

GT REGULATIONS

2005 Rule Book
as of 12/7/04

changes made since the original online posting on 9/14/04 are in red

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- 2-11 Ferrari 360 Challenge
- 2-12 Ford Mustang
- 2-13 Honda Accord Coupe
- 2-14 Jaguar XKR8
- 2-15 Lexus IS 300
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GT REGULATIONS

General Class Explanation and Purpose

The GT class for 2005 will be comprised of two distinct preparation methods, all designed to have cars at a similar competition level for GT class racing.

Prep 1 Unibody GT - This category is reserved for production cars with little or no modifications. Grand American will define each car separately and specify modifications individually.

Prep 2 Semi-Tube GT – This category is for cars with modified production or tube-frame chassis. They may be front-wheel drive cars converted to rear-wheel drive or they may be cars that require physical modifications to be competitive in GT. Specified tube-frame construction is allowed. Alternative engines from the original manufacturer may be approved.

SECTION 1 - APPROVED MODELS

1-1 Approved Models - Grand American has developed these specifications for competition automobiles that will participate in the category titled "GT". Cars must have been in production for road use or meet homologation criteria, and have been/or be for sale to the public in a regular dealer offering. Approved models, unless otherwise stated are to be current production models or those no older than three years after the end of production.

1-2 The following cars are recognized as eligible models .

- 1-2.1 Acura NSX prep 1
- 1-2.2 Acura 3.2TL prep 2
- 1-2.3 Audi S4 (2WD only) prep 2
- 1-2.4 Audi TT (2WD only) prep 2
- 1-2.5 BMW E46 prep 1
- 1-2.6 Cadillac XLR prep 2
- 1-2.7 Chevrolet Corvette C5 prep 1 or 2
- 1-2.8 Chrysler Sebring Coupe prep 2
- 1-2.9 Chrysler Crossfire prep 2
- 1-2.10 Dodge Stratus Coupe prep 2
- 1-2.11 Ferrari 360 Challenge prep 1
- 1-2.12 Ford Mustang prep 2
- 1-2.13 Honda Accord Coupe prep 2
- 1-2.14 Jaguar XK8R prep 2
- 1-2.15 Lexus IS300 prep 2
- 1-2.16 Lexus SC 430 prep 2
- 1-2.17 Maserati Trofeo Coupe prep 1
- 1-2.18 Mazda RX8 prep 2
- 1-2.19 Mercedes CLK 430 prep 2
- 1-2.20 Mercedes SL prep 2
- 1-2.21 Nissan 350Z prep 1 or 2
- 1-2.22 Pontiac GTO, Grand Prix or Grand Am prep 2
- 1-2.23 Porsche GT3 R, RS (up to model year 2003) prep 1
- 1-2.24 Porsche GT3 Cup 2001-04 prep 1
- 1-2.25 Toyota MR2 prep 2
- 1-2.26 Toyota Celica GTS prep 2
- 1-2.27 Toyota Solara prep 2

SECTION 2 - Detailed Specifications

2-1 Acura NSX (Prep 1)

- 2-1.1 Acura NSX as presented by American Honda.
- 2-1.2 The engine is a 3.4L displacement Acura V-6.

- 2-1.3 Transmission is a Hewland six-speed using sequential shift.
- 2-1.4 Minimum weight is 2500 lbs
- 2-1.5 Maximum allowed engine RPM is 8400.
- 2-1.6 OEM fuel cell location required
- 2-2 Acura 3.2 TL (Prep 2)**
 - 2-2.1 Specifications - TBD.
- 2-3 Audi S4 2WD (Prep 2)**
 - 2-3.1 Specifications - TBD.
- 2-4 Audi TT 2WD (Prep 2)**
 - 2-4.1 Specifications - TBD.
- 2-5 BMW E46 (Prep -1)**
 - 2-5.1 2000-2005 E46
 - 2-5.2 M-3 bodywork allowed.
 - 2-5.3 3.2 liter S54-B32 engine with 11.5:1 compression, minimum weight of piston, rod complete:910 gms.
 - 2-5.4 Camshaft is free.
 - 2-5.5 Any non-sequential transmission allowed .Fabricated bell-housing allowed.
 - 2-5.6 31 12 7 497-498 front control arm, 33 32 2 229 685-686 rear trailing arm, fabricated upper rear and lower track arm allowed. Inner wheel well modification for tire clearance
 - 2-5.7 Prep 2 calipers and 360mm rotors allowed
 - 2-5.8 Minimum weight is 2600 lbs.
- 2-6 Cadillac XLR (Prep 2)**
 - 2-6.1 Stock LS6 engine at 6500 RPM.
 - 2-6.2 Additional specifications - TBD.
- 2-7 Corvette C5 (Prep1 and 2) Corvette C6**
 - 2-7.1 Stock LS6 engine at 6500 RPM. Prep 2 may use OEM engine location.
 - 2-7.2 GM T-2 bodywork allowed.
 - 2-7.3 Prep 1 six-speed transmission, prep 2 five-speed transmission.
 - 2-7.4 Prep 1 maximum rear body width is 76 inches.
 - 2-7.5 Must use original brakes or as allowed in brake section.
 - 2-7.6 Minimum weight is 2700 lbs at maximum body width of 74 inches, or 2800 lbs at maximum body width of 76 inches.
 - 2-7.7 Additional specifications - TBD.
 - 2-7.8 C6 bodywork allowed with 104.5 inch wheel base
- 2-8 Chrysler Sebring Coupe (Prep 2)**
 - 2-8.1 Specifications - TBD.
- 2-9 Chrysler Crossfire (Prep 2)**
 - 2-9.1 Specifications - TBD.
- 2-10 Dodge Stratus Coupe (Prep 2)**
 - 2-10.1 Specifications - TBD.
- 2-11 Ferrari 360 Challenge (Prep 1)**
 - 2-11.1 Stock engine at 8500 RPM.
 - 2-11.2 Headers allowed.
 - 2-11.3 May use alternate front fascia #NGT-SS-360-101.
 - 2-11.4 Must use original brakes or as allowed in brake section.
 - 2-11.5 Minimum weight is 2700 lbs.
 - 2-11.6 Maximum width as produced.
 - 2-11.7 Additional specifications - TBD.
 - 2-11.8 OEM fuel cell location required.
- 2-12 Ford Mustang 2004-2005(Prep 2)**
 - 2-12.1 5.0 Ford Performance "cammer" engine # M-6007-T50EA
 - 2-12.2 5 speed transmission
 - 2-12.3 min weight : 2650
 - 2-12.4 Front spark plug allowed to be 3 inches behind front spindle C/L
- 2-13 Honda Accord Coupe (Prep 2)**
 - 2-13.1 Specifications - TBD.

- 2-14 Jaguar XKR8 (Prep 2)**
 - 2-14.1 Specifications - TBD.
- 2-15 Lexus IS 300 (Prep 2)**
 - 2-15.1 Specifications - TBD.
- 2-16 Lexus SC 430 (Prep 2)**
 - 2-16.1 Specifications - TBD.
- 2-17 Maserati Trofeo Coupe (Prep 1)**
 - 2-17.1 Trofeo Light N-GT as produced by Maserati.
 - 2-17.2 Engine as produced, 11:1 compression.
 - 2-17.3 RPM limit is 7800.
 - 2-17.4 Minimum weight is 2700 lbs.
 - 2-17.5 Must use original calipers or as allowed in brake section.
 - 2-17.6 May use DP transaxle.
 - 2-17.7 Maximum width is 77.375 rear and 75.750 front.
 - 2-17.8 Additional specifications - TBD.
- 2-18 Mazda RX8 (Prep 2)**
 - 2-18.1 20B Cosmo three rotor (Mazda Spec parts).
 - 2-18.2 Six-speed transmission.
 - 2-18.3 Maximum body width is 73.5 inches.
 - 2-18.4 Front tire 245 /645/18
 - 2-18.5 Additional specifications - TBD.
- 2-19 Mercedes CLK 430 (Prep 2)**
 - 2-19.1 Specifications - TBD.
- 2-20 Mercedes SL (Prep 2)**
 - 2-20.1 Specifications - TBD.
- 2-21 Nissan 350 Z (Prep 1 and 2)**
 - 2-21.1 Specifications - TBD.
- 2-22 Pontiac GTO, Grand Prix or Grand Am (Prep 2)**
 - 2-22.1 Engine to be stock LS6 at 6500 RPM.
 - 2-22.2 Minimum weight 2700 lbs.
 - 2-22.3 Five-speed transmission.
 - 2-22.4 Additional specifications - TBD.
- 2-23 Porsche GT3R / RS up to model year 2003 (Prep 1)**
 - 2-23.1 The engine must be a stock unmodified Super Cup engine sealed by PMNA.
 - 2-23.2 Must use Super Cup brakes or as allowed in brake section.
 - 2-23.3 Must use GT3 Cup suspension.
 - 2-23.4 Minimum weight 2600lbs
 - 2-23.5 Maximum body width is 73.5 inches.
 - 2-23.6 OEM fuel cell location required
- 2-24 Porsche GT3 Cup 2001-05 (Prep 1)**
 - 2-24.1 The engine must be a stock unmodified Super Cup engine sealed by PMNA.
 - 2-24.2 Bodywork may be upgraded to GT3R/RS specifications.
 - 2-24.3 Minimum weight 2600 lbs
 - 2-24.4 Must use Super Cup brakes or as allowed in brake section.
 - 2-24.5 Maximum body width is 73.5 inches.
 - 2-24.6 OEM fuel cell location required.
 - 2-24.7 #20.8235.10/20 Brembo front brake caliper allowed.
- 2-25 Toyota MR2 (Prep 2)**
 - 2-25.1 Specifications - TBD.
- 2-26 Toyota Celica GTS (Prep 2)**
 - 2-26.1 Specifications - TBD.
- 2-27 Toyota Solara (Prep 2)**
 - 2-27.1 Specifications - TBD.
- 2-28 Other cars/models submitted will be considered for approval by Grand American.**

SECTION 3 - GENERAL ENGINE REGULATIONS

3-1 Eligibility

- 3-1.1 The eligible engines will be determined, selected and approved by Grand American.
- 3-1.2 Engine specifications will be determined for each engine.
- 3-1.3 To be approved, engines may be required to be submitted to Grand American for testing and analysis.
- 3-1.4 Grand American will specify components and performance levels that must be strictly adhered to.
- 3-1.5 Grand American may approve alternate engines from the manufacturer's production car lines that are not originally fitted to a specific model.

3-2 Engine Location must remain as approved.

- 3-2.1 (Prep 1) The engine may be freely located in the original engine bay as long as no changes to the cockpit dimensions are made. A stress mounted engine installation is not allowed.
- 3-2.2 (Prep 2) The engine must be located in the original engine bay/compartments. Front wheel drive cars may reposition the engine to allow for rear wheel drive installation. Engine may be located so that the foremost spark plug is no farther rearward than the front axle centerline. The foremost spark plug location is defined as the centerline of the access hole in the valve cover or cylinder head casting. One-inch maximum right side offset measured from the front tread centerline is allowed. Minimum nine-inch crankshaft centerline height.

3-3 General Engine Requirements.

- 3-3.1 All engines must be production-based. (Grand American may require changes in bore and stroke or other specifications in some circumstances.) Grand American may approve other engines.
- 3-3.2 Maximum engine RPM, throttle body size/diameter, valve lift and size, and the maximum compression ratio may be specified for each approved engine. Engine air box and inlet air restrictors may also be required.
- 3-3.3 It is mandatory that all major components and parts be for sale to the general public in a regular product offering. Grand American must approve all components/parts prior to use in competition.
- 3-3.4 All approved components/parts and modifications will be specifically listed for each eligible engine. See Engine Eligibility and Approval List.
- 3-3.5 Engines must be normally aspirated. (Exceptions may be listed in detailed specifications.)
- 3-3.6 All component parts must remain per Grand American specifications.
- 3-3.7 Cylinder heads must retain the same number and location of intake and exhaust ports, valves, spark plugs, and camshafts (if used) as the production engine. Valve location, valve size and angles must remain stock as on the approved production heads.
- 3-3.8 Normal blueprint machining may be performed on the engine components. The stock production block and cylinder heads must be used, unless an alternate has been approved. Engine blocks are allowed to be bored to a maximum of .030 over.
- 3-3.9 Unless the engine was originally produced with them, the use of titanium or ceramic engine components is prohibited except for titanium valves and titanium valve spring retainers.
- 3-3.10 The following items may be replaced with aftermarket components - steel crankshaft, steel rods, round aluminum pistons, titanium or steel valves, steel valve springs, camshafts, cam followers **and rocker arms with OEM ratio**, timing chain/cam drive and dry sump oil pump and system. Replacement items must be readily available to all competitors.
- 3-3.11 Crank, rods and pistons must be of OEM weight and dimension.
- 3-3.12 Variable valve timing and variable inlet systems are allowed only if standard on the production engine. Only the stock parts are permitted.
- 3-3.13 Only a direct mechanical linkage between the throttle pedal and the engine throttle control is permitted. Production drive-by-wire systems may be approved for specific models.
- 3-3.14 All lines containing fuel, oil or coolant within the cockpit area must be armored lines.

3-4 Exhaust Systems

- 3-4.1 The exhaust system must exit rearward of the door.
- 3-4.2 Side exhaust exits may be no higher than the top of the rocker panel.
- 3-4.3 Exhaust system must remain within the perimeter of the bodywork as viewed from above.
- 3-4.4 Exhaust outlets must point downward at least a 45-degree angle or be equipped with mufflers. In any case, the exhaust must meet Grand American and local sound limits.
- 3-4.5 Variable exhaust systems are prohibited.
- 3-5 Cylinder Heads** – Must remain as approved.
- 3-6 Camshaft, Valve Lifter, and Rocker Arms** - Must remain as approved.
- 3-7 Intake Manifold** -
 - 3-7.1 The intake system (manifold, and/or throttle body/air box) must remain as approved on the approved engine.
 - 3-7.2 Variable length inlet systems are not allowed unless approved by Grand American.
 - 3-7.3 External coating or painting is not permitted.
- 3-8 Air Cleaner, and Air Intake** -
 - 3-8.1 Air cleaner and filter cannot be removed during practice or competition.
 - 3-8.2 Cowl or ram air induction is only permitted through existing standard air intake areas of the bodywork.
- 3-9 Electrical System** - Must remain as approved.
- 3-10 Radiator** –
 - 3-10.1 The water radiator must remain in the original position. Expansion tank in engine compartment is allowed.

SECTION 4 - CAR BODY REQUIREMENTS

- 4-1 Bodywork - (Prep 1)**
 - 4-1.1 The width of the bodywork across the front and rear wheel arches may be increased symmetrically by a maximum of four inches over the original stock production bodywork by adding a maximum of up to a two-inch extension over the standard wheel arch. The total width of any car modified this way is 74 inches. Vehicles that are wider than 74 inches in standard configuration, may modify the fenders for the fitting of required wheels and tires, but CANNOT exceed the standard configuration width.
 - 4-1.2 Each car must have three and one-half inches minimum ground clearance, and no part of the car may touch the ground when both tires on one side are deflated.
 - 4-1.3 Strengthening of the unibody chassis and bodywork is allowed provided that the material used follows the original shape and is in direct contact with it.
 - 4-1.4 Material used for replacement parts, hood, deck lid, doors, roof, fenders, is free, but where a panel is replaced, it must be attached in a way, which is as strong as the original method.
 - 4-1.5 Bodywork dimensions must remain as approved. Molds for replacement body panels must be made from the standard original panel. They must be a direct replacement for the production part.
 - 4-1.6 Specific mention of original approved dimensions and equipment include, but are not limited to -
 - Chassis/bodywork must retain original height, width, wheelbase, and front and rear overhang.
 - Wing mounting and profile, and the end plates must lay on a single plane in front view (flat).
 - Nose (including splitter) in original configuration must remain as approved.
 - Rocker panels, front and rear bumper, and fender flares must remain as approved.
 - No other underbody aids are allowed.
 - 4-1.7 No additional ducting or aero aids, except as authorized by Grand American.
 - Bodywork - Mounting type is free (screws, dzus, cam-lock). Fasteners must be of the captive type.
 - Nose screening may be extended to cover all openings.
 - Ducting behind the nose in front of and below the front wheel centerline is free.
 - Air jack port location is free.
- 4-2 Bodywork - (Prep 2)**

- 4-2.1 The external shape and recognizable features of the body must not be changed. The roofline, front and rear window angles and shape must remain standard. The original outer unibody may be duplicated in composite material. Bonding of components will be restricted to body panel to body panel, no other bonding of components is permitted. The firewall and cowl may be replaced with a steel (0.035 minimum thickness) welded-in panel of the same dimensions and placement as OEM. No air may pass over, above or around the floor.
- The floor pan from the firewall rearward to the rear of the car and laterally from the inside of the rocker panels and the rear wheel tubs may be modified or replaced. A reference measurement will be included in the specifications of prep 2 cars from the rear of the A pillar weld seam to the rear floor kick-up. The modified or replacement floor must be flat with no ducts or tunnels allowed. The floor pan from the firewall to the rear floor kick-up must be steel (0.035 minimum thickness). The bottom of the floor must be tangent to the bottom of the rocker panels with the weld seam removed.
- The driveshaft tunnel may be enlarged for the passage of the exhaust system, but no more than necessary for the fitting of the system and any insulation used.
- The front frame rails may be modified or replaced for allowed replacement suspension modifications. The minimum replacement frame rail sizes are 2 x 2 x 0.095 for stock car style kick-up frames or 1 3/4 x 1 3/4 x 0.095 for double frame rail cars.
- The rear frame rails may be modified or replaced for allowed replacement transaxles and differentials and for allowed rear suspension modifications. Minimum replacement rear frame rail sizes are 2 x 2 x 0.095 for stock car style kick-up frames or 1 3/4 x 1 3/4 x 0.095 for double frame rail cars.
- Replacement frame rails from the firewall to the rear floor kick-up must be at least 2 x 2 x 0.095 for stock car style frames or 1 3/4 x 1 3/4 x 0.095 for double frame rail cars.
- The rear side of the main roll hoop may be mounted no further rearward than the floor kick-up, perpendicular to the floor or with no more than 10-degree rearward incline. All required tubes of the roll cage must be at least 1 3/4 x 0.095 DOM tubing.
- Stock car frames are defined as having lower frame rails with front frame rails kicked-up and rear rails under-slung or kicked-up with an integrated roll cage.
- Double frame rail cars are defined as having upper and lower frame rails with a roll cage setting on top of the upper frame rail.
- 4-2.2 The width of the bodywork across the front and rear wheel arches may be increased symmetrically by a maximum of four inches over the original stock production bodywork by adding a maximum of up to a two-inch extension over the standard wheel arch. The total width of any car modified this way is 74 inches. Vehicles that are wider than 74 inches in standard configuration, may modify the fenders for the fitting of required wheels and tires, but CANNOT exceed the standard configuration width.
- 4-2.3 These modifications must result in the panel being as close to the original as possible in appearance. (The hood, fenders, doors, and trunk/deck lid must be able to replace a production example and fit properly) The only bodywork permitted is that approved by Grand American. Hood, doors and trunk must hinge as per original location. Doors must retain original door handles and latches.
- 4-2.4 The hood must use at least three hood pins mounted to the chassis or nose frame.
- 4-2.5 There must be at least two rear deck lid pins securing the deck lid.
- 4-2.6 Only the approved front nosepiece is permitted. Only a Grand American-style front under tray with tunnels or a flat bottom is allowed, extending no farther rearward than the leading edge of the front wheel opening on front-engine cars.
- 4-2.7 Front Bumper Nose Box assembly must be solid mounted. Floating nose box is not permitted. Minimum ground clearance is three and one-half inches.
- 4-2.8 Rear bumper/tail light tray area. The rear of the car (taillight panel and bumper) may be vented a maximum of 100 square inches and covered by a maximum 0.250-inch mesh screen. Cars must have at least two original production red brake and taillights with a minimum of one working at all times. No rear under trays are allowed. The trunk floor must surround the fuel cell at the production drop well dimension using steel panels.

- 4-2.9 Right and left outside rear view mirrors are required. The mirror housing must be identical to the production mirror for the make and model.
- 4-2.10 The floor pan, from the engine firewall rearward and laterally from rocker panel to rocker panel, must be the original or a flat replacement with no ducts or tunnels allowed. Floor paneling forward of the engine firewall is not allowed. The floor pan under the driver from the engine firewall to the main hoop must be steel with a minimum thickness of 0.049. All replacement floors must retain original configuration with foot wells and kick ups in their original location. **Passenger floor may be raised no higher than the top of the door sill to accommodate exhaust only.**
- 4-2.11 A fully sealed steel engine firewall with a minimum thickness of 0.035-inch is required and must extend all the way down to the flat floor; no air may pass over/above or around the floor.
- 4-2.12 A fully sealed steel rear firewall with a minimum thickness of 0.035-inch is required separating the driver/passenger compartment from the fuel cell area. Floor to roof bulkheads are not permitted.
- 4-2.13 Interior panel material is free.
- 4-2.14 One NACA duct per side, painted to match the car may be installed anywhere in the bodywork rearward of the door number area.

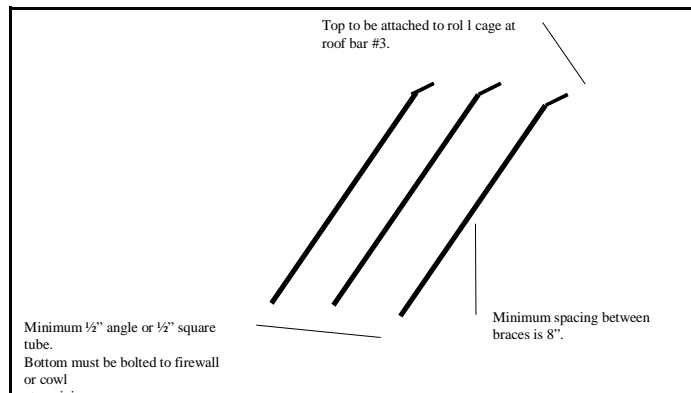
4-3 Dash/Installed Components - Must remain as original or may be replaced with an updated instrument cluster. Gauges are free.

- 4-3.1 The dash pad must be identical to the production dash in shape.
- 4-3.2 Driver seat location must remain on the original longitudinal centerline and no further rearward than the back of the original front seat reclined at 20 degrees.

4-4 Windows -

- 4-4.1 Windshield may be replaced with a standard reproduction at least 0.250 inch thick, of hard-coated polycarbonate. Five safety clips must be installed to retain the windshield.
- 4-4.2 A minimum of three metal reinforced braces inside the windshield are required on all vehicles.

GT Windshield Braces Minimums are as follows:



- 4-4.3 Rear and rear quarter windows may be replaced with a standard reproduction at least 0.125 inch thick polycarbonate. The rear window must be secured on the outside with at least two metal straps 1 inch wide by 0.1875 inch thick.

4-4.4 Door windows are not allowed.

4-5 Floor -

- 4-5.1 Between the front and rear axles the floor must remain as approved - ref. Bodywork - (Prep 2) section.
- 4-5.2 The floor pan must produce a uniform, solid, hard, continuous, rigid (no degree of freedom in relation to the body/chassis unit), impervious surface, under all circumstances.
- 4-5.3 No sprung part of the car is allowed below the floor pan.
- 4-5.4 No air may pass above this surface. Circular openings of not more than four inches in diameter are allowed for the use of air jacks.

- 4-5.5 Flat add-on floor or rear diffuser are not allowed.
- 4-6 Rear Wing** - A single-element Grand American-spec rear wing is required. A maximum 0.75-inch wicker and 12-inch long X six-inch high maximum endplates are allowed. The end plates must lay on a single plane (flat) in front view. The exclusive spec wing supplier is Crawford Composites. Contact Crawford Composites, 3501 Denver Drive, Denver, NC 28037, (704) 483-8726.
- 4-6.1 Endplates must be at least two inches from the body and the wing mounts must be at least 12 inches in from each end of the wing.
- 4-6.2 Complete wing/endplates height must be a minimum of two inches below the roof, unless otherwise specified.
- 4-6.3 The complete wing must not exceed the rear-most perimeter of the bodywork when viewed from above.
- 4-6.4 All Rolex GT cars must use the Crawford wing in its as delivered form .Painting and or covering is not permitted. Removable die cut vinyl sponsorship decals may be applied per the approval of Grand American tech inspection
- 4-7 Front Splitter/Air Dam** -
- 4-7.1 The stock front **unmodified** valance/fascia must be used .A horizontal splitter may be added to the front of the car to a maximum of two inches forward of the car as viewed from above
- 4-8 Air Inlets**
- 4-8.1 Air inlets must have a single, precise function of cooling or ventilation. They must not protrude beyond the outline of the car when viewed from above, and not extend beyond the surface of the bodywork. Snorkel-type air intakes are not allowed .Only the production holes in bodywork may be used for inlets, unless otherwise stated. Headlight holes may not be used as air inlets.
- 4-9 Lighting** –
- 4-9.1 When lighting is required, OEM or direct aftermarket replacement headlights must be utilized.
- 4-9.2 When lighting is not required, headlights may be replaced with a panel of the exact shape and contour of the original and have decals installed that replicate the OEM lights.
- 4-9.3 Modifications required to fit additional lighting are allowed. All other auxiliary lights must be located within the bodywork.

SECTION 5 - DRIVE TRAIN

- 5-1 Drive Train (Prep 1)**
- 5-1.1 Drive train must remain original in type, mounting and location.
- 5-1.2 Mechanical sequential gear change is not allowed unless otherwise listed in model specifications.
- 5-1.3 The gearbox may have a maximum of six forward ratios (or as specified in detailed regulations) and a reverse gear.
- 5-1.4 Gearbox ratios are free. The original cases (or approved alternate), mounting, location, and the shifting mechanism must be maintained.
- 5-2 Drive Train (Prep 2)**
- 5-2.1 Grand American GT front-engine cars may have either an approved Daytona Prototype transaxle or a conventional transmission in the standard mounting location with a standard differential.
- 5-2.2 Grand American will specify the manufacturers and approved models of transaxles. The transaxles will have a maximum of six forward speeds (mechanical sequential gear change is allowed) and one reverse gear; using straight cut gear, dog ring-style design. The transaxle case(s) must be cast or billet aluminum. The transaxle must be of the longitudinal design, using only two shafts, input to layshaft and mainshaft to the pinion. Only one non-adjustable, non-ramp type, limited-slip clutch plate-type differential is allowed. Gear change ratios are free. No suspension mounting points are allowed on/to the transaxle case(s). All transaxle units must include a Grand American approved transaxle/suspension mounting plate.
- 5-2.3 A current list of approved transaxle suppliers is available from Grand American at (386) 947-6681 or online at www.grandamerican.com.

- 5-3 Clutch/Flywheel –**
 - 5-3.1 Flywheel must be steel. Clutch may be a heavy-duty multiple-disc type, using three or more metallic discs with a minimum diameter of 5.5 inches.
 - 5-3.2 Carbon clutches are not permitted.
 - 5-3.3 Clutch pressure plate and flywheel must mount directly to the engine.
- 5-4 Maximum forward gears –**
 - 5-4.1 A maximum of five forward gears are allowed for cars with engines 5.0L and over. A maximum of six forward gears are allowed for cars with engines under 5.0L.
- 5-5 Bell housing/Adapter Plate –**
 - 5-5.1 The engine to transaxle adapter plate must be made of steel or aluminum and must be approved by Grand American.
- 5-6 Prop/Drive Shaft -**
 - 5-6.1 Drive shaft must be steel or aluminum.
 - 5-6.2 It is mandatory that two 360° steel loops be placed around the drive shaft.

SECTION 6 - WHEELS AND TIRES

- 6-1** The official tire supplier for 2005 is Hoosier. The tires must be used as sold at the track by Hoosier. No other tire may be used. Contact Hoosier racing Tire 574-784-3152.
- 6-2** Tire sizes:
 - 6-2.1 **Rear or mid engine cars** under 4.9 liter will use 245/645R18 fronts and 295/660R18 rears.
 - 6-2.2 **Front engine cars under 4.9 liters will use 295/660R18 fronts and 295/660R18 or 295/675R18 rears.**
 - 6-2.3 Cars over 4.9 liter will use 295/660R18 fronts and 295/660R18 or 295/675R18 rears.
 - 6-2.4 Wet tires sizes: 245/645R18, 275/660R18 and 295/675R18.
- 6-3** Wheels - All four wheels must be 18-inch diameter.
 - 6-3.1 Carbon fiber and wide-five wheels are not permitted.
 - 6-3.2 Wheel fans are not permitted.
 - 6-3.3 Centerlock wheels are not permitted.

SECTION 7 - SUSPENSION AND STEERING

- 7-1 Suspension - (Prep 1)**
 - 7-1.1 The type, number of mounting points, components, and uprights in the suspension must remain as approved. Springs are free (maximum of four) provided they are the original type. The springing medium must not consist solely of bolts located through flexible bushings or mountings. There must be movement of the wheels to give suspension travel in excess of any flexibility in the attachments.
 - 7-1.2 All suspension components, with the exception of parts specifically mentioned must be original equipment **for the approved model** supplied by the manufacturer or homologated per Grand American approval.
 - 7-1.3 The position of the suspension mounting points on the chassis may be moved or changed by not more than one inch, while respecting the number and the original type of the suspension.
 - 7-1.4 Rubber joints may be replaced with uniball joints.
 - 7-1.5 Shock Absorbers – Any shock absorber maximum three-way adjustment with one remote canister is permitted. Cross-connected shocks are not allowed.
 - 7-1.6 Driver adjustable front and rear anti-roll bars are allowed.
 - 7-1.7 Driver, electronic or hydraulic adjustments of springs and shock absorbers are not allowed.
 - 7-1.8 No metallic or compressible fluids are allowed.
 - 7-1.9 Suspension Parts –
 - All suspension parts must be made from homogeneous metallic materials, unless otherwise supplied as OEM.
 - Chromium plating of steel suspension parts is not allowed.
 - 7-1.10 Steering –

All steering components (except the steering ratio and tie rod ends) must be original equipment supplied by the manufacturer. These parts may be strengthened provided the original part can still be identified.

7-2 Suspension (Prep 2)

- 7-2.1 Suspension may be four-wheel independent design, with only one spring and one shock absorber per wheel allowed. Front-engine cars may use a "live axle" rear end housing with a three or four-link suspension attachment and a watts-link or panhard bar for axle centering. The spring must be on the shock absorber (coil-over style). Active Suspension is not permitted. All cars may use the production hub/bearing carrier/stub-axle. If replaced, the front suspension upright/spindle must be one-piece, fabricated, welded or forged steel upright and must either be Stock Car Products (SCP) Grand National style GN90F-96F or its exact replica. Five bolt steel or aluminum hubs are required. Hub must be comparable to Hoerr Racing Products GN 5x5-102-5GN.
- 7-2.2 Front Suspension - only basic coil-over, double wishbone type permitted. All suspension pick-up points must be incorporated in the chassis framework. Upper Control arm must be 8.25" to 10.5" in length, fabricated steel. Control arm must use screw-in or bolt-in automotive style ball joints. Control arm must either be AFco part number 19006-19013 or P/N 20002 to 20010-1 or its exact replica. Suspension must be of "outboard design". Push rod/pull rod, bell cranks or remote coil-over shocks are not permitted. Stressed engines are not permitted.
- 7-2.3 Rear Suspension - All rear suspension and coil-over mounting/pickup points must be to the main chassis framework, the engine bell housing/adaptor plate, and/or the transaxle/suspension mounting plate. No suspension mounting points are allowed on/to the transaxle case. Push rod/pull rod, bell cranks or remote coil-over shocks are not permitted.
- 7-2.4 Shock Absorbers - Any shock absorber maximum three-way adjustment with one remote canister is permitted. Cross-connected shocks are not allowed.
- 7-2.5 Driver adjustable front and rear anti-roll bars are allowed.
- 7-2.6 Driver, electronic or hydraulic adjustments of springs and shock absorbers are not allowed.
- 7-2.7 Materials - Suspension members (A-frames, uprights, hubs) must be made from magnetic steel material. Front A-frames (wishbones) must be of an anti-intrusion design.
- 7-2.8 Minimum ground clearance permitted (body, frame, transmission, anything) is three and one half inches. Steering Components – Only front steering is allowed. Rack and pinion only, no bell cranks, only one tie rod per side from the spindle steering arm to the steering rack.
- 7-2.9 Lower control arm, steering arms and sway bars are free.

SECTION 8 - BRAKES

8-1 Brake Rotors

- 8-1.1 Only magnetic cast iron or cast steel rotors.
- 8-1.2 Maximum rotor diameter:
 - Prep 1 - OEM diameter
 - Prep 2 - 330 mm

8-2 Brake Calipers –

- 8-2.1 Only one two-piece (split into two halves) brake caliper of aluminum alloy, with a maximum of four pistons and two pads per wheel is permitted. Maximum caliper stack width is 78mm.
- 8-2.2 Titanium pistons are allowed in brake calipers.
- 8-2.3 The brake pedal must operate all four wheels through a dual master cylinder system.
- 8-2.4 Anti-lock/ABS brakes are prohibited on prep 2 cars. Factory installed ABS allowed on prep 1 cars.
- 8-2.5 Traction control that interfaces with or affects the braking system is prohibited.

- 8-2.6 **Prep 1 cars may use prep 2 brakes.**
- 8-3 Brake Master Cylinders**
- 8-3.1 Master Cylinders are free on prep 2 cars.

SECTION 9 - FUEL SYSTEM

- 9-1 Fuel Tanks -**
- 9-1.1 The fuel cell must be located within 26.5 inches of the longitudinal centerline of the car. It is recommended that the fuel cell be mounted above and/or behind the rear axle assembly. All other installations require advance approval by Grand American.
- 9-1.2 The fuel cell(s) must be separated from the driver and engine compartment by a metal firewall. Floor to ceiling bulkheads are not permitted unless in original configuration.
- 9-1.3 Prep 1 cars may retain stock fuel cell and filler location.
- 9-2 Fittings and Piping -**
- 9-2.1 All fittings in the rubber fuel cell bladder (including air vents, inlets, outlets, tank fillers, inter-tank connectors and access openings) must be metal fittings bonded into the bladder.
- 9-2.2 Fuel, cooling water or oil lines that pass through the cockpit must be shielded hose with bulkhead fittings.
- 9-2.3 No hydraulic fluid lines may have quick connectors inside the cockpit.
- 9-3 Fuel Tank Fillers -**
- 9-3.1 The tank filler and vent must not protrude beyond the bodywork. The filler/vent must be situated in the rear deck lid as far rearward as possible.
- 9-3.2 Fuel Capacity - The maximum fuel capacity is 22 gallons. Three bolts must be drilled that fasten the fuel cell top cover for sealing purposes.
- 9-3.3 Grand American reserves the right to adjust fuel capacity.

SECTION 10 - WEIGHT

- 10-1 Maximum permitted rear weight percentage** for front-engine cars, without fuel and driver, race ready is 51%.