

A roll cage complying with the GCR Section 18., shall be installed, and shall include side bars across driver's door opening.

d. Windows

- 1. A window safety net complying with the GCR Section 17., shall be installed to prevent the driver's arms and/ or head from protruding through the window opening.
- 2. Windshield safety clips and rear window safety straps shall be installed on all closed cars. Three (3) clips (3 inch x 1 inch x 1/8 inch) shall be bolted or riveted to the body at the top of the windshield. Two (2) clips (3 inch x 1 inch x 1/8 inch) shall be bolted or riveted to the cowl and extend over the bottom edge of the windshield. Clips shall be spaced a minimum of twelve (12) inches apart. The rear window shall be secured with two (2) metal straps (1 inch wide x 1/8 inch thick) bolted or riveted to the body at the top and bottom of the rear window. Polycarbonate windshields may be retained using straps and/or fasteners per SCCA Pro Racing rules. Polycarbonate windshields such as Lexan are allowed. Alternate windshields must be of 6mm minimum thickness. Alternate material windshields must be identical in size and curvature to the original glass component. Alternate

material windshields must have in addition, three (3) inner supports to prevent the windshield from collapsing inward. These supports must be 0.75" by .125" minimum straps of aluminum. Spacing between these inner supports must be six (6) inches minimum.

3. Windshield - Open Cars: The windshield and all side and rear glass on open cars shall be completely removed, including all mounting brackets and fixtures, and a suitable windscreen installed.

Said windscreen shall be made of a transparent material and shall not exceed the height or width of the original windshield/ screen. The replacement windscreen shall be fitted within the vertical planes of the frontmost and rearmost elements of the original windshield/screen.

4. Ducts may be installed in the side windows or window openings for the purpose of supplying cooling air to the driver and/or differential/transmission coolers and/or the rear brakes. Air passing through the differential/transmission coolers may be exhausted through an opening identical in size and location to the rear license plate frame.

e. Fire Systems

An on-board fire extinguishing system complying with the GCR Section 17., is required with a minimum capacity of five (5) pounds. Outlets shall be directed to driver and fuel cell compartments (engine compartment optional).

f. Master Switch

A master switch complying with the GCR Section 17., is required.

g. Scattershields

A scattershield or explosion-proof bell housing complying with the GCR Section 17., is required.

h. Mirrors

Mirrors shall provide visibility to the rear and both sides of the car.

i. Oil Catch Tanks

Oil catch tank(s) complying with the GCR Section 17., is required.

F.4. Authorized Modifications

The following modifications are authorized on all GT-2, 3, and Lite cars. Modifications shall not be made unless specifically authorized herein. No permitted component/modification shall additionally perform a prohibited function.

a. General

1. It is not permitted to make any changes, alterations, or modifications to any component produced by the manufacturer, unless specifically authorized by these rules, or required by the GCR.

- Any springs (including torsion bars) may be replaced by others of unrestricted origin, unless specifically prohibited by these rules.
- 3. Where alternate suspension and/or drive train equipment is authorized, modifications to the car/chassis are permitted to install authorized equipment, provided the modifications serve no other purpose.
- 4. All component parts of the bodywork, such as hood, doors, fenders (see item B.8.), deck lid, rocker panels, windshield surround, roof, etc., may be lightened or replaced by ones of alternate materials, provided the shape, size, and relative position is identical to the original or approved alternate. The original size, angle, and relative position of the windshield shall be maintained. Convertible tops, sunroofs, and removable panels shall meet GCR Section 17.25. As of 1/1/2002, all new model convertibles will be required to compete with a windshield and hardtop. Convertible models classified before 1/1/2002 will be allowed to compete without a windshield and/or top, regardless of log book issue date, unless specified differently on the vehicle specification line.

Vents may be added to the roof panel or rear window for the express purpose of venting the driver's compartment. A maximum of 24 square inches of open area and a maximum number of twelve openings are allowed. Each opening shall be no larger than $4'' \times \frac{1}{2}''$.

- 5. Spare wheel and tire shall be removed.
- 6. Glass and/or plastic headlights, front parking lights, front signal lights, lenses, and bulbs shall be removed. Headlight openings shall be covered with a wire mesh screen or panel having the same contour as the original lens, mounted so that the headlight bezel/rim remains in place, maintaining the standard appearance of the Production automobile. Side marker light assemblies shall be removed and the resulting openings covered with a plate whose dimensions do not exceed those of the original parts; side marker lights that are an integral part of the taillight assembly cannot be removed. Other lighting parts and operating mechanisms may be removed. In the case of pop-up headlights, the entire assembly may be removed and the opening covered with a screen or plate (as above, without the headlight bezel/rim requirement) which provides a stock appearance. It is not permitted to relocate the standard headlight, parking light, signal light, etc., openings. Taillights shall be in the original location and shall be the original style/type of taillight for the make, model, and year of car.

Ducts from headlights, front parking lights, and front signal lights in the front of the car may be used for ducting air to

the engine, front brakes, and/or oil cooler(s). These ducts may pass through interior panels for this purpose. The cross section area of a single duct shall not exceed the cross sectional area of the original (single) headlight.

b. Chassis and Bodywork

The purpose of the following rules is to maintain recognizable external features of the manufacturer's make and model, while providing necessary safety and performance modifications.

Restrictions regarding external body shape and use of belly pans are aimed at preventing attempts to obtain ground effect or streamlining. Provisions in the rules permit one-off chassis and frames, to reduce the cost of building and repairing GT cars, not to permit high technology (streamlining and/or ground effects). The original roof, windshield pillars, and angle of the windshield shall be maintained unless alternate components and/or specifications are specifically authorized in the GTCS. Semi-monocoque or monocoque construction is prohibited.

- 1. The external shape of the body cannot be changed, except when specifically authorized. Standard grills, window openings, or approved facsimiles shall be retained. All external trim and model identification may be removed. Misalignment or modifications to create ventilation where none previously existed are prohibited. One piece front and one piece rear bodywork is allowed. Rocker panels and doors may be parted and/or integrated with associated body panels. Rocker panels of an alternate material may be a flat vertical panel having the same dimensions as the original component when viewed from the side. Overall width of the vehicle/rocker panel measured at the door sill must remain stock. Roof/A-pillars shall be separate pieces. The cowl trim panel may be modified or removed.
- 2. Chassis, frame, or subframe may be lightened, reinforced, or replaced, provided components and attachments are not relocated, except where specifically permitted. Reinforcing does not authorize the use of belly pans forward of the firewall, or aft of the front edge of the rear wheel opening. The floor behind the rear wheel opening shall be flat and follow, but not exceed, the line of the rear fender bottom. Only the fuel cell container may protrude or extend below this plane.
- 3. No part of the bodywork or chassis, to the rear of the front wheel opening, shall touch the ground when both tires on the same side of the car are deflated.
- 4. The firewall and floor may be replaced with aluminum alloy or steel. Firewalls may be modified or notched.
- 5. Bumpers may be removed providing all projecting hardware is removed except when it (they) are an integral part of the bodywork, in which case it (they) may be replaced with

replica(s) of different material. Non-integral bumpers may be replaced with a replica of alternate material or removed. Bumper bracket holes in the bodywork may be covered provided such covering serves no other purpose.

- 6. All standard production seats and seat backs shall be removed. The driver's seat shall be replaced with a one-piece buckettype race seat. Such seat shall be installed so that a second seat of the same dimensions could be simultaneously fitted to the passenger's side of the car (no center seating). All seat mountings shall be reinforced per GCR Section 18.4.5 and Section 18.1.2. All other seats shall be removed.
- 7. Doors shall be pinned or otherwise positively fastened to prevent their opening in case of an accident. Standard door hinges and latch mechanisms may be removed, but the doors shall be capable of being opened or removed *unless integrated into the removable bodywork*. Interior door panels may be removed and the door window slots may be covered. Pins or straps may be added to hood and deck lid to supplement or replace the latches. Hood and deck lid hinges may be removed.
- 8. All driver and front passenger door window glass shall be removed. Window cranks and mechanisms may be removed. Rear quarter, rear side, and rear windows may be of transparent (clear) polycarbonate material, minimum thickness *3mm*, but shall remain in the same position in the frame or opening as the original glass it replaces; rubber molding optional. Rear windows/hatchbacks and deck lids shall be completely closed. No bumper blocks or other means of poor alignment of bodywork will be permitted. Rear quarter (side) windows may be run in their original open or closed position.
- 9. Fenders may be flared for tire clearance, provided their shape and opening contour, in the horizontal projection, is similar and proportional to the original opening and does not obscure the view of tire. Rear doors on 4-door automobiles may be considered part of the fender for purposes of fender flaring. The tire shall not extend beyond the fender openings at the highest point of the tire. Tires and wheels shall remain completely inside the body. The rear fender flares on GT-2 cars may extend forward into the door, no more than 26 inches from the rear axle centerline (GT-2 only). Wheel opening location may be altered in accordance with the allowable wheelbase tolerance in order to maintain vehicle's stock appearance. Ventilation openings, other than those which are standard production on the recognized model, are prohibited.
- 10. Front and rear inner fender panels may be altered, replaced, or removed provided there are panels providing total separation between driver compartment and wheel wells.

- 11. Replacement, addition, or removal of accessories (gauges, switches, indicators, etc.), or other interior modifications for driver convenience, or to permit installation of required safety equipment, is authorized provided such modifications have no influence whatever on the mechanical performance of the car. Such modifications do not include the substitution or replacement of any bodywork or chassis component except those specifically authorized by these rules. Floor mats and all interior trim shall be removed.
- 12. A spoiler may be fitted to the front of the car. It shall not protrude beyond the overall outline of the car as viewed from above, or aft of the forward most part of the front fender opening (cutout), and shall not be mounted more than four (4) inches above the horizontal centerline of the front wheel hubs. The spoiler shall not cover the normal grill opening at the front of the car. An intermediate mounting device may be used on cars whose front bodywork is above the four (4) inch minimum. Openings are permitted for the purpose of ducting air to the brakes, radiator, airbox and/or oil cooler(s); equal openings may be placed in the standard lower front panel directly behind openings placed in the spoiler. When bumpers are retained, the spoiler and bumper shall appear to be two separate parts. The spoiler "pan" area forward of the leading edge of the front wheel openings shall be flat and follow, but not exceed, the line of the front fender/spoiler bottom. No components may protrude or extend below this plane.
- 13. Only a flat plane rear spoiler, contiguous with the rear bodywork rearward of the rear window, is allowed which complies with the following:
 - A. Height (max): six (6) inches (GT-2 & 3) or five (5) inches (GT-Lite) measured from the bodywork along the face of the spoiler from the point of attachment to the top of the spoiler. In the case of a spoiler with a curved top edge conforming to the shape of the bodywork (rearview), the measurement is to be made perpendicular to the tangent of the body at the point of attachment. In the case of a spoiler mounted with a vertical mounting flange on the rear face of the bodywork, the measurement shall be made ignoring any slight amount of mounting flanges (see below) exposed due to the curvature of the rear bodywork at the point of attachment.
 - B. Width and Overhang: No wider than the body, excluding fender flares, from the forward most part of the spoiler (or mounting flange) rearward. Shall not extend rearwards of the rearmost extremity of the bodywork for the entire width of the car (when viewed vertically from above the car at any point, the spoiler shall not protrude beyond the bodywork).

- C. Mounting: Spoilers shall be strong enough to be self-supporting and mounted directly to the rear hatch, deck, or trunk lid. A mounting flange no greater than one and one-half (1-1/2) inches wide, contiguous with the bodywork, (either forward facing on the top surface of the bodywork or downward facing on the rear surface of the bodywork) shall be employed. No other forward facing sheet metal supports are allowed. Supplemental bracing may be added in the form of two (2) rods (maximum diameter one-quarter inch), mounted at least ten (10) inches inboard from the ends of the spoiler. Small rear supports may be added.
- D. Configuration: The spoiler shall be a single plane spoiler (a straight line in any vertical cross section) uniform in height from the rear bodywork with no more than 1/8" gaps/openings below the spoiler to facilitate imperfect mounting. The gaps/ openings are to be included in the overall height of the spoiler. Only enough curvature (in a fore and aft direction as viewed from above) shall be permitted to facilitate mounting. The use of fences, end rails, Gurney flaps, wickerbills, or other forward facing lips or aerodynamic devices is prohibited.

NOTE: O.E.M. rear spoilers are not permitted unless specifically listed on the vehicle's specification form.

c. Suspension and Wheels

- Wheelbase will be homologated on a case by case basis as requested by the manufacturer. Wheelbase may be changed from -3" to +1" from printed stock dimensions in a fore/aft direction.
- 2. Suspension components may be reinforced, modified, or replaced as long as the type of suspension is not changed from that authorized in this GTCS.
- 3. Suspension mounting points, including suspension springs, may be relocated.
- 4. Suspension springs may be replaced with others of unrestricted origin.
- Modifications or substitution of hubs, bearing, spindles, axle shafts, universal B joints, flex joints, and CV joints is permitted.
- Addition or substitution of antiroll bars, camber compensating devices, and/or suspension stabilizers is permitted. If these devices extend into the driver/passenger compartment, they shall be completely sealed off by metal panels. (Ref: GCR Section 22., Stabilizer.)

- 7. Suspension bushings and joints may be replaced by others of different material and/or design. Offset bushings and spherical bearings are permitted, including adjustable type.
- 8. Steering arms, pitman arms, and steering linkage component parts may be modified, reinforced, or substituted. The steering system may be changed and/or relocated.
- 9. The steering wheel may be replaced and rake of the steering column may be altered. A collapsible type of steering column equivalent to Federal Motor Vehicle Safety Standard No. 204 is required in all cars registered after January 1, 1983 and highly recommended for prior registered cars. GT cars registered after January 1, 1990 or GT cars converted to Section F.2., specifications shall have left side driver placement.
- 10. Substitute wheels of any type may be used provided their dimensions and the track they determine are within the limits specified in the GTCS for that model. All four (4) wheels shall be of the same diameter *except in GT2*. GT2 cars may run *any tire/wheel combination provided that the tire does not exceed a maximum cross section width of 12.0" in the front and 13.75" in the rear.*
- 11. Shock absorbers: It is not permitted to alter the number of shock absorbers. The make of shock absorber and its points of attachment may be moved. Shock absorbers may have load bearing capacity; e.g., gas filled or coil over. When using load bearing shocks, the original springs may be removed. GT cars registered after January 1, 1990 or GT cars converted to Section F.2., specifications shall have the shock absorber attached to the outboard end of an upper or lower control arm. Rocker arms, push-pull rods, etc., are prohibited.
- 12. Wheels: Material is unrestricted, provided it is metal. The only authorized wheel size will be up to a 13 x 7 for all GT-Lite vehicles, unless alternates are listed on vehicle specification line. All GT-Lite cars listed with 15" diameter wheels, if prepared as tube-frame car, shall use 13" diameter wheels.

All tube-frame cars, whether of factory tube-frame construction or purpose built, shall comply with the tube-frame wheel size requirements by 1/1/03.

d. Electrical Systems

- 1. Standard battery may be replaced by one of different make and capacity. The battery may be relocated and shall be securely mounted and enclosed in a non-conductive protective box. (See GCR Section 17.)
- 2. The electrical/electronic system may be modified or replaced

provided an operating starter motor and two (2) brake lights are retained.

- Any distributor or transistorized ignition system (including crank triggered), firing the same number of spark plugs as the original distributor, may be used.
- 4. Magneto ignition is prohibited unless listed in the GTCS. Ignition wiring and spark plugs are unrestricted.

e. Engine and Drive Train/General

 Exhaust manifold(s), header(s), tailpipe(s), and muffler(s) may be of unrestricted origin. The exhaust pipe(s) and/or muffler(s) may be recessed into the floor panel and rocker panel. The exhaust may be recessed into the bottom of the door or rear fender below a line seven (7) inches above the bottom of the rocker. There maybe a maximum of two (2) such areas in the door or fender, with the maximum length for each no more than seven (7) inches. Note that the exhaust outlet shall still be mounted as low as possible; this does not authorize exhaust outlets through the door. Exhaust opening(s) shall exit to the rear of the wheelbase centerline and away from the body.



180 degree headers: The passenger's side floor pan may be raised not more than ten (10) inches to accommodate the installation of the exhaust system and muffler(s) provided such raising of the floor serves no other purpose. Exhaust may pass through the rear bodywork no higher than the rear axle centerline.

- All GT Category cars shall comply with GCR Section 12., "Sound Control."
- Exhaust emission control air pumps, associated lines and nozzles, and EGR devices cannot be modified in any way except that they may be completely removed. When air nozzles are removed from the cylinder head, the holes shall be completely plugged.

- 4. Substitution or modification of the clutch and/or flywheel is permitted.
- 5. It is permitted to lighten, balance, or modify in shape, by tooling, the standard or optional components of the engine and drive train, provided it is always possible to identify them as such. Material shall not be added to these components unless specifically authorized by these rules.
- Alternate engine and drive train components considered replacement parts, such as seals, bearings, valve guides, pushrods, water pump, timing chains/belts and sprockets, nuts, bolts, studs, washers, and gaskets are permitted. Bushings or offset keys of unrestricted origin may be installed.
- 7. The substitution of valve spring retainers and keepers is permitted. Valve springs are unrestricted (including number) provided the type and location remain unchanged.
- Generator (alternator), crankshaft, and water pump pulleys may be altered or replaced with others of unrestricted origin. Any crankshaft vibration dampener is allowed.
- 9. Any oil pan (sump), oil pump(s), and/or pickups are allowed. Oil pump(s) shall be driven mechanically by the engine. Dry sump systems are permitted. The oil tank shall be located within the bodywork. The oil tank, cap, and all fittings shall be isolated so that in case of spillage, leakage, or failure, oil will not reach the driver. Any oil filter(s) may be used.
- Installation of any vent or breather on the engine, transmission, or differential is permitted (See "Oil Catch Tanks"). Crankcase vacuum devices are prohibited. (See GCR Section 17.)
- 11. Any readily available transmission having a functional reverse and no more than five (5) forward speeds may be used, providing the location is the same as the production automobile. Any shift linkage may be used. If a sequential shift gearbox is used, the car must carry a weight penalty equal to 1.25 percent of the weight as listed on the spec line. If a synchromesh engagement transmission is used, the weight may be reduced by 1.25 percent of the weight listed on the spec line. A synchromesh gearbox is one having a friction mechanism to allow engagement. Note: The minimum vehicle weight is to be rounded to the nearest pound. Air, hydraulic or electric actuation of the gearshift mechanism is not allowed. For front engine, rear drive cars requiring the transmission to be attached to the engine, the transmission front seal shall be within twelve (12) inches of the back of the engine block. On front engine/rear drive cars, the transmission front seal is that seal which is within 5" of the

gear on the input shaft which meshes with the foremost gear on the counter/layshaft."

A functional reverse is defined as "operable by the driver from his normal seated position and capable of sustained movement of the vehicle, under its own power, in a reverse direction." A driver-operated device for locking out reverse gear may be added provided it does not prevent prompt engagement of reverse in an emergency situation.

- 12. Heavy duty propeller shaft(s) and/or drive shaft(s) may be used. Steel retaining strap(s) shall be used to prevent drive shaft failure from dropping or entering driver compartment.
- 13. Any axle tube, final drive housing, gear ratio, limited slip, or locked differential may be used. Final drive units which permit ratio changes while the car is in motion are prohibited. GT cars registered after January 1, 1990 or GT cars converted to Section F.2., specifications, using the front engine/rear drive configuration, shall use a "closed tube" rear axle housing.
- 14. Engine and transmission mounts may be of alternate shape and/or material. Cars with engines mounted longitudinal to the chassis MAY relocate the engine in a longitudinal, not lateral, direction within the following restrictions: (*Note: A tolerance of up to a 1.0 inch setback is allowed if the engine is relocated.*)
 - A. V8, V6, and V4 engines shall align the center of the foremost spark plug hole in line with the front axle spindles.
 - B. In-line six (6) cylinder engines shall align the center of the first spark plug hole (from the front) in line with the front axle spindles.
 - C. In-line four (4) cylinder engines shall align the center of the first spark plug hole (from the front) in line with the front axle spindles.
 - D. Rotary engines shall align the forward most spark plug hole in line with front axle spindles.
 - E. The engine may be rotated about the crankshaft centerline (lean over) a maximum of fifteen (15) degrees unless otherwise noted and shall not cause hood bulges.
- 15. Any transverse mounted engine may be rotated for axle/CV joint alignment. Any readily available transmission having a functional reverse and no more than five (5) forward speeds may be used, provided it is mounted to the rear of the engine. *All* transverse engines may be rotated 180 degrees. *A transverse* mounted engine may be rotated to a longitudinal position that places the crankshaft centerline
on the longitudinal centerline of the car (shall conform to all restrictions in Section 17.1.2.F.4.e). The engine may be rotated about the crankshaft (lean over) a maximum of fifteen (15) degrees unless otherwise noted and shall not cause hood bulges. Rear axle / suspension per GTCS 17.1.2.F.2.

f. Engine, Reciprocating

- 1. Engines may be rebored a maximum of 1.2mm (0.047 inch) over the standard bore size listed in the GTCS. A cylinder block from any model from the same manufacturer which is of the same material and dimensionally identical throughout, except for non-critical bosses, is permitted.
- 2. Crankshaft main bearing caps may be modified or substituted. Main bearing cap straps or girdles and/or additional main bearing cap bolts may be used, provided that no material is added to the block for their attachment.
- 3. The crankshaft may be replaced with another of the same basic material, but with no change in stroke and provided the angles of the crank throws remain the same. The engine firing order shall remain unchanged.
- Connecting rods may be replaced with any connecting rod of steel (ferrous) material. Aluminum, titanium, and non-metal connecting rods are prohibited, except where fitted as standard.
- 5. Any pistons and piston pins may be used.
- 6. Any camshaft(s) may be used, provided locations are (is) the same as standard.
- 7. Any cam followers may be used, except that roller cam followers shall not be used unless fitted as standard equipment.
- 8. Any rocker arms and rocker assembly supports may be used.
- Valve sizes are unrestricted except when limited by the GTCS for specific automobiles. Centerlines shall not be altered. Valves may be of alternate material; non-metal is prohibited.
- 10. Compression ratio may be altered by machining, using any head gasket(s) or elimination of head gasket(s).

g. Engine, Rotary Piston

- 1. The capacity of the working chamber(s) shall not be changed.
- 2. The eccentric shaft may be replaced with another of the

same basic material, but no changes in eccentricity or journal dimensions are permitted.

- 3. Rotor is unrestricted, providing the material and number of lobes remain unchanged.
- 4. Alternate rotor housings are allowed only as listed in the GTCS for specific automobiles. No changes are allowed in the epitrochoidal curve in alternate housing.

h. Cooling Systems

- Cooling fan(s) may be modified, substituted, or removed. Electrically operated cooling fan(s) may be installed, provided it (they) serve no other purpose. The use of any engine, transmission, and/or differential oil coolers(s) is (are) permitted provided it (they) are mounted completely within or under the bodywork, but not in the driver/passenger compartment. Associated oil cooler pumps and lines are permitted for the transmission and differential. Air ducts may be fitted to the oil cooler(s) as specifically authorized herein.
- Any water radiator is allowed, provided there are no changes in the exterior bodywork to accommodate its use. It shall not be located in the driver/ passenger compartment. Separate expansion or header tank(s) are permitted, provided they are mounted in the engine compartment. The heater core may be removed entirely but not modified or replaced.
- 3. Sealing or shrouding the airflow area between the normal grill opening and the water radiator is permitted.
- 4. On water cooled cars, thermostats may be modified or replaced with blanking sleeves or restrictors.
- 5. Alternate fan and fan shroud are permitted on air cooled engines.

i. Fuel Induction System

All inducted air shall pass through venturi(s), maximum one (1) per cylinder or rotor.

- Any air filter(s) may be used, or the filter(s) may be removed. Velocity stack(s) and/or air box(es) may be fitted. Air may be ducted to the carburetor(s) provided the ducting is contained within the engine compartment and air is supplied through normal openings in the bodywork (or as specifically authorized herein).
- Any fuel pump(s) may be used and the location(s) may be changed. Fuel pump(s) shall not be located in the driver/ passenger compartment.
- 3. All fuel/oil lines passing through the driver/passenger

compartment shall be steel or metal braided hose. Number of fuel lines is unrestricted.

- 4. Carburetors:
 - A. Reciprocating engines: Carburetor(s) and intake manifold(s) are unrestricted except as limited in the GTCS for a specific make/ model. All cars with restricted carburetion are required to use I.R. manifolds with no plenums or balance pipes unless *using an SIR or* otherwise restricted for specific automobiles. Intake manifold(s) shall be attached to the head(s) without modification to the head(s).
 - B. Rotary engines: Carburetor and intake manifold are unrestricted except as limited in the GTCS for a specific make/model. All cars with restricted carburetion are required to use I.R. manifolds with no plenums or balance pipes, *unless using an SIR*. Intake manifold(s) shall be attached to the end cover(s) or rotor housing(s) without modification to the end cover(s) or rotor housing(s).
 - C. No portion of the intake manifold(s) may extend into the intake ports (reciprocating and rotary engines.)
 - D. Carburetors shall incorporate a butterfly-type throttle plate for engine speed control.
 - E. Where Weber or Weber-type carburetors are specified and used, they shall retain their standard configurations of fuel distribution. This is to prohibit annular discharge carburetors.
 - F. Where Weber carburetors are specified, Weber-type carburetors may be substituted. The following are approved Weber-type carburetors: Weber, Solex, SK, Mikuni, Delorto, Berg, and PMO.
- 5. Any car may utilize fuel injection, whether originally equipped with fuel injection or not. The following restrictions apply.
 - A. Both method and manufacturer are open.
 - B. Intake manifold shall be of the individual runner type (unless *using an SIR or* otherwise noted on the vehicle specification line). No balance pipes or plenum chambers are allowed.
 - C. Only butterfly-type throttle control, one per cylinder or rotor, is permitted. If intake restrictors are specified on the vehicle specification line, the restrictors shall be round orifices (unless otherwise specified) and located within four (4) inches of the throttle butterfly. Restrictors shall be a minimum .060" thickness and of the specified diameter.

- D. All inducted air for each cylinder must pass through the specified restrictor. Fuel injected cars, unless otherwise specified, shall use the same individual venturi restriction size specified for a car using carbureted induction.
- E. The number of injectors shall be one (1) per cylinder (unless otherwise noted on the vehicle specification line).
- F. Rotary engines may use two (2) injectors per rotor.
- 6. Supercharging/turbocharging is prohibited.
- 7. Float(s) shall not be removed or altered to produce (a) floatless carburetor(s).
- 8. Any throttle linkage may be used.
- 9. Induction systems shall be equipped with a positive method of throttle closing by means of (an) external spring(s).
- 10. Single Inlet Restrictors
 - a. The intent of this rule is to have a sealed system from the Restrictor to the Intake Ports of the Cylinder Head. All of the air entering the Intake Ports shall pass through the specified Restrictor. Modification or addition to any part of the Intake System that allows the introduction of air into the Intake Ports that has not passed through the specified Restrictor is prohibited.
 - b. The Engine Air Intake System must be fitted with an aluminum air restrictor. The Intake System is defined as an assembly of parts, including but not restricted to: the Restrictor, Restrictor Housing, Ducting, Filters, Air Box, Velocity Stacks, Throttle Body, Carburetors, Manifold and Manifold Gasket up to the Intake Ports on the Cylinder Head.
 - c. The Restrictor must be round in shape. The maximum ID of the Restrictor is listed on the vehicle's spec line. The Restrictor's maximum ID must be maintained for a minimum length of 3mm. Restrictor mounting/placement within the intake system is free, but must allow accessibility for measurement. It is acceptable to have some minor disassembly of the intake system to provide access to the Restrictor for measurement. Measurement device and restrictor shall be similar temperatures when used.
 - d. Sealing the Restrictor from its supply of air must cause the engine to stop within 4 seconds. This check is to be made at an engine speed of approximately 2500 rpm. The sealed airbox must withstand this test. Pressure

sensors present inside the intake system must be disconnected during this check.

e. All GTL cars that have either an IR or SIR size (restricted) listed on their spec line shall utilize an SIR for National competitions.

j. Brakes

- 1. Any dual master cylinders and/or pressure equalizing/ regulating device(s) are permitted.
- 2. Servo-assist systems are unrestricted.
- 3. Backing plates/dirt shields may be ventilated or removed. Brake air ducts may be fitted within the provisions of these rules.
- 4. The hand brake may be removed.
- 5. Brake lines shall be steel or metal braided hose. They may be relocated and may be given additional protection.
- Brake rotors, calipers, and/or drums are unrestricted except as limited by the GTCS for a specific make/model. Brake rotors/drums shall be located in the original position (e.g., inboard vs. outboard). Carbon brake rotors are prohibited.
- 7. Water cooled brakes are permitted, maximum reservoir capacity two (2) gallons, maximum line size 3/16 inch I.D. The water shall be atomized by an atomizing nozzle, and the water shall enter the air duct a minimum of twelve (12) inches from the centerline of the spindle/axle.

GT2 A	Engine Type	Bore x Stroke (mm)	Displ. (cc)	Head Type	Valves per Cyl.	Carburetion	Wheelbase (Inch)	Track (max.) (in.)	Weight (lbs.)	Notes:
Acura NSX	6 Cyl DOHC	93.0 x 78.0	3200	Alum, Cross- flow	4	Automotive type w/36mm choke(s)	99.6	64	2380	
Acura RSX 3.0/3.2	V-6 DOHC	89.9 x 78.0 93.0 x 78.0	3000 3200	Alum, Cross- flow	4	Automotive type w/36mm choke(s)	2570	64	2380	no mid-engine mounting
Acura RSX	4 Cyl DOHC	87.0 x 84.0 87.0 x 90.7	1997 2157	Alum, Cross- flow	4	Automotive type sidedraft	101.2	64	1950	
Alfa Romeo GTV 2.5 & 3.0	V-6, SOHC	88.0 x 68.3 93.0 x 72.6	2492 2959	Alum, Cross- flow	2	46 IDA or (3) 48mm automotive type w/ 42mm choke(s)	94.5	64	2492cc @ 2030 2959cc @2180	Hood modification for carburetors. May use side, or down draft carbs. 4 valve head permitted on 2959cc engine w/ 42mm choke(s) @ 2280 lbs.
Audi TT Coupe	4 Cyl DOHC	82.5 x 92.8	1984	Alum, Non- cross- flow	4	(2) automotive- type w/ 48mm choke(s)	97.3	64	1850	
BMW 325 (2 door) (84-91)	6 Cyl	84.1 x 75.0	2494	Alum, Cross- flow	2	(3) 48mm w/ 40mm choke(s)	84.1	64	2080	Engine: M50 engine, 2500cc, 4-valve, carburetion unrestricted, weight 2280 lbs.
BMW M3 (E30)	4 Cyl, DOHC		2300	Alum, Cross- flow	4	Unrestricted		64	2080	
BMW M3 (E36)	6 Cyl, DOHC	86.1 x 85.9 86.4 x 89.6	3001 3152	Alum, Cross- flow	4	(3) 45mm Weber w/38mm choke(s) 3152cc: 36.5mm SIR	106.3	64	2280 3152 @ 2280	
BMW M3 (E46) (2000-)	6 Cyl DOHC	86.1 x 85.9	3001	Alum, Cross- flow	4	(3) 45mm Weber w/ 38mm choke(s)	106.3	64	2280	
BMW 330ci (E46)	6 Cyl, DOHC	86.1 x 85.9	3001	Alum, Cross- flow	4	(3) 45mm Weber w/38mm choke(s)	2726mm	64	2280	
Chevrolet Monza 2.7L (75-80)				Alum, Cross- flow	2	(2) Automotive type w/ 48mm choke(s)		64	2080	

GT2 B	Engine Type	Bore x Stroke (mm)	Displ. (cc)	Head Type	Valves per Cyl.	Carburetion	Wheelbase (Inch)	Track (max.) (in.)	Weight (lbs.)	Notes:
Dodge Stratus/ Plymouth Breeze	4 Cyl, SOHC	87.5 x 83.0	1995	Alum, Cross- flow	4	Unrestricted auto- motive-type	108.0	64	1950	
Dodge / Chrysler Neon Coupe (95-97)	4 Cyl DOHC	87.5 x 83.0	1995	Alum, Cross- flow	4	Unrestricted auto- motive-type	104.0	64	1950	
Dodge Daytona	4 Cyl SOHC	87.5 x 92.0	2213	Alum, Non- cross- flow	2	(2) automotive type w/50mm choke(s)	97.0	64	2080	Turbo Z Body Panels
Ferrari 308 GTB (1976-)	V-8 DOHC	81.0 x 71.0	2926	Alum, Cross- flow	2	(4) Weber 40 DCNF	92.1	64	2280	Fuel cell(s) to comply with GCR Section 19. The fuel cell(s) may be relocated to front trunk or remain in OEM saddle tank locations.
Ferrari 288, 328, 348, 355 w/ 308 GTB engine	V-8 DOHC	81.0 x 71.0	2926	Alum, Cross- flow	2	(4) Weber 40 DCNF	96.5	64	2280	Fuel cell(s) to comply with GCR Section 19. The fuel cell(s) may be relocated to front trunk or remain in OEM saddle tank locations. 308 GTB engine may be rotated longitudinally.
Ford Capri II 2.8 / 2.9	V-6 OHV	93.0 x 68.6 93.0 x 72.0	2796 2934	Iron, Cross- flow	2	Unrestricted, auto- motive type	100.8	64	2180	World Products 2.9 OHV cylinder head is permit- ted on the 2.9L engine
Ford Capri I 2.6 / 2.8 / 2.9 (72-75)	V-6 OHV	90.0 x 66.8 93.0 x 68.6 93.0 x 72.0	2550 2796 2934	lron, cross- flow	2	Unrestricted, auto- motive type	100.8	64	2180	World Products 2.9 OHV cylinder head is permit- ted on the 2.9L engine
Ford Mustang 2.8 / 2.9 (79-93)	V-6, OHV	93.0 x 68.6 93.0 x 72.0	2796 2934	lron, Cross- flow	2	Unrestricted	100.5	64	2180	World Products 2.9 OHV cylinder head is permit- ted on the 2.9L engine
Ford Mustang 2.8 / 2.9 (74-78)	V-6, OHV	93.0 x 68.6 93.0 x 72.0	2796 2934	Iron, Cross- flow	2	Unrestricted	100.8	64	2180	World Products 2.9 OHV cylinder head is permit- ted on the 2.9L engine
Ford Probe	4 Cyl DOHC	91.0 x 77.0	1993	Alum, Cross- flow	4	Two (2) automo- tive type	99.0 / 102.9	64	1950	2.0L NE engine w/ Cosworth YAC Cylinder head, RWD only. Alternate engine: Mazda 2.5 liter, V-6, unrestricted carburetion, 2250lbs.

GT2 c	Engine Type	Bore x Stroke (mm)	Displ. (cc)	Head Type	Valves per Cyl.	Carburetion	Wheelbase (Inch)	Track (max.) (in.)	Weight (Ibs.)	Notes:
Infiniti G20 (2000)	4 Cyl DOHC	86.0 x 86.0	1998	Alum, Cross- flow	4	Fuel Injection	102.4 / 97.5	64	1950	2003 Nissan 350Z bodywork allowed w/ wheel- base listed on spec line or 104.3".
Honda Prelude (1993-)	4 Cyl DOHC	87.0 x 90.7	2157	Alum, Cross- flow	4	Automotive type	100.4	64	2180	VTEC not allowed. Alternate engine: 2250cc @ 2230 lbs.
Jaguar XKE Coupe & Roadster 3.8/4.2L	6 Cyl DOHC	87.1 x 105.9 92.2 x 105.9	3781 4235	Alum, Cross- flow	2	(3) 2" SU or (2) 1.75" Stromberg or (3) 48mm au- tomotive type on I.R. manifold.	96.0	64	2250	10" or 12" rim width permitted. Roadster wind- shield may be removed and a low front hoop roll cage fitted.
Lotus Esprit 2.2 (1975-)	4 Cyl DOHC	95.3 x 76.2	2174	Alum, Cross- flow	4	(2) automotive- type w/ 48mm choke(s)	96.0	64	2180	
Mazda Miata MX-5 (1990-)	Rotary		2292 2616 3924			12A: unrestricted, automotive-type 13B: (1) auto type 2 bbl w/ 44mm choke(s) 20B: 40mm SIR	89.2	64	See Notes	12A/13B peripheral/bridge/street port @ 1980 lbs, Engine setback from the front spindle cen- terline to the front spark plug is 4.5". Windshield and hardtop required. 12A street port w/ 40mm choke(s) @ 1880 lbs. 13B peripheral port w/unre- stricted choke(s) @ 2130 lbs. Street port Renesis w/44mm choke(s) @ 1980 lbs. 20B (street port only) @ 2280.
Mazda RX-7 (12A Peripheral port)	Rotary		2292			Unrestricted, auto- motive type	95.2 / 95.5 / 95.7	64	1980	
Mazda RX-7 (12A)	Rotary		2292			Unrestricted, auto- motive type	95.2 / 95.5 / 95.7	64	1980	No peripheral port. 12A street port w/ 40mm choke(s) @ 1880 lbs.
Mazda RX-7 (13B / 20B)	Rotary		2616 3924			(1) automotive type 2 bbl w/44 mm choke(s). 20B: 40mm SIR	95.2 / 95.5 / 95.7	64	1980 20B @ 2280	13B peripheral port w/ unrestricted choke(s) @ 2130 lbs. Street port Renesis w/ 44mm choke(s) @ 1980 lbs. 20B street port only
Mazda RX-7	6 Cyl DOHC	89.0 x 79.5	2967	Alum, Cross- flow	4	6 individual throttle bodies w/ 40mm choke(s)	95.2 / 95.5 / 95.7	64	2280	Hood bulge allowed.

GT2 ▷	Engine Type	Bore x Stroke (mm)	Displ. (cc)	Head Type	Valves per Cyl.	Carburetion	Wheelbase (Inch)	Track (max.) (in.)	Weight (Ibs.)	Notes:
Mazda RX-8	Rotary		2292 2616 3924			12A: unrestricted, automotive type 13B: (1) auto type 2 bbl w/ 44mm choke(s) 20B: 40mm SIR	98.0	64	See Notes	12A peripheral/bridge/street port @ 1980 lbs, Engine setback from the front spindle centerline to the front spark plug is 4.5". Windshield and hard- top required. 12A street port w/ 40mm choke(s) @ 1880 lbs. 13B @ 1980 lbs. 13B peripheral port w/unrestricted choke(s) @ 2130 lbs. Street port Renesis w/44mm choke(s) @ 1980 lbs. 20B (street port only) @ 2280.
Mercedes-Benz 190E (2.6L) (12-valve) (85-92)	6 Cyl SOHC	82.9 x 80.3	2599	Alum, Cross- flow	2	Unrestricted, auto- motive type	104.9	64	2200	
Mercury Capri V-6 (79-86)	V-6, OHV	93.0 x 68.6 93.0 x 72.0	2796 2934	lron, cross- flow	2	Unrestricted, auto- motive type	100.8	64	2180	World Products 2.9 OHV cylinder head is permit- ted on the 2.9L engine
Nissan/Datsun 240-Z / 260-Z / 280-Z (-1978)	6 Cyl SOHC	83.0 x 73.3 83.0 x 79.0 86.1 x 79.0 86.1 x 83.0	2380 2565 2760 2899	Alum, Non- cross- flow	2	(3) 50mm w/46mm choke(s)	90.7	64	2080 2899cc @ 2180	Headlight covers. An SCCA approved F.I. kit of OEM origin is permitted. Contact the SCCA National Office for p/n's and specs. VQ30 engine (93.0 x 73.3, 2988cc) w/ 40mm choke(s) @ 2280 lbs.
Nissan/Datsun 280-Z 2+2	6 Cyl SOHC	86.1 x 79.0 86.1 x 83.0	2760 2899	Alum, Non- cross- flow	2	(3) 50mm w/46mm choke(s)	102.6	64	2080 2899cc @ 2180	An SCCA approved F.I. kit of OEM origin is permit- ted. Contact the SCCA National Office for p/n's and specs. VQ30 engine (93.0 x 73.3, 2988cc) w/ 40mm choke(s) @ 2280 lbs.
Nissan/Datsun 280-ZX (1979-)	6 Cyl SOHC	86.1 x 79.0 86.1 x 83.0	2760 2899	Alum, Non- cross- flow	2	(3) 50mm w/46mm choke(s)	91.3	64	2080 2899cc @ 2180	An SCCA approved F.I. kit of OEM origin is permit- ted. Contact the SCCA National Office for p/n's and specs.
Nissan 240-SX	6 Cyl SOHC	83.0 x 73.3 83.0 x 79.0 86.1 x 79.0 86.1 x 83.0	2380 2565 2760 2899	Alum, Non- cross- flow	2	(3) 50mm w/46mm choke(s)	97.5	64	2080 2899cc @ 2180	An SCCA approved F.I. kit of OEM origin is permit- ted. Contact the SCCA National Office for p/n's and specs.
Nissan 240-SX / S13	4 Cyl SOHC	89.0 x 96.0	2389	Alum, Cross- flow	3	Two (2) auto- motive-type w/ 48mm choke(s)	97.5	64	2080	

GT2⊧	Engine Type	Bore x Stroke (mm)	Displ. (cc)	Head Type	Valves per Cyl.	Carburetion	Wheelbase (Inch)	Track (max.) (in.)	Weight (lbs.)	Notes:
Nissan 240-SX / S14	4 Cyl SOHC	89.0 x 96.0	2389	Alum, Cross- flow	3	Two (2) auto- motive-type w/ 48mm choke(s)	99.4	64	2080	Alternate material windshield surround.
Nissan 300-ZX / Z31 (-1989)	V-6 6 Cyl SOHC	87.0 x 83.0 86.1 x 83.0	2960 2899	Alum, Cross- flow	2	2960:Any automotive type sidedraft w/40mm choke(s) 2899:(3) 50mm w/ 46mm choke(s)	91.3	64	2180	Engines: 2.8L V-6 @ 2180 lbs. or L28 w/(3) 50mm carburetors w/46mm choke(s) @ 2080 lbs. Hood bulge only, no opening. An SCCA approved F.I. kit of OEM origin is permitted. Contact the SCCA National Office for p/n's and specs.
Nissan 300-ZX / Z32 (1990-)	V-6 6 Cyl DOHC SOHC	87.0 x 83.0 86.1 x 83.0	2960 2899	Alum, Cross- flow	4	2960:Any automotive type sidedraft w/40mm choke(s) 2899:(3) 50mm w/ 46mm choke(s)	96.5 / 101.2	64	2960cc @ 2280 2899cc @ 2180	Engines:VQ30 engine allowed @ 2280 lbs. VG30 SOHC @ 2180 lbs. or L28 w/(3) 50mm carbure- tors w/46mm choke(s) @ 2080 lbs. Hood bulge only, no opening. An SCCA approved F.I. kit of OEM origin is permitted. Contact the SCCA National Office for p/n's and specs. Nismo cyl. heads allowed on VQ30, part #11040RRZ30 and 11090RRZ30.
Nissan 350Z	4 Cyl SOHC	89.0 x 96.0	2389	Alum, Cross- flow	3	Two (2) auto- motive-type w/ 48mm choke(s)	97.5 / 99.4 / 104.3 / 90.7 / 91.3 /	64	2080	Doors may be hinged from the bottom at door bar height. Hood bulge, no opening permitted. An SCCA approved F.I. kit of OEM origin is permit-
	6 Cyl SOHC	83.0 x 73.3 83.0 x 79.0 86.1 x 79.0 86.1 x 83.0	2380 2565 2760 2899	Alum, Non- cross- flow	2	(3) 50mm w/46mm choke(s)	97.5 / 102.6 / 104.3 / 91.3 / 96.5 / 101.2 / 104.3		2080 2899cc @ 2180	ted. Contact the SCCA National Office for pin's and specs. VG30 SOHC @ 2180 lbs. Nismo cyl. heads allowed on VQ30, part #11040RRZ30 and 11090RRZ30.
	V-6 DOHC	87.0 x 83.0 87.0 x 77.2 93.0 x 73.3	2960 2754 2988	Alum, Cross- flow	2 4	Any automotive type sidedraft w/40mm choke(s)			2 valve: 2180 4 valve: 2280	
Panoz Esperante GTS	V-8 OHV	101.6 x 88.9	5754	Alum, Cross- flow	2	Holly 4bbl. 750 cfm #0-4779C	107.6	63.0 (F) 65.8 (R)	2880	Cars must be prepared to Panoz Esperante GTS Specifications, Competitors shall have a current copy of the GTS rules in their possession. Max. comp. ratio 10.5:1. Wheels: 17x9 or 18x10.
Pontiac Fiero 2.5L	4 Cyl OHV	101.6 x 76.2	2471	Alum, Cross- flow	2	Unrestricted automotive-type sidedraft carbu- retors	93.4	64	1950	May convert to front engine/rear wheel drive. If OEM engine location is used (i.e. rear-engine) IRS weight penalty is waived. Engines: Quad 4 @ 2080 lbs. Air cleaner may protrude through engine hatch.

GT2 F	Engine Type	Bore x Stroke (mm)	Displ. (cc)	Head Type	Valves per Cyl.	Carburetion	Wheelbase (Inch)	Track (max.) (in.)	Weight (lbs.)	Notes:
Pontiac Fiero 2.7L	4 Cyl OHV	101.60 x 82.55	2677	Alum, Cross- flow	2	(2) automotive type sidedraft w/48mm choke(s)	93.4	64	1980	May convert to front engine/rear wheel drive. If OEM engine location is used (i.e. rear-engine) IRS weight penalty is waived. Engines: Quad 4 @ 2080 lbs. Air cleaner may protrude through engine hatch.
Pontiac Fiero 2.8L V-6	6 Cyl OHV	89.0 x 76.0 89.0 x 84.0 92.0 x 84.0 94.0 x 84.0	2837 3135 3350 3498	Iron, Cross- flow	2	Unrestricted or 37mm SIR	93.4	64	2837cc @2080 3135cc @2150 3350cc @2230 3498cc @2280	May convert to front engine/rear wheel drive. If OEM engine location is used (i.e. rear-engine) IRS weight penalty is waived. Engines: Quad 4 @ 2080 lbs. Air cleaner may protrude through engine hatch. Factory aluminum cylinder heads permitted.
Pontiac Grand Am	4 Cyl OHV	101.6 x 76.2 101.6 x 82.6	2471 2679	Alum, Cross- flow	2	(2) automotive- type w/ 48mm choke(s)		64	2471cc @ 1930 2679cc @ 2030	
Pontiac Grand-Am (Quad-4)	4 Cyl DOHC	92.20 x 85.09	2272	Alum, Cross- flow	4	Two (2) 48mm w/38mm choke(s)	103.4	64	2080	
Pontiac Sunfire GT (Calvalier Z-24)	4 Cyl OHV	101.6 x 82.6	2679	Alum, Cross- flow	2	(2) automotive type sidedraft w/ 48mm choke(s)	104.0	64	2030	
Porsche 911 Coupe & Targa (1968-)	6 Cyl OHV	80.0 × 66.0 84.0 × 66.0 84.0 × 70.4 90.0 × 70.4 92.0 × 70.4 95.0 × 70.4	1991 2195 2341 2687 2808 2992	Alum, Cross- flow	2	Two (2) automo- tive-type w/46mm choke(s)	89.4	64	2030 2992cc @ 2080	OEM 2-valve air-cooled heads may be modified to utilize two (2) spark plugs per cyl. Factory Spoiler: 930-512-021-00 (or Kit # 930-512-901-01), No reproductions. Wind- shield may be removed on Targa and a low front hoop roll cage may be fitted. 3.8L 2 valve DOHC unrestricted @ 2380 lbs. Alternate engines: 3.2L 2 valve DOHC @ 2160, 3.4L 2 valve DOHC @ 2220, 3.6L 2 valve DOHC w/ 35.5mm SIR @ 2160, 3.8L 2 valve DOHC w/ 36.5mm SIR @ 2280.

GT2 G	Engine Type	Bore x Stroke (mm)	Displ. (cc)	Head Type	Valves per Cyl.	Carburetion	Wheelbase (Inch)	Track (max.) (in.)	Weight (Ibs.)	Notes:
Porsche 914-6	6 Cyl OHV	84.0 x 66.0 84.0 x 70.4 90.0 x 70.4 92.0 x 70.4 95.0 x 70.4	2195 2341 2687 2808 2992	Alum, Cross- flow	2	Two (2) automo- tive-type w/46mm choke(s)	96.5	64	2030 2992cc @ 2080	OEM 2-valve air-cooled heads may be modified to utilize two (2) spark plugs per cylinder. Top panels may remain if bolted or pinned. Roof of alt. material permitted. Windshield may be removed and low front hoop roll cage may be fitted. Alt Head: 911-104-302-OR (w/sealed injector port). 75-76 bumpers permitted. Alternate engines: 3.2 liter @ 2280 lbs, 3.4 liter @ 2380.
Porsche 944	4 Cyl SOHC	100.0 x 78.9	2478	Alum, Cross- flow	2	(2) Weber-type w/48mm choke(s)	94.5	64	2080	Alt. Head: #944 104 013 03. Alternate engine: 4 Cyl, DOHC 2981cc (104.0 x 88.0) 4-valve 968 engine w/ unrestricted choke(s) @ 2230 lbs.
Porsche 968	4 Cyl SOHC	100.0 x 78.9	2478	Alum, Cross- flow	2	(2) Weber-type w/48mm choke(s)	94.5	64	2080	Alt. Head: #944 104 013 03. Alternate engine: 4 Cyl, DOHC 2981cc (104.0 x 88.0) 4-valve 968 engine w/ unrestricted choke(s) @ 2230 lb.
Porsche 996 GT3 Cup (98-05)	Opposed 6 Cyl	100.0 x 76.4	3598	Alum, non- cross- flow	4	OEM fuel injection w/ stock, unmodi- fied FI throttle body.	92.5	64	2730	Cars must be prepared to Porsche Cup Specifica- tions, cars must meet all SCCA safety specifica- tions unless otherwise noted. The stock unmodi- fied fuel tank is allowed. An alternate hood is allowed provided it is a facsimile of the stock part. Competitors shall have a current copy of the Porsche Cup rules in their possession. Original, factory-installed Matter/IMV roll cage structures permitted. Any wheel, including 5-bolt, may be used provided it does not exceed 18x9(F) and 18x11(R). Battery size and location is unre- stricted. Shocks are unrestricted but they shall be installed in the stock location using the stock pick- up points. Must run fuel meeting the specs for IT cars per section 17.4.1 per the Porsche Cup rules.
Porsche Boxster	6 Cyl OHV	84.0 x 66.0 84.0 x 70.4 90.0 x 70.4 92.0 x 70.4 95.0 x 70.4	2195 2341 2687 2808 2992	Alum, Cross- flow	2	(2) automotive- type w/ 46mm choke(s)		64	2030 2992cc @ 2080	OEM 2-valve air-cooled heads may be modified to utilize two (2) spark plugs per cylinder. Top panels may remain if bolted or pinned. Roof of alt. material permitted. Windshield may be removed and low front hoop roll cage may be fitted. Alt Head: 911-104-302-OR (w/sealed injector port).

GT2 H	Engine Type	Bore x Stroke (mm)	Displ. (cc)	Head Type	Valves per Cyl.	Carburetion	Wheelbase (Inch)	Track (max.) (in.)	Weight (lbs.)	Notes:
Porsche Boxster	6 Cyl DOHC	85.5 x 72.0 85.5 x 78.0 93.0 x 78.0	2480 2687 3179	Alum, Cross- flow	4	(2) Weber-type w/ 2.5L: 34mm 2.7L: 36mm 3.2L: 40mm choke(s)	95.1	64	2.5 @ 2080 2.7 @ 2180 3.2 @ 2380	Windshield and hardtop required.
Sunbeam Tiger 260, 289	V-8 OHV	96.5 x 72.9 101.6 x 72.9	4265 4728	Iron, Cross- flow	2	Ford C30 FAB, C30F-95108, C40F-9519-1E* *Manifold: Stock Sunbeam Tiger manifold ONLY.	86.0	64	2280	Carburetor: Holley (P/N 0-80507-1) 390cfm on unrestricted manifold. A throttle restrictor plate between the carburetor and plenum is manda- tory for cars running the 390cfm carburetor (P/N 0-80507-1) with unrestricted manifold: 0.060" flat steel or aluminum plate with four (4) 1 1/16" holes. Spacer is unrestricted. The restrictor plate shall be positioned within 4" of the throttle butterflies. All inducted air shall pass through the specified restrictor plate. Windshield may be removed and low front hoop roll cage may be fitted. Cylinder Heads: Any Ford 260, 289, or 302 cid Windsor V-8 cast-iron production cylinder head, delivered on U.S. model cars or trucks, and bearing unmodified factory casting numbers begin- ning in C, D, E, or F are permitted. Competitor shall be able to provide documentation from the manufacturer identifying application(s), displace- ment, engine family, and casting identification. Ford Motorsport engine blocks (P/N M-6010-A50 & M-6010-B50) are permitted.
Toyota Celica (RWD only) (00-05)	4 Cyl DOHC V-6 DOHC	87.0 x 91.0 86.0 x 86.0 87.5 x 83.0 94.0 x 86.36	2164 1998 2995 3594	Alum, Cross- flow	4	Automotive-type sidedraft V-6: 6 individual throttle bodies w/ 40mm choke(s) 3594cc: auto-type w/ 39mm choke(s) or 36mm SIR	102.4 / 97.0	64	1950 V-6: 2280	

GT21	Engine Type	Bore x Stroke (mm)	Displ. (cc)	Head Type	Valves per Cyl.	Carburetion	Wheelbase (Inch)	Track (max.) (in.)	Weight (lbs.)	Notes:
Toyota Celica (RWD only) (94-99)	4 Cyl DOHC V-6 DOHC	87.0 x 91.0 86.0 x 86.0 94.0 x 86.36	2164 1998 3594	Alum, Cross- flow	4	Automotive-type sidedraft 3594cc: auto-type w/ 39mm choke(s) or 36mm SIR	99.4	64	1950 3594cc @ 2280	
Toyota Celica GT-S (RWD only) (90-93)	4 Cyl DOHC	86.0 x 86.0	1998	Alum, Cross- flow	4	Automotive-type sidedraft	99.4	64	1950	
Toyota Celica GT-S (86-89)	4 Cyl DOHC	86.0 x 86.0	1998	Alum, Cross- flow	4	Automotive-type sidedraft	99.4	64	1950	
Toyota Celica GT-S (82-85)	4 Cyl DOHC	86.0 x 86.0	1998	Alum, Cross- flow	4	Automotive-type sidedraft	99.4	64	1950	
Toyota MR-2 (1991-)	4 Cyl DOHC	86.0 x 86.0	1998	Alum, Cross- flow	4	Weber-type	94.5	64	2230	No factory rear spoiler / wing. Fuel cell may be relocated to front trunk area. Front engine rear drive conversion @ 1950 Lbs.
Toyota Solora (2000-)	4 Cyl DOHC V-6 DOHC	87.0 x 91.0 86.0 x 86.0 87.5 x 83.0 94.0 x 86.36	2164 1998 2995 3594	Alum, Cross- flow	4	Automotive-type sidedraft V-6: 6 individual throttle bodies w/ 40mm choke(s) 3594cc: auto-type w/ 39mm choke(s) or 36mm SIR	107.1 / 102.4 / 97.0	64	1950 V-6: 2280	
Toyota Supra 2.8L	6 Cyl DOHC	83.0 x 85.0	2759	Alum, Cross- flow	2	(3) 45mm Weber w/38mm choke(s)	103.0	64	2180	
Volkswagen Corrado	4 Cyl DOHC	82.5 x 92.8	1984	Alum, Cross- flow	4	(2) automotive- type w/ 48mm choke(s)	97.3	64	1980	
Volkswagen Corrado VR-6	V-6 DOHC	81.0 x 90.3	2782	Alum, Cross- flow	4	(2) automotive- type w/ 48mm choke(s)	97.3	64	2280	
Volkswagen Golf GTi VR-6	V-6 DOHC	81.0 x 90.3	2782	Alum, Cross- flow	4	(2) automotive- type w/ 48mm choke(s)	97.3	64	2280	

GT3 A	Engine Type	Bore x Stroke (mm)	Displ. (cc)	Head Type	Valves per Cyl.	Carburetion	Wheelbase (Inch)	Track (max.) (in.)	Wheels 7″ wide	Weight (lbs.)	Notes:
Acura Integra (-1989)	4 Cyl DOHC	74.9 x 89.9	1590	Alum, Cross- flow	4	(2) 45mm Au- tomotive-type sidedraft w/42mm choke(s)	96.5	60	13/14/ 15	1980	
Acura Integra (90-93)	4 Cyl DOHC	81.0 x 89.0	1835	Alum, Cross- flow	4	(2) 45mm w38mm choke(s)	96.5	60	13/14/ 15	2180	Engine: 1590cc, (2) 45mm Automo- tive-type sidedraft w/42mm choke(s) @ 1980 Lbs.
Acura Integra (1994-)	4 Cyl DOHC	81.0 x 87.2 81.0 x 89.0	1797 1835	Alum, Cross- flow	4	1797cc: (2) 45mm w/42mm choke(s), 1834cc: (2) 45mm w/38mm choke(s)	101.2	60	13/14/ 15	1797cc @ 2080, 1834cc @ 2180	Engine: Honda B16A3
Acura RSX (02-05)	4 Cyl DOHC	74.9 x 89.9 81.0 x 87.2 81.0 x 89.0 86.0 x 86.0	1590 1797 1835 1998	Alum, Cross- flow	4	1590cc: (2) 45mm w/42mm choke(s), 1797cc: (2) 45mm w/42mm choke(s), 1834cc: (2) 45mm w/38mm choke(s) 1998cc: 31mm SIR	96.5 or 101.2	60	13/14/ 15	1590cc @ 1980, 1797cc @ 2080, 1834cc @ 2180 1998 @ 2180	Engine: Honda B16A3.
Alfa Romeo GTV 1750 / 2000	4 Cyl DOHC	80.0 x 88.5 84.0 x 88.5	1779 1962	Alum, Cross- flow	2	Unrestricted	92.5	60	13/14/ 15	1779cc @ 1880, 1962cc @ 2080	Alt Head: #19510-01053-04 (twin plug), add 100 Lbs.
Alfa Romeo Sport Sedan	4 Cyl DOHC	84.0 x 88.5	1962	Alum, Cross- flow	2	Unrestricted	98.8	60	13/14/ 15	2080	Alt Head: #19510-01053-04 (twin plug), add 100 Lbs.
American Motors Gremlin (-78) Spirit (79-)	6 Cyl OHV	95.3 x 88.9	3805	Iron, Cross- flow	2	Carter YF-1V, Hol- ley 500cfm 2bbl.	96.0	60	13/14/ 15	2600	

GT3 B	Engine Type	Bore x Stroke (mm)	Displ. (cc)	Head Type	Valves per Cyl.	Carburetion	Wheelbase (Inch)	Track (max.) (in.)	Wheels 7″ wide	Weight (lbs.)	Notes:
American Motors Gremlin (-78) Spirit (79-)	4 Cyl OHV	95.3 x 88.9	2537	lron, Cross- flow	2	Holley 5210/2V	96.0	60	13/14/ 15	2380	
Audi TT Coupe	4 Cyl SOHC	82.5 x 92.8	1984	Alum, Cross- flow	2	(2) 50mm w/ 50mm choke(s)	95.6	60	13/14/ 15	1880	Alternate Eurospec Sports cylinder head may be used.
BMW 2000ti	4 Cyl SOHC	89.0 x 80.0	1990	Alum, Cross- flow	2	Unrestricted	100.5	60	13/14/ 15	1890	
BMW 2002 / 2002ti / 2002tii	4 Cyl SOHC	89.0 x 80.0	1990	Alum, Cross- flow	2	Unrestricted	98.5	60	13/14/ 15	1890	Engine: 1800cc @ 1880 Lbs.
BMW 318 Coupe (1992-)	4 Cyl DOHC	84.0 x 81.0 85.0 x 83.5	1796 1895	Alum, Cross- flow	4	(2) 45mm w/45mm choke(s)	106.0	60	13/14/ 15	2090	
BMW 318i (83-91)	4 Cyl SOHC	89.0 x 71.0 89.0 x 80.0	1767 1991	Alum, Cross- flow	2	(2) 45mm w/45mm choke(s	101.2	60	13/14/ 15	1767cc @ 1880, 1991cc @ 1980	Engine: 84.0 x 81.0 (1796cc 16V), 45mm choke(s) @ 2090 Lbs.
BMW 320i / 318i (77-82)	4 Cyl SOHC	89.0 x 71.0	1767	Alum, Cross- flow	2	Unrestricted	100.9	60	13/14/ 15	1880	Engine: 89.0 x 80.0 (1990cc) @ 1980 Lbs.
BMW (E46) (2000-)	4 Cyl DOHC SOHC	84.0 x 81.0 85.0 x 83.5 89.0 x 71.0	1796 1895 1767	Alum, Cross- flow	4 2	(2) 45mm w/ 45mm choke(s) 1767cc: unre- stricted	106.0 / 101.2 / 100.9	60	13/14/ 15	2090 1767cc @ 1880	Engine: 89.0 x 80.0 (1990cc) unre- stricted choke(s) @ 1980
BMW Z-3 1.9L	4 Cyl DOHC	85.0 x 83.5	1895	Alum, Cross- flow	4	(2) 45mm w/45mm choke(s)	96.3	60	13/14/ 15	2090	Windshield and hardtop required. Engine: 84.0 x 81.0 (1796cc 16V), 45mm choke(s) @ 2090 Lbs.
Chevrolet Cavalier Z-24	4 Cyl SOHC	86.0 x 86.0	1998	Alum, Cross- flow	2	Unrestricted	101.2	60	13/14/ 15	2080	

GT3 c	Engine Type	Bore x Stroke (mm)	Displ. (cc)	Head Type	Valves per Cyl.	Carburetion	Wheelbase (Inch)	Track (max.) (in.)	Wheels 7″ wide	Weight (Ibs.)	Notes:
Chevrolet Cosworth Vega Twin Cam	4 Cyl DOHC	88.9 x 80.3	1998	Alum, Cross- flow	4	Unrestricted	97.0	60	13/14/ 15	2380	
Chevrolet Vega 2.3L	4 Cyl SOHC	88.9 x 92.1	2287	Cast iron, Non- cross- flow	2	Unrestricted	97.0	60	13/14/ 15	2180	
Dodge / Chrysler Neon	4 Cyl SOHC	87.5 x 92.0	2213	Alum, Non- cross- flow	2	(2) 45mm w/45mm choke(s	104.0	60	13/14/ 15	2030	
Dodge Daytona / Chrysler Laser 2.2 (1984-)	4 Cyl SOHC	87.5 x 92.0	2213	Alum, Non- cross- flow	2	(2) 45mm w/45mm choke(s	97.0	60	13/14/ 15	2030	
Dodge Omni 024 / Shelby Charger (79-82)	4 Cyl SOHC	87.5 x 92.0	2213	Alum, Non- cross- flow	2	(2) 45mm w/45mm choke(s	96.6	60	13/14/ 15	2030	
Dodge Shadow 2.2	4 Cyl SOHC	87.5 x 92.0	2213	Alum, Non- cross- flow	2	(2) 45mm w/45mm choke(s	97.0	60	13/14/ 15	2030	
Dodge Shelby Charger 2.2 (1983-)	4 Cyl SOHC	87.5 x 92.0	2213	Alum, Non- cross- flow	2	(2) 45mm w/45mm choke(s	96.6	60	13/14/ 15	2030	
Fiat 131 Coupe & Sedan, Brava	4 Cyl DOHC	84.1 x 89.9	1995	Alum, Cross- flow	2	Unrestricted	98.0	60	13/14/ 15	2080	
Ford Capri 2.0 / 2.3	4 Cyl SOHC	91.0 x 77.0 96.0 x 79.4	1993 2301	lron, Cross- flow	2	Unrestricted	100.8	60	13/14/ 15	1993cc @ 1980, 2301cc @ 2080	Alt. Head (2301cc Only): SVO #M-6049-A230 w/45mm choke(s). Alternate carburetion (2301cc engine): Holley 2300

GT3 ▷	Engine Type	Bore x Stroke (mm)	Displ. (cc)	Head Type	Valves per Cyl.	Carburetion	Wheelbase (Inch)	Track (max.) (in.)	Wheels 7″ wide	Weight (lbs.)	Notes:
Ford Mustang (79-93)	4 Cyl SOHC	96.0 x 79.4	2301	lron, Cross- flow	2	Unrestricted	100.4	60	13/14/ 15	2080	Alt. Head (2301cc Only): SVO #M-6049-A230 w/45mm choke(s). Alternate carburetion (2301cc engine): Holley 2300
Ford Mustang (94-98)	4 Cyl SOHC	91.0 x 77.0 96.0 x 79.4	1993 2301	lron, Cross- flow	2	Unrestricted	101.2	60	13/14/ 15	1993cc @ 1980, 2301cc @ 2080	Alt. Head (2301cc Only): SVO #M-6049-A230 w/45mm choke(s). Alternate carburetion (2301cc engine): Holley 2300
Ford Mustang II (74-78)	4 Cyl SOHC	96.0 x 79.4	2301	lron, Cross- flow	2	Unrestricted	96.2	60	13/14/ 15	2080	Alt. Head (2301cc Only): SVO #M-6049-A230 w/45mm choke(s). Alternate carburetion (2301cc engine): Holley 2300
Ford Pinto	4 Cyl SOHC	91.0 x 77.0 96.0 x 79.4	1993 2301	Iron, Cross- flow	2	Unrestricted	94.0	60	13/14/ 15	1993cc @ 1980, 2301cc @ 2080	Alt. Head (2301cc Only): SVO #M-6049-A230 w/45mm choke(s). Non-tube frame track: 60.52 (F&R). Spoiler: #D9FZ-6440555-A, End Piece: #D9FZ-6428010-A, End Piece: #D9FZ- 6428011-A. Alternate carburetion (2301cc engine): Holley 2300
Ford Probe	4 Cyl SOHC	91.0 x 77.0 96.0 x 79.4	1993 2301: (RWD Only)	Iron, Cross- flow	2	Unrestricted	99.0 / 102.9	60	13/14/ 15	1993cc @ 1980, 2301cc @ 2080	Alt. Head (2301cc Only): SVO #M-6049-A230 w/45mm choke(s). Alternate carburetion (1993 & 2301cc engine w/o alternate head): Holley 2300. Alternate engines: Mazda 2.0 (1980lbs) or 2.2 (2080lbs) liter, 4 cylinder FWD or RWD.
Honda Civic HB (1988-)	4 Cyl SOHC	75.0 x 84.5	1493	Alum, Cross- flow	4	(2) 45mm w/45mm choke(s	90.6	60	13/14/ 15	1980	
Honda CRX (1988-)	4 Cyl SOHC	75.0 x 84.5	1493	Alum, Cross- flow	4	(2) 45mm w/45mm choke(s	90.6	60	13/14/ 15	1980	

GT3 ⊧	Engine Type	Bore x Stroke (mm)	Displ. (cc)	Head Type	Valves per Cyl.	Carburetion	Wheelbase (Inch)	Track (max.) (in.)	Wheels 7″ wide	Weight (lbs.)	Notes:
Honda CRX Si (88-91)	4 Cyl SOHC DOHC	75.0 x 90.0 81.0 x 87.2 81.0 x 89.0	1590 1797 1835	Alum, Cross- flow	4	1590: (2) 45mm w/42mm choke(s) 1797: (2) 45mm auto-type w/ 42mm choke(s) 1835: (2) 45mm auto-type w/ 38mm choke(s)	90.6	60	13/14/ 15	1590cc @ 1980 1797cc @ 2080 1835cc @ 2180	Engine: 1493cc w/(2) 45mm Automo- tive-type sidedraft, Honda B16A3 w/ (2) 45mm carbs w/42mm choke(s) @ 2080 Lbs. Hood bulge permitted, no openings.
Honda Civic Si (88-91)	4 Cyl SOHC	75.0 x 90.0	1590	Alum, Cross- flow	4	(2) 45mm w/42mm choke(s)	90.6	60	13/14/ 15	1980	Engine: 1493cc w/(2) 45mm Automo- tive-type sidedraft, Honda B16A3 w/ (2) 45mm carbs w/42mm choke(s) @ 2080 Lbs. Hood bulge permitted, no openings.
Honda Civic Coupe (92-95)	4 Cyl SOHC	75.0 x 90.0	1590	Alum, Cross- flow	4	(2) 45mm w/42mm choke(s)	98.4	60	13/14/ 15	1980	
Mazda 626 (83-87)	4 Cyl OHC	86.0 x 86.0	1998	Alum, Cross- flow	2	(2) 45mm w/42mm choke(s)	98.8	60	13/14/ 15	1980	
Mazda MX-3	4 Cyl OHC	78.0 x 83.6 83.0 x 85.0	1597 1840	Alum, Cross- flow	2	(2) 45mm w/38mm choke(s)	96.3	60	13/14/ 15	1980	Engine: 12A rotary w/ 40mm ventu- ris. Bridgeport allowed w/ a 48 IDA w/ 38mm venturis @ 2080 lbs. No peripheral port. 2189cc, 3-valve w/ 38mm venturis @ 1980lbs.
Mazda MX-5 / Miata (-05)	4 Cyl DOHC 12A Rotary	78.0 x 83.6 83.0 x 85.0	1597 1839 2292	Alum, Cross- flow	4	1.6L: (2) auto- type w/ 42mm choke(s), 1.8L: (2) auto-type w/ 38mm choke(s) 2292: (1) auto- type 2bbl w/ 42mm choke(s)	89.2 91.0	60	13/14/ 15	1.6L @ 1980 1.8L @ 2100 12A Rotary @ 2080	Windshield and hardtop required. 12A: Engine setback from the front spindle centerline to the front spark plug is 4.5". No peripheral port. Bridgeport allowed w/ 36mm choke(s).
Mazda MX-5 (2006)	12A Rotary		2292			One (1) automo- tive-type 2 bbl w/ 42mm choke(s)	91.7	60	13/14/ 15	2080	Windshield and hardtop required. No peripheral port. Bridgeport allowed w/ 38mm venturis.

GT3 ⊧	Engine Type	Bore x Stroke (mm)	Displ. (cc)	Head Type	Valves per Cyl.	Carburetion	Wheelbase (Inch)	Track (max.) (in.)	Wheels 7″ wide	Weight (lbs.)	Notes:
Mazda MX-6 (1988-)	4 Cyl SOHC	86.0 x 94.0	2189	Alum, Cross- flow	3	(2) 45mm w/38mm choke(s)	99.0 / 102.8	60	13/14/ 15	2180	Engine: 12A rotary w/ 40mm ventu- ris. Bridgeport allowed w/ a 48 IDA w/ 38mm venturis @ 2080 Ibs. No peripheral port. 1998cc, 2-valve engine allowed w/ 40mm venturis @ 1980 Ibs.
Mazda RX-2	12A Rotary		2292			One (1) automo- tive-type 2 bbl w/ 42mm choke(s)	97.3	60	13/14/ 15	2080	No peripheral port. Bridgeport allowed w/ 38mm venturis.
Mazda RX-3	12A Rotary		2292			One (1) automo- tive-type 2 bbl w/ 42mm choke(s)	91.0	60	13/14/ 15	2080	No peripheral port. Bridgeport allowed w/ 38mm venturis.
Mazda RX-7	12A Rotary		2292			One (1) automo- tive-type 2 bbl w/ 42mm choke(s)	95.3 / 95.5 / 95.7	60	13/14/ 15	2080	No peripheral port. Bridgeport allowed w/ 38mm venturis. Non-tube frame track = (F)63.2, (R)62.8. Alternate Engine: Street Port, no bridge, no peripheral, no modification of water jackets (no eyelash port), 38mm ventu- ris, 1980lbs.
Mazda RX-8	12A Rotary		2292			One (1) automo- tive-type 2 bbl w/ 42mm choke(s)	98	60	13/14/ 15	2080	No peripheral port. Bridgeport allowed w/ 38mm venturis.
Mazda Protege' 12A/1.6/1.8 (2001)	Rotary, 4 Cyl DOHC	Bridgeport 78.0 x 83.6 83.0 x 85.0	2292 1597 1839	Alum, Cross- flow	4	1.6L: (2) auto- type w/ 42mm choke(s), 1.8L: (2) auto-type w/ 38mm choke(s) 2292: (1) auto- type 2bbl w/ 42mm choke(s)	98.4	60	13/14/ 15	12A @ 2080, 1.6L @ 1980 1.8L @ 2100	No peripheral port. Bridgeport allowed w/ 38mm venturis.
Mercury Capri (79-86)	4 Cyl SOHC	96.0 x 79.4	2301	lron, Cross- flow	2	Unrestricted	100.4	60	13/14/ 15	2180	Alt. Head (2301cc Only): SVO #M-6049-A230 w/42mm choke(s). Alternate carburetion (2301cc engine): Holley 2300
Mercury Cougar (99-02)	4 Cyl SOHC	91.0 x 77.0 96.0 x 79.4	1993 2301	lron, Cross- flow	2	Unrestricted	103.0 / 106.4	60	13/14/ 15	1993cc @ 1980, 2301cc @ 2080	Alt. Head (2301cc Only): SVO #M-6049-A230 w/45mm choke(s). Alternate carburetion (2301cc engine): Holley 2300

GT3 G	Engine Type	Bore x Stroke (mm)	Displ. (cc)	Head Type	Valves per Cyl.	Carburetion	Wheelbase (Inch)	Track (max.) (in.)	Wheels 7″ wide	Weight (Ibs.)	Notes:
Mitsubishi Eclipse / Eagle Talon / Plymouth Laser	4 Cyl DOHC	85.0 x 88.0	1997	Alum, Cross- flow	4	(2) 45mm w/34mm choke(s)	97.3	60	13/14/ 15	2230	Engine: 85.0 x 88.0 (1997cc SOHC) w/ (2) 45mm choke(s) @ 1980 Lbs or Chrysler 2213 SOHC, 87.5 x 92.0 w/ (2) 45mm choke(s) @ 2080 Lbs.
Nissan/Datsun 200-SX / S10 (77-79)	4 Cyl SOHC	85.0 x 86.0	1952	Alum, Non- cross- flow	2	50mm w/50mm choke(s)	92.1	60	13/14/ 15	1850	Alt. Heads: #11041-22010, 11041- U0600-A, 11041-U0602-SV, 11041- 21901, 11041-N7120
Nissan 200-SX / S11 (80-83)	4 Cyl SOHC	85.0 x 86.0 87.0 x 92.0	1952 2188	Alum, Non- cross- flow	2	50mm w/50mm choke(s)	94.5	60	13/14/ 15	1952cc (L20B) @ 1850, 2188cc (NAPZ) @ 2180	Alt. Heads: #11041-22010, 11041- U0600-A, 11041-U0602-SV, 11041- 21901, 11041-N7120.
Nissan 200-SX / S12 (84-88)	4 Cyl SOHC	84.5 x 88.0	1974	Alum, Cross- flow	2	50mm w/50mm choke(s)	95.5	60	13/14/ 15	1980	Alt. Head: #11041-N7120. Engine: L20B @ 1850 Lbs, and NAPZ @ 2180 Lbs.
Nissan 200-SX SER (95-97)	4 Cyl SOHC	85.0 x 86.0 84.5 x 88.0 87.0 x 92.0	1952 1974 2188	Alum, non- cross- flow, cross- flow	2	50mm w/ 50mm choke(s)	95.7 / 99.8	60	13/14/ 15	1952cc (L20B) @ 1850 1974cc @ 1980 2188cc (NAPZ) @ 2180	Alt. heads: #11041-22010, 11041- U0600-A, 11041-U0602-SV, 11041- 21901, 11041-N7120.
Nissan 240-SX / S13	4 Cyl SOHC DOHC	89.0 x 96.0	2389	Alum, Cross- flow	3 4	(2) 45mm w/34mm choke(s) DOHC: 31mm SIR	97.5	60	13/14/ 15	2180	Engine: L20B with head #11041- N7120 / 22010 or 11041-V9182 / U0600A, 50mm venturis @ 1850 lbs. Hood bulge is permitted, no openings. An SCCA approved F.I. kit of OEM origin is permitted. Contact the SCCA National Office for p/n's and specs.
Nissan 240-SX / S14	4 Cyl SOHC DOHC	89.0 x 96.0	2389	Alum, Cross- flow	34	(2) 45mm w/34mm choke(s) DOHC: 31mm SIR	99.4	60	13/14/ 15	2180	Engine: L20B with head #11041- N7120 / 22010 or 11041-V9182 / U0600A, 50mm venturis @ 1850 lbs. Hood bulge is permitted, no openings. An SCCA approved F.I. kit of OEM origin is permitted. Contact the SCCA National Office for p/n's and specs.

GT3 н	Engine Type	Bore x Stroke (mm)	Displ. (cc)	Head Type	Valves per Cyl.	Carburetion	Wheelbase (Inch)	Track (max.) (in.)	Wheels 7″ wide	Weight (lbs.)	Notes:
Nissan 350Z	4 Cyl SOHC	85.0 x 78.0	1770	Alum, Non- Cross- flow	2	Unrestricted	95.3 / 98.4 / 104.3 / 92.1 / 94.5 / 95.3 / 98.4 /	60	13/14/ 15	1880	Alt. Heads: #11041-22010, 11041- U0600-A, 11041-U0602-SV, 11041- 21901, 11041-N7120 An SCCA approved F.I. kit of OEM origin is
	4 Cyl SOHC	85.1 x 86.1 87.0 x 92.0	1952 2188	Alum, Non- Cross- flow	2	50mm w/ 50mm choke(s)	104.3 / 94.5 / 104.3 / 97.5 / 99.4 / 104.3			1850 2188cc @ 2180	permitted. Contact the SCCA National Office for p/n's and specs.
	4 Cyl SOHC DOHC	89.0 x 96.0	2389	Alum, Cross- flow	3 4	(2) 45mm w/34mm choke(s) DOHC: 31mm SIR				2180	
	4 Cyl DOHC	86.0 x 86.0	1998	Alum, Cross- flow	4	29.5mm SIR				2080	High port (89-94) and low port (95-01) versions allowed.
Nissan/Datsun 710	4 Cyl SOHC	85.0 x 78.0 85.1 x 86.1	1770 1952	Alum, Non- cross- flow	2	1952cc = 50mm w/50mm choke(s), 1770cc = Unre- stricted	98.4	60	13/14/ 15	1770cc @ 1880, 1952cc @ 1850	Alt, Heads: #11041-22010, 11041- U0600-A, 11041-U0602-SV, 11041- 21901, 11041-N7120
Nissan/Datsun PL510	4 Cyl SOHC	85.0 x 78.0 85.1 x 86.1	1770 1952	Alum, Non- cross- flow	2	1952cc = 50mm w/50mm choke(s), 1770cc = Unre- stricted	95.3	60	13/14/ 15	1770cc @ 1880, 1952cc @ 1850	Alt, Heads: #11041-22010, 11041- U0600-A, 11041-U0602-SV, 11041- 21901, 11041-N7120
Nissan Sentra SER Spec V (2002)	4 Cyl SOHC	85.0 x 86.0 84.5 x 88.0 87.0 x 92.0	1952 1974 2188	Alum, Non- cross- flow	2	50mm w/ 50mm choke(s)	95.7	60	13/14/ 15	1952CC @ 1850 1974CC @ 1980 2188CC @ 2180	Alt, Heads: #11041-22010, 11041- U0600-A, 11041-U0602-SV, 11041- 21901, 11041-N7120
Plymouth Horizon	4 Cyl SOHC	87.4 x 91.9	2213	Alum, Non- cross- flow	2	Unrestricted	96.7	60	13/14/ 15	2180	

GT31	Engine Type	Bore x Stroke (mm)	Displ. (cc)	Head Type	Valves per Cyl.	Carburetion	Wheelbase (Inch)	Track (max.) (in.)	Wheels 7″ wide	Weight (Ibs.)	Notes:
Porsche 911 Coupe & Targa (1968-)	6 Cyl OHV	80.0 x 66.0 84.0 x 66.0	1991 2195	Alum, Cross- flow	2	(2) Weber 40 IDA/IDS 3C, (6) Solex 40 PI, (2) Weber 46 IDA/IDS 3C/3CI w/40mm choke(s), (2) Weber 40 IDA/IDS 3C/3CI, (2) Weber 40 IDT 3C/3CI	87.0 / 89.4	60	13/14/ 15	2030	* Carb version only. Windshield may be removed on Targa and a low front hoop may be fitted. Rear rim width: 8". Factory Spoiler: #930-512-023-00 & 930-512-021-00 (or kit #930-512- 901-01) No alternate materials, no reproductions. OEM 2-valve air cooled heads may be modified to utilize two (2) spark plugs per cyl.
Porsche 914-S	4 Cyl OHV	94.0 x 70.9	1968	Alum, Cross- flow	2	(2) auto-type carburetors, (1) throat per Cyl, unrestricted ven- turi size	96.5	60	13/14/ 15	1880	Intake manifolds: #021-129-705R, Sleeves: Cast Iron. Top panels may remain if securely botted or pinned. Windshield may be removed and a low front hoop roll cage fitted. Alt. Head: Type 1/Type 3.
Porsche 914-6	6 Cyl OHV	80.0 x 66.0	1991	Alum, Cross- flow	2	(2) 40 IDA/IDS 3C, (6) Solex 40 Pl	96.5	60	13/14/ 15	2030	OEM 2-valve air cooled heads may be modified to utilize two (2) spark plugs per cyl. Top panels may remain if bolted or pinned. Roof of alt. material permitted. Windshield may be removed and low front hoop roll cage fitted. Alt Head: 911-104-302-OR (w/sealed in- jector port). 75-76 bumpers permitted.
Porsche 924	4 Cyl SOHC	86.5 x 84.4	1984	Alum, Cross- flow	2	(2) Weber 45 DCOE w/42mm choke(s)	94.5	60	13/14/ 15	2080	Alt. Head: #933-104-302-50
Porsche Boxster	4 Cyl OHV, 6 Cyl OHV	94.0 x 70.9 80.0 x 66.0	1968 1991	Alum, Cross- flow	2	4 cyl: Solex 40PII, Weber 40 IDF, Dellorto 40 DLRA, 6 Cyl: (2) 40 IDA/IDS 3C, (6) Solex 40 P1	96.5	60	13/14/ 15	4 Cyl = 1980, 6 Cyl = 2030	Intake manifolds: #021-129-705R, Sleeves: Cast Iron. OEM 2-valve air cooled heads may be modified to utilize two (2) spark plugs per cyl. Alt. Head: 911-104-302-OR (w/sealed injector port). Shall have windshield and hard- top installed by 01/01/03.
Saab 900 (1979-)	4 Cyl SOHC	90.0 x 78.0	1985	Alum, Cross- flow	2	Unrestricted	99.4	60	13/14/ 15	2080	
Saab 99E, CM, EMS, GL, LE	4 Cyl SOHC	87.0 x 78.0 90.0 x 78.0	1854 1985	Alum, Cross- flow	2	Unrestricted	97.4	60	13/14/ 15	1854cc @ 1980, 1985cc @ 2080	

GT3 J	Engine Type	Bore x Stroke (mm)	Displ. (cc)	Head Type	Valves per Cyl.	Carburetion	Wheelbase (Inch)	Track (max.) (in.)	Wheels 7″ wide	Weight (lbs.)	Notes:
Scion tC (05-)	4 Cyl DOHC	81.0 x 77.0	1587	Alum, Cross- flow	4	45mm w/ 42mm choke(s)	93.7	60	13/14/ 15	1980	
Toyota Celica (00-05)	4 Cyl DOHC	81.0 x 77.0 95.0 x 86.0	1587 2438	Alum, Cross- flow	4	45mm w/42mm choke(s), 2438: 31mm SIR	102.4 / 93.7	60	13/14/ 15	1980 2438cc @ 2180	Alt. head # 11101-75015.
Toyota Celica (94-99)	4 Cyl SOHC (20R) DOHC	81.0 x 77.0 95.0 x 86.0	1998 1587 2438	Alum, Cross- flow	4	Automotive-type sidedraft w/36mm choke(s) 1587cc: 45mm w/ 42mm choke(s), 2438: 31mm SIR	99.4	60	13/14/ 15	1900 1587 @ 1980 2438cc @ 2180	Alt. head # 11101-75015.
Toyota Celica Sport Coupe GT, ST, Liftback GT	4 Cyl SOHC	88.5 x 89.0	2189	Alum, Cross- flow	2	Unrestricted	98.3	60	13/14/ 15	2180	
Toyota Corolla (80-83)	4 Cyl OHV	85.0 x 78.0	1770	Alum, Cross- flow	2	Unrestricted	94.5	60	13/14/ 15	1880	2TG Cylinder head allowed
Toyota Corolla Sport Twin Cam (1985-)	4 Cyl DOHC	81.0 x 77.0	1587	Alum, Cross- flow	4	45mm w/42mm choke(s)	94.5	60	13/14/ 15	1980	
Toyota Corolla (2000-)	4 Cyl DOHC	81.0 x 77.0 95.0 x 86.0	1587 2438	Alum, Cross- flow	4	45mm w/42mm choke(s), 2438: 31mm SIR	102.4 / 93.7	60	13/14/ 15	1980 2438cc @ 2180	Alt. head # 11101-75015.
Toyota MR-2 (-1989)	4 Cyl DOHC	81.0 x 77.0	1587	Alum, Cross- flow	4	45mm w/42mm choke(s)	91.3	60	13/14/ 15	1980	
Toyota MR-2 (99-02)	4 Cyl DOHC	81.0 x 77.0	1587	Alum, Cross- flow	4	45mm w/42mm choke(s)	91.3	60	13/14/ 15	1980	Hardtop shall be installed
Toyota Paseo (92-99)	4 Cyl DOHC	81.0 x 77.0	1587	Alum, Cross- flow	4	45mm w/42mm choke(s)	93.7	60	13/14/ 15	1980	

GT3 ĸ	Engine Type	Bore x Stroke (mm)	Displ. (cc)	Head Type	Valves per Cyl.	Carburetion	Wheelbase (Inch)	Track (max.) (in.)	Wheels 7" wide	Weight (lbs.)	Notes:
Toyota Tercel (91-)	4 Cyl SOHC (20R) DOHC OHV	81.0 x 77.0 85.0 x 78.0	1998 1587 1770	Alum, Cross- flow	4 2	Automotive-type sidedraft w/36mm choke(s) 1587cc: 45mm w/ 42mm choke(s) 1770cc: unre- stricted	95.3 / 93.7	60	13/14/ 15	1900 1587cc @ 1980 1770cc @ 1880	2TG cylinder head allowed.
Triumph GT6, GT6 + & Mk III (-1974)	6 Cyl OHV	74.7 x 75.9	1998	Iron, Non- cross- flow	2	(3) Weber 40 DCOE w/34mm choke(s)	83.0	60	13/14/ 15	2030	
Triumph TR-250 / TR-6	6 Cyl OHV	74.7 x 95.0	2498	Iron, Non- cross- flow	2	(3) 45mm w/40mm choke(s)	88.0	60	13/14/ 15	2080	Windshield may be removed and low front hoop roll cage fitted.
Volkswagen Beetle (98-01)	4 Cyl SOHC	82.5 x 92.8	1984	Alum, Cross- flow	2	50mm w/50mm venturi		60	13/14/ 15	1830	
Volkswagen Corrado 16V	4 Cyl DOHC	81.0 x 86.4 82.5 x 92.8	1780 1984	Alum, Cross- flow	4	(2) 45mm w/38mm choke(s), 1984cc: 29.5mm SIR	97.3	60	13/14/ 15	2080	
Volkswagen Corrado 8V	4 Cyl SOHC	81.0 x 86.4	1780	Alum, Cross- flow	2	(2) 45mm w/45mm choke(s)	97.3	60	13/14/ 15	1930	Engine: 82.5 x 92.8 (1984cc) w/ (2) 50mm carbs w/50mm choke(s). Weight: 1830 lbs. Alternate Eurospec Sports cylinder head may be used.
Volkswagen Golf & GTI Golf Mark IV	4 Cyl SOHC	81.0 x 86.4 82.5 x 92.8	1780 1984	1780cc: Alum, Non- cross- flow, 1984cc: Alum, Cross- flow	2	(2) 45mm w/ 45mm choke(s) (1984cc, 50mm w/50mm venturi)	97.3 / 98.9	60	13/14/ 15	1780cc @ 1930, 1984cc @ 1830	Carburetion: (1) 40 DCN, DCNF , IDF w/34mm choke(s). Alternate Eurospec Sports cylinder head may be used.

GT3∟	Engine Type	Bore x Stroke (mm)	Displ. (cc)	Head Type	Valves per Cyl.	Carburetion	Wheelbase (Inch)	Track (max.) (in.)	Wheels 7″ wide	Weight (lbs.)	Notes:
Volkswagen GTI 16V (1987-)	4 Cyl DOHC	81.0 x 86.4 82.5 x 92.8	1780 1984	Alum, Non- cross- flow, cross- flow	4	(2) 45mm w/38mm choke(s), 1984cc: 29.5mm SIR	97.3	60	13/14/ 15	2080	Engine: 82.5 x 92.8 (1984cc) w/ (2) 50mm carbs w/50mm choke(s). Weight: 1830 lbs.
Volkswagen Jetta Jetta Mk IV	4 Cyl SOHC	81.0 x 86.4 82.5 x 92.8	1780 1984	1780cc: Alum, Non- cross- flow, 1984cc: Alum, Cross- flow	2	(2) 45mm w/ 45mm choke(s) (1984cc, 50mm w/50mm venturi)	97.3	60	13/14/ 15	1780cc @ 1930, 1984cc @ 1830	Carburetion: (1) 40 DCN, DCNF , IDF w/34mm choke(s). Alternate Eurospec Sports cylinder head may be used.
Volkswagen Rabbit (75-84)	4 Cyl SOHC	79.5 x 86.4 81.0 x 86.4	1715 1780	Alum, Non- cross- flow	2	(2) Weber 45 DCOE	94.5	60	13/14/ 15	1715cc @ 1880, 1780cc @ 1930	Engine: 82.5 x 92.8 (1984cc) w/ (2) 50mm carbs w/50mm choke(s). Weight: 1830 lbs. Alternate Eurospec Sports cylinder head may be used.
Volkswagen Scirocco	4 Cyl SOHC	79.5 x 86.4 81.0 x 86.4 82.5 x 92.8	1715 1780 1984	1715/ 1780cc: Alum, Non- cross flow, 1984cc: Alum, Cross- flow	2	(2) 45mm w/ 45mm choke(s) (1984cc, 50mm w/50mm venturi)	94.5	60	13/14/ 15	1715cc @ 1880, 1780cc @ 1930, 1984cc @ 1830	Alternate Eurospec Sports cylinder head may be used.
Volkswagen Scirocco 16V	4 Cyl DOHC	81.0 x 86.4 82.5 x 92.8	1780 1984	Alum, Non- cross- flow, cross- flow	4	(2) 45mm w/38mm choke(s), 1984cc: 29.5mm SIR	94.5	60	13/14/ 15	2080	Engine: 82.5 x 92.8 (1984cc) w/ (2) 50mm carbs w/50mm choke(s). Weight: 1830 lbs.
Volvo 122S	4 Cyl OHV	88.9 x 80.0	1986	Iron, Non- cross- flow	2	Unrestricted	102.5	60	13/14/ 15	1980	Front axle cross member, Front Lower wishbone, Overdrive, Engine Kit: 2127cc & 2174cc @ 2180 Lbs.

GT3 м	Engine Type	Bore x Stroke (mm)	Displ. (cc)	Head Type	Valves per Cyl.	Carburetion	Wheelbase (Inch)	Track (max.) (in.)	Wheels 7″ wide	Weight (lbs.)	Notes:
Volvo 142 / 142E	4 Cyl OHV	88.9 x 80.0	1986	Iron, Non- cross- flow	2	Unrestricted	102.5	60	13/14/ 15	1980	Front axle cross member, Front Lower wishbone, Overdrive, Engine Kit: 2127cc & 2174cc @ 2180 lbs.
Volvo 242 / 244 DL	4 Cyl OHV	88.9 x 80.0	1986	Iron, Non- cross- flow	2	Unrestricted	104.0	60	13/14/ 15	1980	Front axle cross member, Front Lower wishbone, Overdrive. B20 Engine Kit: 2127cc & 2174cc @ 2180 Lbs. B21 Engine: 92.0 x 80.0 (2127cc, SOHC Aluminum Crossflow. B21 Engine Kit: 2320cc @ 2180 lbs.
Volvo S40	4 Cyl OHV	88.9 x 80.0	1986	Iron, Non- cross- flow	2	Unrestricted	100.4	60	13/14/ 15	1980	Front axle cross member, Front Lower wishbone, Overdrive. B20 Engine Kit: 2127cc & 2174cc @ 2180 Lbs. B21 Engine: 92.0 x 80.0 (2127cc, SOHC Aluminum Crossflow. B21 Engine Kit: 2320cc @ 2180 lbs.
Yenko Stinger Coupe/ Corvair Coupe*	6 Cyl OHV	87.4 x 74.7	2689	Alum, Cross- flow	2	(2) Weber 40 IDT or IDA 3C, 3CI (36mm choke(s))	108.0	60	13/14/ 15	2225	*Corvair coupes may be modified to Yenko configuration. Carburetion: (4) Rochester 7025023 & 7026026 1.5" 1 bbl carburetors. Non-tube frame track (F)59.7, (R) 62.9. Rear Wheel Width: 8". Engine may be centered (side to side) to allow the installation of alternate transaxle.

GTL A Cars	- ALFA	A ROM	EO		
Model	Years	Body Style	Drive- line	Wheelbase (in.)	Notes
Alfa Romeo GT-1300 Junior	NA	2dr	RWD	92.5	
Alfa Romeo GTA Junior	NA	2dr	RWD	92.5	
Alfa Romeo Alfetta GT	NA	2dr	RWD	94.5	
Alfa Romeo Guilia 1300	NA	2dr	RWD	98.8	
Alfa Romeo Guilia 1300 TI	NA	2dr	RWD	98.8	
Alfa Romeo GTV 1600	NA	2dr	RWD	92.5	

Engines - ALFA								
Engine Family	Engine Type	Bore x Stroke (mm.)	Disp. (cc.)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs.)	Notes
	DOHC	78.0 x 67.5	1130	Alum, Crossflow	2	Unrestricted or 27.0mm SIR	1655	
	DOHC	74.0 x 75.0	1290	Alum, Crossflow	2	Unrestricted or 27.0mm SIR	1655	
	DOHC	80.0 x 67.5	1357	Alum, Crossflow	2	Unrestricted or 27.0mm SIR	1655	
	DOHC	78.0 x 82.0	1570	Alum, Crossflow	2	32mm IR or 25.0mm SIR	1910	

GTL B Cars	- AMC				
Model	Years	Body Style	Drive- line	Wheelbase (in.)	Notes
AMC/Renault Alliance	NA	3dr	FWD	93.5	
AMC/Renault Encore	NA	2dr	FWD	93.5	

Engines - AMC								
Engine Family	Engine Type	Bore x Stroke (mm.)	Disp. (cc.)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs.)	Notes
	ОНУ	73.0 x 77.0	1296	Alum, Crossflow	2	Unrestricted or 27.0mm SIR	1712	Alternate crossflow head #7700597627.
	ОНV	76.0 x 77.0	1397	Alum, Crossflow	2	Unrestricted or 27.0mm SIR	1807	Alternate crossflow head #7700597627.

GTL C Cars	- BLMI				
Model	Years	Body Style	Drive- line	Wheelbase (in.)	Notes
Mini Cooper	NA	2dr	FWD	80.2	
Austin America	NA	2dr	FWD	93.5	
BMW Mini	2002-2005	2dr	FWD	97.1	Convertible not allowed.

Engines - BLMI								
Engine Family	Engine Type	Bore x Stroke (mm.)	Disp. (cc.)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs.)	Notes
	OHV	70.6 x 61.91	970	Iron, non-Crossflow	2	Unrestricted or 27.0mm SIR	1236	RWD add 50 lbs. Roll cage meeting requirements for cars under 1500lbs are acceptable for cars registered prior to 1/1/82. Reduce by 100 lbs with original suspension and 10" wheels. Front and rear body seams may be removed. Pierce/PBS aluminum cylinder head allowed.

GTL Engin	es - BL	MI (cont.)						
Engine Family	Engine Type	Bore x Stroke (mm.)	Disp. (cc.)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs.)	Notes
	OHV	70.6 x 68.26	1071	Iron, non-Crossflow	2	Unrestricted or 27.0mm SIR	1331	RWD add 50 lbs. Roll cage meeting requirements for cars under 1500lbs are acceptable for cars registered prior to 1/1/82. Reduce by 100 lbs with original suspension and 10" wheels. Front and rear body seams may be removed. Pierce/PBS aluminum cylinder head allowed.
	OHV	2.78 x 3.20 (70.6 x 81.33) alt. bore: 73.5 max. or 74.0 max.	1275 1380 1399	Iron, non-Crossflow	2	Unrestricted or 27.0mm SIR	1569 1380 @ 1648 1399 @ 1708	RWD add 50 lbs. Roll cage meeting requirements for cars under 1500lbs are acceptable for cars registered prior to 1/1/82. Reduce by 100 lbs with original suspension and 10" wheels. Front and rear body seams may be removed. Pierce/PBS aluminum cylinder head allowed.
W10B16	DOHC	77.0 x 85.8	1598	Alum, Crossflow	4	25mm SIR	1900	

GTL D Cars	GTL D Cars - BMW										
Model	Years	Body Style	Drive- line	Wheelbase (in.)	Notes						
BMW 1600-2 / 1602	NA	2dr	RWD	98.5							

Engines - BMW								
Engine Family	Engine Type	Bore x Stroke (mm.)	Disp. (cc.)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs.)	Notes
	SOHC	84.0 x 71.0	1573	Alum, Crossflow	2	32mm IR or 27.0mm SIR	1918	

GTL E Cars - DODGE											
Model	Years	Body Style	Drive- line	Wheelbase (in.)	Notes						
Dodge Colt Coupe	NA	2dr	FWD	95	Allow Mitsubishi bodywork.						
Dodge Omni	NA	2dr	FWD	99.2							
Dodge 024	1978	2dr	FWD	96.7							

Engines - DODGE								
Engine Family	Engine Type	Bore x Stroke (mm.)	Disp. (cc.)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs.)	Notes
	SOHC	79.0 x 86.0	1597	Alum, Crossflow	2	32mm IR or 27.0mm SIR	1910	
	SOHC	79.5 x 86.4	1715	Alum, Crossflow	2	32mm IR or 27.0mm SIR	1920	

GTL F Cars	GTL F Cars - FIAT												
Model	Years	Body Style	Drive- line	Wheelbase (in.)	Notes								
124 Sport Coupe	NA	2dr	RWD	95.3									
124 Special	NA	2dr	RWD	95.3									
128 Coupe	NA	2dr	RWD	87.5									
128	NA	2dr	RWD	96.4									
131 Coupe	NA	2dr	RWD	98									
131 Sedan	NA	4dr	RWD	98									
X19	NA	2dr	RWD	86.7	Removable roof panel must be in place								

GTL Engir	GTL Engines - FIAT												
Engine Family	Engine Type	Bore x Stroke (mm.)	Disp. (cc.)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs.)	Notes					
	ОНС	80.0 x 55.5	1116	Alum, Crossflow	2	Unrestricted or 27.0mm SIR	1417	Roll cage meeting requirements for cars under 1500lbs are acceptable for cars registered prior to 1/1/82.					
	ОНС	86.0 x 55.5	1290	Alum, Crossflow	2	Unrestricted or 27.0mm SIR	1645	Roll cage meeting requirements for cars under 1500lbs are acceptable for cars registered prior to 1/1/82.					
	OHV	80.0 x 71.5	1438	Alum, Crossflow	2	32mm IR or 27.0mm SIR	1902						
	SOHC	86.4 x 64.0	1498	Alum, Non-crossflow	2	32mm IR or 25.0mm SIR	1815						
	DOHC	80.0 x 79.2	1592	Alum, Crossflow	2	32mm IR or 27.0mm SIR	1918						
	DOHC	80.0 x 80.0	1608	Alum, Crossflow	2	32mm IR or 27.0mm SIR	1920						
	DOHC	84.0 x 79.2	1756	Alum, Crossflow	2	32mm IR or 27.0mm SIR	1920						

GTL G Cars - FORD												
Model	Years	Body Style	Drive- line	Wheelbase (in.)	Notes							
Anglia Super		2dr	RWD	90.5								
Cortina GT	64-68	2dr	RWD	98								
Escort Super	68-74	2dr	RWD	96								
Escort Lynx, EXP, LN7	81-90 1982-	2dr	FWD	94.2								
Escort Mexico	70-74	2dr	RWD	96								
Fiesta	78-80	2dr	FWD	90								
Pinto		2dr	RWD	94	Non-tube frame track: (F&R) 60.52"							
GTL Engin	GTL Engines - FORD											
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Engine Family	Engine Type	Bore x Stroke (mm.)	Disp. (cc.)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs.)	Notes				
	ОНУ	3.19 x 2.29	1198	Iron, Non-crossflow	2	Unrestricted or 27.0mm SIR	1598	Alternate 1500cc Block: casting # 27333E6015 @ +23 lbs.				
	OHV	3.19 x 2.48	1297	Iron, Non crossflow	2	Unrestricted or 27.0mm SIR	1598	Alternate 1500cc Block: casting # 27333E6015 @ +23 lbs.				
	ону	81.0 x 73.2	1499	Iron, Non crossflow	2	32mm IR or 27.0mm SIR	1902	Any intake manifold (including plenum) allowed w/ SIR.				
	ОНУ	81.0 x 77.5	1598	Iron, Crossflow	2	32mm IR or 27.0mm SIR	1902	Any Formula Ford cylinder head may be used, including aluminum version.				
	SOHC	80.0 x 79.5	1598	Alum, Crossflow	2	32mm IR or 27.0mm SIR	1918					

GTL H Cars	GTL H Cars - HONDA											
Model	Years	Body Style	Drive- line	Wheelbase (in.)	Notes							
Honda Civic	73-79	3dr	FWD	86.6								
Honda Civic	80-87	3dr	FWD	88.6								
Honda CRX	84-87	3dr	FWD	86.6								
Honda Civic	84-87	2dr, 3dr	FWD	93.7								
Honda Civic	84-87	4dr	FWD	96.5								
Honda CRX	88-91	3dr	FWD	90.6								
Honda Civic	88-91	3dr	FWD	98.4								
Honda Civic	92-	2dr	FWD	103.2								

GTL Engin	nes - HC	ONDA						
Engine Family	Engine Type	Bore x Stroke (mm.)	Disp. (cc.)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs.)	Notes
EB	SOHC	70.0 x 76.0	1170	Alum, Crossflow	2	Unrestricted or 27.0mm SIR	1640	Alt heads: #12100-634-000.
EB	SOHC	72.0 x 76.0	1237	Alum, Crossflow	2	Unrestricted or 27.0mm SIR	1726	Alt heads: #12100-634-000.
EN	SOHC	72.0 x 82.0	1335	Alum, Crossflow	3	30mm IR or 24.0mm SIR	1769	Alt. Heads: #12100-PB9-000 (2 valve, Crossflow), 12100-PA1-000.
EW	SOHC	74.0 x 86.5	1488	Alum, Crossflow	3	30mm IR or 25.0mm SIR	1900	Alt. Heads: #12100-PE3-000 or 12100- PE7-000.
D15	SOHC	75.0 x 84.5	1493	Alum, Crossflow	4	30mm IR or 25.0mm SIR	1900	
D16	SOHC	75.0 x 90.0	1590	Alum, Crossflow	4	30mm IR or 25.0mm SIR	1900	
D16A	DOHC	75.0 x 90.0	1590	Alum, Crossflow	4	25.0mm SIR	1900	
B16A	DOHC	81.0 x 77.4	1595	Alum, Crossflow	4	25mm SIR	1900	

GTL I Cars	GTL I Cars - LOTUS											
Model	Years	Body Style	Drive- line	Wheelbase (in.)	Notes							
Cortina	64-66	2dr	RWD	97.5								
Cortina	67	2dr	RWD	98								
Elan S2, S4 (Rdstr, Cpe, Drphead)		2 dr	RWD	84.0	Windshield may be removed and a low front hoop roll cage may be fitted. Engine specs below except 25.0mm SIR required, weight 1600 lbs.							

Engines - LOTUS								
Engine Family	Engine Type	Bore x Stroke (mm.)	Disp. (cc.)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (Ibs.)	Notes
	DOHC	82.6 x 73.0	1558	Alum, Crossflow	2	32mm IR or 27.0mm SIR*	1918*	* See above for Elan

GTL J Cars	GTL J Cars - MAZDA												
Model	Years	Body Style	Drive-line	Wheelbase (in.)	Notes								
Protégé	1999	2dr	FWD	96.5/98.4/ 102.8									
Protégé 5	2002	5dr	FWD	96.3/102.8	OEM roof spoiler is permitted (P/N:B25T-51-960C-XX, "XX" = color code)								
GLC		2dr	FWD	93.1/98.4									
MX-3	92-94	2dr	FWD	91.1/96.3									
MX-5 / Miata	90-05	2dr	RWD	89.2	Windshield and hardtop required.								
323	88-91	2dr	FWD	94.5									
3	88-91	2dr	FWD	97									

GTL Engin	es - M/	AZDA						
Engine Family	Engine Type	Bore x Stroke (mm.)	Disp. (cc.)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs.)	Notes
	SOHC	73.0 x 76.0	1272	Alum, Crossflow	2	Unrestricted or 27.0mm SIR	1730	1500cc block and head w/1300 (1365)cc crankshaft (#E301-11-301 or equivalent) is permitted. Alt. head: # E515-10-100B.
	SOHC	77.0 x 69.6	1296	Alum, Crossflow	2	Unrestricted or 27.0mm SIR	1693	1500cc block and head w/1300 (1365)cc crankshaft (#E301-11-301 or equivalent) is permitted. Alt. head: # E515-10-100B.
	SOHC	77.0 x 80.0	1490	Alum, Crossflow	2	32mm IR or 25.0mm SIR	1830	Alt. Head: #E515-10-100B.
	SOHC	78.0 x 83.6	1597	Alum, Crossflow	2	32mm IR or 27.0mm SIR	1910	
	DOHC	78.0 x 83.8	1597	Alum, Crossflow	4	25mm SIR	1900	
	DOHC	83.0 x 85.0	1839	Alum, Crossflow	4	24mm SIR	2000	

GTL K Cars	- NISS	AN			
Model	Years	Body Style	Drive- line	Wheelbase (in.)	Notes
Nissan/Datsun PL510	68-73	2dr, 4dr	RWD	95.3	
Nissan/Datsun 1200 (B110)	70-73	2dr	RWD	90.6	
Nissan/Datsun B210	74-78	2dr, 3dr, 4dr	RWD	92.1	
Nissan/Datsun 210 (B310)	79-82	2dr, 3dr, 4dr	RWD	92.1 or 94.2	
Nissan Pulsar (N12)	83-86	3dr	FWD	95.1	
Nissan Pulsar (KN13)	87-90	3dr	FWD	95.1	
Nissan Sentra (B11)	82-85	2dr, 3dr, 4dr	FWD	94.5	
Nissan Sentra (B12)	86-90	2dr, 3dr, 4dr	FWD	94.5	
Nissan Sentra (B13)	91-94	2dr, 4dr	FWD	95.7	
Nissan 200SX SE-R (B14)	95-97	2dr	FWD	95.7 or 99.8	
Nissan Sentra SE-R (B15U)	2002	4dr	FWD	95.7 or 99.8	

GTL Engin	es - NI	SSAN						
Engine Family	Engine Type	Bore x Stroke (mm.)	Disp. (cc.)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs.)	Notes
A12	OHV	73.0 x 70.0 alt. bore: 75.2 max.	1171	Alum, Non-crossflow	2	Unrestricted or 27.0mm SIR	1598 (1638 w/ alt. bore)	Alt heads: #11041-H2303, 11041- H5704, 11041-H9204.
A12A	OHV	75.0 x 70.0 alt. bore: 77.2 max.	1237	Alum, Non-crossflow	2	Unrestricted or 27.0mm SIR	1693 (1733 w/ alt. bore)	Alt heads: #11041-H2303, 11041- H5704, 11041-H9204. 1237cc with A14 Block @1716 lbs.
A12A w/A14 Block	OHV	75.0 x 70.0 alt. bore: 77.2 max.	1237	Alum, Non-crossflow	2	Unrestricted or 27.0mm SIR	1716 (1756 w/ alt. bore)	Alt heads: #11041-H2303, 11041- H5704, 11041-H9204.
A13	OHV	73.0 x 77.0 alt. bore: 75.2 max.	1288	Alum, Non-crossflow	2	Unrestricted or 27.0mm SIR	1769 (1809 w/ alt. bore)	Alt heads: #11041-H2303, 11041- H5704, 11041-H9204.
A14	OHV	76.0 x 77.0	1397	Alum, Non-crossflow	2	32mm IR or 25.0mm SIR	1780	Alt heads: #11041-H2303, 11041- H5704, 11041-H9204.
A15	OHV	76.0 x 82.0	1488	Alum, Non-crossflow	2	32mm IR or 26.0mm SIR	1850	Alt heads: #11041-H2303, 11041- H5704, 11041-H9204.
E15	SOHC	76.0 x 82.0	1488	Alum, Crossflow	2	32mm IR or 26.0mm SIR	1850	Alt head: #11041-15M00.
E16	SOHC	76.0 x 88.0	1597	Alum, Crossflow	2	32mm IR or 27.0mm SIR	1918	Alt heads: #11041-15M00, 11041- 17M00.
L16	SOHC	83.0 x 73.7	1595	Alum, Non-crossflow	2	32mm IR or 27.0mm SIR	1918	Alt Heads: #11041-22010, 11041- U0600A, 11041-U0602-SV, 11041- N7120, 11041-21901.
SR16VE	DOHC	86.0 x 68.7	1596	Alum, Crossflow	4	25mm SIR	1900	

GTL L Cars	- OPEL	-			
Model	Years	Body Style	Drive- line	Wheelbase (in.)	Notes
1900	1995	2dr	RWD	95.7	
Mk 51		2dr	RWD	95.7	
Mk 53		2dr	RWD	95.7	
Sport Coupe Rallye		2dr	RWD	95.7	
Mk 57R		2dr	RWD	95.7	
Sport Coupe		2dr	RWD		
Mk 77		2dr	RWD	95.7	
GT 1900	1995	2dr	RWD	95.7	

Engines - OPEL

Engine Family	Engine Type	Bore x Stroke (mm.)	Disp. (cc.)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (Ibs.)	Notes
	SOHC	93.0 x 69.9	1897	Iron, Non-crossflow	2	32mm IR or 27.0mm SIR	1920	

GTL M Cars -	GTL M Cars - RENAULT											
Model	Years	Body Style	Drive- line	Wheelbase (in.)	Notes							
R5		2dr	FWD	94.6	Left Hand Drive Wheelbase - 95.8.							
R1228	1978	2dr	FWD	96.6	Left Hand Drive Wheelbase - 95.8.							
LeCar	78-79	2dr	FWD	94.6	Left Hand Drive Wheelbase - 95.8. (Firewall modifications permitted with use of alt. head.)							

Engines - RENAUI	Engines - RENAULT												
Engine Family	Engine Type	Bore x Stroke (mm.)	Disp. (cc.)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (Ibs.)	Notes					
	OHV	73.0 x 77.0	1289	Alum, Non-crossflow	2	Unrestricted or 27.0mm SIR	1712	Alt Head: #7700597627.					
	ОНУ	76.0 x 77.0	1397	Alum, Non-crossflow	2	45mm IR or 26.0mm SIR	1850	Alt Head: #7700597627.					

GTL N Cars - SAAB											
Model	Years	Body Style	Drive- line	Wheelbase (in.)	Notes						
Sedan	-1964	4dr	FWD	98.4							
Sonnet		2dr	FWD	84.6							
Sonnet III		2dr	FWD	84.6							

Engines - SAAB								
Engine Family	Engine Type	Bore x Stroke (mm.)	Disp. (cc.)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs.)	Notes
	OHV	89.9 x 58.9	1496	Iron, crossflow	2	32mm IR or 26.0mm SIR	1880	Intake manifold: #379050.
	ОНУ	89.9 x 66.8	1696	Iron, crossflow	2	32mm IR or 27.0mm SIR	1920	Intake manifold: #379050.

GTL O Cars - SUBARU											
Model	Years	Body Style	Drive- line	Wheelbase (in.)	Notes						
GL Coupe		2dr	FWD	96.6	CVT transmission prohibited.						
Justy (2WD)	88-94	2dr	FWD	89.9	CVT transmission prohibited.						

Engines - SUBAR	Engines - SUBARU												
Engine Family	Engine Type	Bore x Stroke (mm.)	Disp. (cc.)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (Ibs.)	Notes					
	SOHC	78.0 x 83.0	1189	Alum, Crossflow	3	Unrestricted or 27.0mm SIR	1593						
	OHV	3.23 x 2.36	1267	Alum, Non-crossflow	2	Unrestricted or 27.0mm SIR	1724						

GTL P Cars - SUZUKI											
Model	Years	Body Style	Drive- line	Wheelbase (in.)	Notes						
Swift	98-	2dr	FWD	89.2							

Engines - SUZUKI

Engine Family	Engine Type	Bore x Stroke (mm.)	Disp. (cc.)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs.)	Notes
	DOHC	74.0 x 75.5	1299	Alum, Crossflow	4	30mm IR or 24.0mm SIR	1830	

GTL Q Cars -	тоуо	ТА			
Model	Years	Body Style	Drive- line	Wheelbase (in.)	Notes
Toyota Corolla 1200		2dr	RWD	90.0 or 91.9	Rollcage meeting requirements for cars under 1500lbs are acceptable for cars registered prior to 1/1/82
Toyota Corolla SR-5	-74	2dr	RWD	91.9	
Toyota Corolla SR-5	75	2dr	RWD	93.3	
Toyota Corolla Sport Coupe & Lift Back	76-79	2dr, 3dr, 4dr		93.3	
Toyota Corolla	80-83	2dr, 3dr	RWD	94.5	
Toyota Corolla	84-	2dr, 3dr, 4dr	RWD	90.6	
Toyota Corolla Sport / Sport Coupe (8V)	84-87	2dr, 3dr	RWD	94.5	

GTL Q Cars -	GTL Q Cars - TOYOTA (cont.)											
Model	Years	Body Style	Drive- line	Wheelbase (in.)	Notes							
Toyota Corolla SR-5 / Sport Coupe	88	2dr	FWD	95.7								
Toyota Starlet	81	3dr	RWD	90.6								
Toyota Tercel	91-	2dr, 3dr	FWD	93.7								
Toyota Paseo	92-99	3dr	FWD	93.7								

Engine Family	Engine Type	Bore x Stroke (mm.)	Disp. (cc.)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs.)	Notes
ЗК	OHV	75.0 x 66.0	1166	Alum, Non-Crossflow	2	Unrestricted or 27.0mm SIR	1660	
4К	OHV	75.0 x 73.0	1290	Alum, Non-Crossflow	2	Unrestricted or 27.0mm SIR	1693	
	OHV	77.5 x 77.0	1452	Alum, Non-Crossflow	2	32mm IR or 26.0mm SIR	1880	
5K	OHV	80.5 x 73.0	1486	Alum, Non-Crossflow	2	32mm IR or 25.0mm SIR	1750	
4A-C/L/LC	SOHC	81.0 x 77.0	1587	Alum, Crossflow	2	32mm IR or 27.0mm SIR	1902	
2T-C	ОНУ	85.0 x 70.0	1588	Alum, Crossflow	2	32mm IR or 27.0mm SIR	1897	
3TC	OHV	85.0 x 78.0	1770	Alum, Crossflow	2	27.0mm SIR	1920	

GTCS - 85

GTL R Cars	GTL R Cars - VOLKSWAGEN												
Model	Years	Body Style	Drive- line	Wheelbase (in.)	Notes								
Volkswagen 1300/1500/ 1600 (Bug)	65-69	2dr	rear engine	94.5									
Volkswagen 1600 (Bug)	70-77	2dr	rear engine	95.3									
Volkswagen Rabbit	75-84	3dr, 5dr	FWD	94.5									
Volkswagen Scirocco		3dr	FWD	94.5									
Volkswagen Corrado		3dr	FWD	94.5									
Volkswagen Golf	85-	3dr, 5dr	FWD	94.5									
Volkswagen Golf Mark - IV		3dr, 5dr	FWD	98.2									
Volkswagen Jetta Mark - IV		4dr	FWD	98.2									
Volkswagen Beeetle	98-01	3dr	FWD										

Engines - VOLKSWAGEN

5								
Engine Family	Engine Type	Bore x Stroke (mm.)	Disp. (cc.)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs.)	Notes
air cooled, flat 4	ону	77.0 x 69.0	1285	Alum, Non-Crossflow	2	Unrestricted or 27.0mm SIR	1569	Siamesed intake port.
air cooled, flat 4	OHV	77.0 x 69.0	1285	Alum, Non-Crossflow	2	Unrestricted or 27.0mm SIR	1664	Dual intake port.
air cooled, flat 4	OHV	83.0 x 69.0	1493	Alum, Crossflow	2	32mm IR or 26.0mm SIR	1880	Alt. Heads: #043-101-375H.
air cooled, flat 4	OHV	85.5 x 69.0	1584	Alum, Crossflow	2	32mm IR or 26.0mm SIR	1880	Alt. Heads: #043-101-375H.

GTL Engines - VOLKSWAGEN (cont.)									
Engine Family	Engine Bore x Dis Type Stroke (co (mm.)		Disp. (cc.)	Head Type Valves/ Cyl.		Fuel Induction	Weight (lbs.)	Notes	
water cooled	SOHC	76.5 x 80.0	1471	Alum, Non-Crossflow	2	32mm IR or 27.0mm SIR	1910	Alt. Heads: #026-103-373G, 049-103- 351C, Eurospec Sports head.	
water cooled	SOHC	79.5 x 80.0	1588	Alum, Non-Crossflow	2	32mm IR or 27.0mm SIR	1910	Alt. Heads: #026-103-373G, 049-103- 351C, Eurospec Sports head.	

GTCS - 87 GTL S Cars - YUGO

Model	Years	Body Style	Drive- line	Wheelbase (in.)	Notes
Yugo GV	86-89	2dr	RWD	84.6	

Engines - YUGO								
Engine Family	Engine Type	Bore x Stroke (mm.)	Disp. (cc.)	Head Type	Valves/ Cyl.	Fuel Induction	Weight (lbs.)	Notes
	SOHC	80.0 x 55.5	1116	Alum, Non-Crossflow	2	27mm SIR	1645	



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