

# 2017

**Trans Am**

PRESENTED BY



**RULE BOOK**



## RELEASES

VERSION	DATE	NOTES
WC-01	1/15/17	Initial 2017 release

The rules and regulations set forth herein are intended to assist in the orderly conduct of race events and to further participant and spectator safety. This is a guide and in no way a guarantee against injury or death to participants, spectators, or others. No expressed or implied warranties of safety or fitness for a particular purpose shall be intended or result from publication or compliance with these rules. All event participants compete at their own risk.

The rules and regulations presented in this Rule Book are intended to create a performance balance for entrants within each of the Trans Am classes. However, Trans Am does not guarantee the competitiveness of any listed vehicle.

This Trans Am Rule Book, complete with updates from current season General Rule Bulletins (GRB's) and Technical Rule Bulletins (TRB's), is available on the Trans Am website. ([www.gotransam.com](http://www.gotransam.com))

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**Trans Am Race Company, LLC**

PO Box 560561

Miami, FL 33256-0561

Trans Am website: [www.gotransam.com](http://www.gotransam.com)

Office Phone: 305-259-2959

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## INTRODUCTION

The Trans Am Championship, Presented by Pirelli is a SCCA Pro Racing, Ltd. Sanctioned Professional Racing Series. Each of the series sanctioned by SCCA Pro Racing have regulations specific to that particular series and supplementary regulations are written to be in conformity with the Rule Book of that Series. The Rule Book shall be applied in a reasonable and logical manner. It shall not be given strained, or tortured interpretations.

The Rule Book is a permissive document. Unless an item is specifically authorized by this Rule Book, it shall be considered forbidden. References to this online Rule Book are published on the Trans Am website as well as “General Rule Bulletins” “General Advisories” “Technical Rule Bulletins”, “Technical Advisories”, “Crew Chief Technical Notes”, “Chief Steward Briefing Notes”, “Supplementary Regulations”, and other materials as appropriate and designated by Trans Am Race Company.

As of January first of each year, the Trans Am Championship, Presented by Pirelli Rule Book for that year shall supersede all versions from previous years including all General, Technical, and Participant Bulletins.

The masculine pronouns ‘he,’ ‘him,’ or ‘his’ will be used generically, without actual reference to gender. The word “may”, when used, gives the option of doing something. The words “shall” and “must”, when used, require that it be done. The word “and”, when used, means that more than one listed item may be performed, used, etc. The word “or”, when used, means that one listed item may be performed, used, etc. The word combination “and/or”, when used, means that any or all of the listed items may be performed, used, etc.

For automotive technical words or terms, the definition found at [automotivedictionary.org](http://automotivedictionary.org) will be used. For general technical words or terms, the definition found at [merriam-webster.com](http://merriam-webster.com) will be used. No Glossary is presented in the Rule Book.

The 2017 Trans Am Rule Book contains changes from the final 2016 rules. No color change is used to indicate these rules. Please review all of the General Rule Articles (1-11), and the Technical Rule Articles (12-17) that apply to the class in which you participate.

If changes are made after the initial rule book release on 1/15/17, General Rule Bulletins (GRB's) or Technical Rule Bulletins (TRB's) will be published. Also a new rule book release will be published and posted on the [gotransam.com](http://gotransam.com) website. All rule changes made during the season will be shown in **red**.

Race events are conducted under this Rule Book and regulations issued for The Trans Am Championship, Presented by Pirelli unless otherwise specified. Some events may be conducted under the FIA Sporting Code. The Trans Am Race Company reserves the right to disallow any part, change/modify any specification, and/or change/modify any rule or regulation when/if it is deemed necessary at its sole discretion. The Rule Book shall not constitute an expressed or implied warranty of safety or fitness for a particular purpose. All event participants assume all risks of any nature associated with their presence at and/or participation in an SCCA Pro Racing sanctioned event, or activity.

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# SECTION 1: GENERAL REGULATIONS

## ARTICLE 1: ADMINISTRATOR AND SANCTIONING AUTHORITY

### **1.1: SANCTIONING AUTHORITY**

The Trans Am Championship, Presented by Pirelli events are sanctioned by SCCA Pro Racing, LTD (SCCA Pro Racing) a wholly owned subsidiary of Sports Car Club of America, Inc. (SCCA). SCCA Pro Racing, as the sanctioning body, hold “representative rights”.

### **1.2: AUTHORITY**

At Series events, the The Trans Am Championship, Presented by Pirelli Chief Steward (CHIEF STEWARD) has authority for the conduct of all aspects of the event; with all other Race Series Officials reporting to him. Race Series Officials have authority for the management and administration of the Trans Am Race Series.

### **1.3: KNOWLEDGE OF AND SUBMISSION TO RULES**

Every person, entity, group of persons, region of the SCCA, or organizer who applies for, and is granted an SCCA Pro Racing sanction to conduct an event, and any person who receives a The Trans Am Championship, Presented by Pirelli license/ credential, warrants that:

**1.3.1:** He is acquainted with this Rule Book.

**1.3.2:** He agrees without reservation to abide by this Rule Book.

**1.3.3:** He renounces the right to have legal recourse, except with the written consent of SCCA Pro Racing, to any arbitrator, or tribunal, not provided for in this Rule Book.

### **1.4: FINALITY OF INTERPRETATION AND APPLICATION**

Trans Am Race Company and Series Officials shall make the interpretation, and application of this Rule Book. Their decisions shall be final and binding. In order to promote the sport of automotive competition, to achieve prompt finality in competition results, and in consideration of the numerous benefits to them, all participants and entrants, (including competitors and Series Officials) expressly agree that:

- Determinations by Series Officials are non-litigable;
- They will not initiate or maintain litigation of any kind against Trans Am Race Company, SCCA, SCCA Pro Racing, or anyone acting on behalf of these entities to reverse, or modify, such determinations, or to seek to recover damages, or other relief allegedly incurred, or required, as a result of such determination and;
- If a participant, entrant, competitor, or official initiates, or maintains, litigation in violation of this provision, that individual or entity agrees to reimburse Trans Am Race Company, SCCA, and/or SCCA Pro Racing, for all costs of such litigation, including travel expenses, and attorneys’ fees. Competitors, or Series Officials, involved in such litigation will have all SCCA Pro Racing privileges suspended until litigation is complete.

**1.4.1:** Trans Am Race Company reserves the right, in its reasonable discretion, to amend, or modify, this Rule Book at any time (with regard to both series regulations and event supplementary regulations) via Supplementary Regulations, General Rule Bulletins, Technical Rule Bulletins, or Pro Racing Memos and other materials.

**1.4.2:** The English text of these regulations will be used should any dispute arise regarding their interpretation. The final authority shall be the current online version of this text, plus bulletins, memos and supplementary regulations.



## **ARTICLE 2: SERIES OFFICIALS**

### **2.1: STAFF POSITIONS**

The Staff, whose duty it shall be to direct the control of the event may include (but are not limited to):

- President, Trans Am Race Company
- Chief Steward
- Operating Steward
- Driver Development Manager
- Technical Director
- Technical Services Director
- TA2 Technical Director
- TA3/TA4 Technical Manager
- Pit Lane and Technical Officials
- Chief Registrar
- Series Timekeeper
- Press Officer
- Judges

### **2.2: OVERALL RESPONSIBILITIES**

They shall be termed "Series Officials" and may have assistants also termed "Series Officials" to whom any of their duties may be delegated. No Official shall have a conflict of interest arising from direct involvement or connection with the organizers, sponsors of an event, entrant or driver taking part without the consent of the Trans Am Race Company President, as this may affect his ability to impartially perform his duties. In addition, no Official shall compete in any The Trans Am Championship, Presented by Pirelli competition.

**2.2.1:** Every Official shall endeavor to conduct himself according to the highest standards of behavior. Failure to do so may result in loss of Official appointment for the event, or penalty, as determined by Trans Am Race Company.

**2.2.2:** Series Officials whose actions are deemed by Trans Am Race Company to be against the best interests of The Trans Am Championship, Presented by Pirelli, may not be permitted to participate in future Trans Am events and/or other sanctioned SCCA Pro Racing events.

### **2.3: CHIEF STEWARD**

The CHIEF STEWARD shall be the executive responsible for the general conduct of all aspects of competitions at any event for which he has been assigned. He shall ensure that all provisions of this Rule Book (and, where sanctioned, the FIA Code) are conformed to. He may use all informational resources available to him to ensure that this Rule Book is adhered to. These resources include, but are not limited to; data collected from the vehicles, video, photography, verbal and/or written reports from Series Officials, Marshals, etc. The CHIEF STEWARD may appoint assistants and designees as needed.

### **2.4: OPERATING STEWARD**

The 'Operating Steward' – i) - Executes the program of competition and other activities by directing the Drivers and their cars, Officials and their assistants, and other participants; ii) – Responsible for conducting the event in accordance with the official program; iii) – Determines, in consultation with the Chief Steward, whether conditions are safe to continue the event.

## **2.5: DRIVER DEVELOPMENT MANAGER**

The DRIVER DEVELOPMENT MANAGER (DDM) is responsible for the orientation into the Trans Am Championship, Presented by Pirelli for those 'Provisionally Licensed Drivers' who are entering and participating in the Series for their first season. The DDM will observe and meet with those drivers and conduct mandatory 'New Driver' sessions. He will also provide coaching and feedback to assist them in achieving the next level as a 'Regular Licensed Series Driver' - dependent the DDM's approval. He will also work with 'Regular Licensed Series Drivers' who are seeking feedback and support on improving their skills upon a driver's request; at the DDM's initiative; or, at the request of the CHIEF STEWARD.

## **2.6: TECHNICAL DIRECTOR**

**2.6.1:** Oversees the Trans Am Championship, Presented by Pirelli Technical Department and all technical officials at events.

**2.6.2:** Ensures that all entries have completed the Annual Vehicle Inspection, and the Annual Driver Safety Gear Inspection before being allowed to compete.

**2.6.3:** Designates pit lane assignments for teams and Trans Am officials.

**2.6.4:** Oversees the voluntary technical inspection of TA class cars.

**2.6.5:** Conducts post-qualification and post-race technical inspection of TA class cars.

**2.6.6:** May order the inspection and disassembly of any entered TA car at any time or location of their choosing to ascertain its conformance with this Rule Book.

**2.6.7:** Decisions are non-protestable, and the TECHNICAL DIRECTOR has the authority to amend and/or add to the TA technical rules, and to make adjustments to car specifications at any time, if deemed necessary. All teams at the track will be notified of any changes made at the track by written bulletin when possible.

**2.6.8:** Shall advise both the team and the CHIEF STEWARD, in writing, if a car has been found to be non-compliant; including details of the determination, witness statements if applicable, description of physical evidence, and what action must be taken to correct, or negate, the noncompliant item so that the car may compete. Additionally, the TECHNICAL DIRECTOR may request of the CHIEF STEWARD an appropriate penalty be assessed for the infraction.

**2.6.9:** The TECHNICAL DIRECTOR will use all informational resources available to ensure that all TA vehicles are in compliance with this Rule Book and VTS sheet(s). These resources include, but are not limited to: data collected from the vehicles, video, photography, verbal and/or written reports from Series Officials, Marshals, etc.

## **2.7: TECHNICAL SERVICES DIRECTOR**

**2.7.1:** Coordinates The Trans Am Championship, Presented by Pirelli Technical Department operation between events.

**2.7.2:** Serves as initial point of contact for competitors, suppliers, officials, and series management, for all technical matters.

**2.7.3:** Publish and maintain The Trans Am Championship, Presented by Pirelli Rule Book, and coordinate rule revisions.

**2.7.4:** Publish Technical Bulletins and Technical Advisories

**2.7.5:** Conduct technical research and evaluations.

## **2.8: TA2 TECHNICAL DIRECTOR**

**2.8.1:** Oversees the voluntary technical inspection of TA2 class cars.

**2.8.2:** Conducts post-qualification and post-race technical inspection of TA2 class cars.

**2.8.3:** May order the inspection and disassembly of any entered TA2 car at any time or location of their choosing to ascertain its conformance with this Rule Book.

**2.8.4:** Decisions are non-protetable, and the TA2 TECHNICAL DIRECTOR has the authority to amend and/or add to the technical rules, and to make adjustments to car specifications at any time, if deemed necessary. All teams at the track will be notified of any changes made at the track by written bulletin when possible.

**2.8.5:** Shall advise both the team and the CHIEF STEWARD, in writing, if a car has been found to be non-compliant; including details of the determination, witness statements if applicable, description of physical evidence, and what action must be taken to correct, or negate, the noncompliant item so that the car may compete. Additionally, the TA2 TECHNICAL DIRECTOR may request of the CHIEF STEWARD an appropriate penalty be assessed for the infraction.

**2.8.6:** The TA2 TECHNICAL DIRECTOR will use all informational resources available to ensure that vehicles are in compliance with this Rule Book. These resources include, but are not limited to: data collected from the vehicles, video, photography, verbal and/or written reports from Series Officials, Marshals, etc.

## **2.9: TA3/TA4 TECHNICAL MANAGER**

**2.9.1:** Oversees the voluntary technical inspection of TA3/TA4 class cars.

**2.9.2:** Conducts post-qualification and post-race technical inspection of TA3/TA4 class cars.

**2.9.3:** May order the inspection and disassembly of any entered TA3/TA4 car at any time or location of their choosing to ascertain its conformance with this Rule Book.

**2.9.4:** Decisions are non-protetable, and the TA3/TA4 TECHNICAL MANAGER has the authority to amend and/or add to the technical rules, and to make adjustments to car specifications at any time, if deemed necessary. All teams at the track will be notified of any changes made at the track by written bulletin when possible.

**2.9.5:** Shall advise both the team and the CHIEF STEWARD, in writing, if a car has been found to be non-compliant; including details of the determination, witness statements if applicable, description of physical evidence, and what action must be taken to correct, or negate, the noncompliant item so that the car may compete. Additionally, the TA3/TA4 TECHNICAL MANAGER may request of the CHIEF STEWARD an appropriate penalty be assessed for the infraction.

**2.9.6:** The TA3/TA4 TECHNICAL MANAGER will use all informational resources available to ensure that vehicles are in compliance with this Rule Book and VTS sheet(s). These resources include, but are not limited to: data collected from the vehicles, video, photography, verbal and/or written reports from Series Officials, Marshals, etc.

## **2.10: PIT LANE AND TECHNICAL OFFICIALS**

**2.10.1:** On pit lane, communicate with teams, other officials, and Race Control, and enforce pit lane rules for teams in assigned areas.

**2.10.2:** Perform technical inspection duties to include working in the following areas:

- Annual Vehicle Inspections
- Annual Driver Safety Gear Inspection
- Annual Driver Egress Test
- Tire marking
- Voluntary technical inspection
- Post-qualification and post-race impound and inspection
- Gridding cars
- Data acquisition
- Video acquisition

## **2.11: CHIEF REGISTRAR**

**2.11.1:** Execute the number registration process outlined in Article 4.10.

**2.11.2:** Collect and process all vehicle registrations, vehicle declarations, and event entries. An entry list shall be produced and revised on a timely basis for each event.

**2.11.3:** Collect and process all competition license applications, and supporting paperwork enabling a qualified driver to compete in the series.

**2.11.4:** Credential all drivers, crew members, series officials, and corporate partners as well as the series guests at each event.

**2.11.5:** Other duties as assigned.

## **2.12: SERIES TIMEKEEPER**

**2.12.1:** Furnish and distribute results of all sessions.

**2.12.2:** Maintain records of official times, lap and qualifying records, lap charts, and race results for all events.

**2.12.3:** Maintain up-to-date records of official points immediately after each event and provide a copy to the President of The Trans Am Championship, Presented by Pirelli for audit.

**2.12.4:** Compile and distribute official qualifying and race results (after notification that all protests are completed and that technical impound is clear).

**2.12.5:** No grids or results will be considered official unless electronically generated by the SERIES TIMEKEEPER and approved by the CHIEF STEWARD.

**2.12.6:** The SERIES TIMEKEEPER shall give a copy of all requested scoring information to the TECHNICAL DIRECTOR to aid with competition analysis.

**2.12.7:** Maintain direct and uninterrupted communication with the CHIEF STEWARD whenever cars are on course.

**2.12.8:** Keep all computer equipment up to date and backed up in case of emergency.

## **2.13: PRESS OFFICER**

**2.13.1:** The Trans Am Championship, Presented by Pirelli PRESS OFFICER shall be responsible for coordinating, with appropriate activities, all pre-race, race, and post-race press, media, and track publicity activities at The Trans Am Championship, Presented by Pirelli events.

**2.13.2:** He shall advise Series Officials on press information, and act as liaison with the track and promoter press director.

**2.13.3:** He shall issue all press notices, and schedule all press conferences, regarding any aspect of The Trans Am Championship, Presented by Pirelli activities regarding the event.

## **2.14: JUDGES**

The CHIEF STEWARD may appoint start judges, or other judges of fact, as required by The Trans Am Championship, Presented by Pirelli or event. Decisions of judges may not be protested.

## **ARTICLE 3: ADMINISTRATION OF EVENTS**

### **3.1: ORGANIZATION OF EVENTS**

Each Trans Am Race event is organized by Trans Am Race Company under sanction rights granted by SCCA Pro Racing.

### **3.2: REQUIRED APPROVAL FOR EVENTS**

The name, or emblem, of The Trans Am Championship, Presented by Pirelli and/or SCCA Pro Racing shall be associated only with events sanctioned by SCCA Pro Racing. Organizers shall not distribute entry forms, or supplementary regulations, for a The Trans Am Championship, Presented by Pirelli Event prior to obtaining an SCCA Pro Racing sanction number for that event.

### **3.3: INSURANCE REQUIREMENTS**

All The Trans Am Championship, Presented by Pirelli events are insured by SCCA Event Liability and Participant Accident Coverage insurance.

### **3.4: MINIMUM REQUIREMENTS: EMERGENCY AND MEDICAL**

The following minimum requirements shall be in effect at all times when a session, at speed on the racing surface, is in progress or else the event may be halted immediately.

**3.4.1:** Medical and fire equipment as specified in the Sanction Agreement.

**3.4.2:** A pre-arranged plan to cope with major emergencies.

### **3.5: FIA LISTED EVENTS**

SCCA Pro Racing has been delegated the authority to grant sanctions for events listed on the FIA International Calendar. These events shall be organized and conducted according to this Rule Book and the International Sporting Code.

**3.5.1:** Each year the FIA shall approve a calendar of Full International competitions open to holders of FIA Entrant's and Driver's licenses issued by an ASN, and shall designate various series of these Full International competitions counting toward international championships for drivers, manufacturers, hill climbs, etc., and shall designate the classes and categories of automobiles eligible to compete in these championships. In those Full International competitions which do not count toward championships, the organizers may designate which classes and categories of automobiles are eligible to compete.

**3.5.2:** ACCUS shall annually approve a calendar of International FIA competitions. These events shall be open to any holders of FIA Entrant's and Driver's Licenses issued by any ASN except that those whose names are inscribed on the FIA list of Classified Drivers are excluded unless they hold appropriate licenses issued by an ACCUS member club. Organizers may designate which classes and categories of automobiles are eligible.

### **3.6: THE TRANS AM CHAMPIONSHIP, PRESENTED BY PIRELLI -- EVENTS**

The Trans Am Championship, Presented by Pirelli shall approve an annual calendar of events, each to be sanctioned by SCCA Pro Racing. These will be open to participants holding current, valid The Trans Am Championship, Presented by Pirelli licenses, or FIA Licenses. Except for FIA-listed events, these events will be governed solely by this Rule Book.

### **3.7: THE TRANS AM CHAMPIONSHIP, PRESENTED BY PIRELLI -- CLASSES**

Trans Am (TA), Trans Am 2 (TA2), Trans Am 3 (TA3), and Trans Am 4 (TA4) are the four designations authorized in The Trans Am Championship, Presented by Pirelli which reserves the right of running classes together or individually during any session.

**3.7.1:** In cases of contradiction in rules, Class Specific Articles have precedence over all other Articles.

### **3.8: POSTPONEMENT, ABANDONMENT, AND/OR CANCELLATION**

An event, or a competition, forming part of an event shall not be postponed, abandoned/canceled, or rescheduled unless:

**3.8.1:** Provision for doing so is made in the Supplementary Regulations.

**3.8.2:** The CHIEF STEWARD has ordered a postponement for reasons of safety, or forces, beyond his control.

**3.8.3:** The CHIEF STEWARD(s) involved shall have determined that there is no other acceptable alternative, and only after making every effort to review the situation with The Trans Am Championship, Presented by Pirelli President/SCCA Pro Racing President, or immediate staff.

**3.8.4:** If an entire event is canceled prior to its commencement, The Trans Am Championship, Presented by Pirelli and/or SCCA Pro Racing will make every effort to notify all parties concerned, but accepts NO responsibility for such cancellation, or failure to notify.

### **3.9: COURSES**

The selection of any course for a competition shall be subject to the approval of SCCA Pro Racing. Specifically, SCCA Pro Racing may:

**3.9.1:** Limit a course as to the classification of event to be sanctioned there.

**3.9.2:** Restrict the number of automobiles, which may be started simultaneously, or in total.

**3.9.3:** Restrict the number of entries which may be accepted for an event.

**3.9.4:** Restrict the course to certain classes and categories of automobiles.

**3.9.5:** Restrict the course to certain grades of drivers.

**3.9.6:** Disapprove the course for all SCCA Pro Racing sanctioned events.

### **3.10: MEASUREMENT OF COURSES**

The official length of a course shall be measured along the center line of the road.

## **ARTICLE 4: CONDUCT OF EVENTS**

### **4.1: REGISTRATION REQUIRED**

A car/driver combination must be registered prior to the first official practice session of that event. No entries will be accepted following qualifying without the approval of Trans Am Race Company. Driver changes must be submitted to the CHIEF REGISTRAR one hour prior to the scheduled opening of pre-grid for the session of the change.

### **4.2: PARTICIPANT LICENSE/CREDENTIAL AND SCCA MEMBERSHIP**

All drivers and crew members, with access to the pits, must be 18 years of age or older\*, be a current SCCA member, pay the fees associated, have a signed & notarized Annual Waiver and email a photo in .jpg format to the CHIEF REGISTRAR at [registration@gotransam.com](mailto:registration@gotransam.com) in order to procure a year-long credential. Current SCCA members may crew at one SCCA Pro Racing event, per season, using their SCCA membership and will be assigned an event-only credential. After that one event, a Trans Am Championship, Presented by Pirelli annual credential must be purchased. Any Participant (Driver or Crew) credentials remain the property of The Trans Am Championship, Presented by Pirelli and may be revoked at any time for non-compliance with this Rulebook.

*\*15-17 year old individuals may be issued a Minor Driver License (see 4.3.2) or a Minor Crew License with permission from the SCCA Pro Racing Office and after a notarized minor waiver is received; signed by both parents. A Minor Crew License cannot be issued at any event.*

**4.2.1:** All persons must sign the SCCA Pro Racing Release and Waiver Agreement (waiver) prior to receipt of credentials (passes).

### **4.3: TRANS AM DRIVER LICENSE REQUIREMENTS**

A Trans Am Driver License is only available through the sanctioning body of SCCA Pro Racing. Each Trans Am driver must hold a Trans Am license to compete.

**4.3.1:** Requirements for The Trans Am Championship, Presented by Pirelli Driver License and Renewal

- SCCA Pro Racing Driver License application completed in full, with “Trans Am Series” as the license designation.
- Current membership in SCCA.
- Driver should have competed in a SCCA Pro Series sanctioned event or equivalent, in the past 12 months prior to application, or a resume of experience.
- One headshot photo in .jpg format emailed to [registration@gotransam.com](mailto:registration@gotransam.com)
- All sanctioned SCCA Pro Racing licenses are valid for one calendar year, January to December.
- A physical examination is required of each competitor applying for a Trans Am Championship, Presented by Pirelli license, in the following manner:
  - Every five years for those 15-39 years of age
  - Every three years for those 40-49 years of age
  - Every two years for those 50-69 years of age
  - Every year for those 70 years of age and older

**NOTE:** *The physical examination, regardless of age, must be resubmitted if the license is allowed to lapse.*

**NOTE:** *A physical examination is required annually of each competitor applying for an FIA driver license.*

**4.3.2:** Drivers under the age of 18 may be licensed on a case-by-case basis. 15-year-old drivers wishing to participate in any Trans Am Championship, Presented by Pirelli event shall submit a complete racing resume and an acceptable letter of recommendation from another racing series, driving school or other acceptable party. The driver shall send a completed SCCA Minor Waiver and recommendation along with the application to the CHIEF REGISTRAR who will forward the

application for consideration to the Trans Am CHIEF STEWARD. Trans Am Race Company, and SCCA Pro Racing, will then determine the suitability of the driver for racing in Trans Am. If approved, the driver could compete on a Provisional License for a minimum of two races prior to being considered for a full Trans Am Championship, Presented by Pirelli License. All paperwork must be completed a minimum of 7 days in advance of an event. Licenses for 15-year-old drivers will not be issued at the track. Issuance of a Provisional or Trans Am Championship, Presented by Pirelli license to a 15-year-old driver does not supersede state and local rules or regulations governing minor participants.

#### **4.4: PROVISIONAL LICENSE**

**4.4.1:** The Trans Am Championship, Presented by Pirelli/SCCA Pro Racing may, at its sole discretion, issue a provisional license to drivers who do not meet the printed criteria within these rules. The suitability of a driver to be issued a provisional license is determined on a case-by-case basis by the CHIEF STEWARD. New Drivers' as defined in 4.4.2 will pay an additional 'New Driver Registration Fee' of \$100 (USD) PER EVENT.

**4.4.2:** If this is the Driver's first season in the Trans Am Series, he shall be considered as a 'New Driver'; be issued a 'Provisional License' and participate in the 'New Driver Orientation Program'.

**4.4.3:** The 'New Driver Orientation Program' consists of attending the mandatory 'New Driver Meetings' plus on-track observation, coaching and feedback of the Driver by the Driver Development Manager (DDM - see Rule 2.5) for a minimum of his first three races. This will also include data, video and one-on-one reviews with emphasis on consistent situational awareness in on-track interactions and activities. The DDM may then recommend to the Chief Steward the approval of a License upgrade to a 'Regular Driver's License'.

**4.4.4:** As a 'Regular Licensed Driver', and for the balance of the season, he will continue to attend the mandatory 'New Driver Meetings' and to be observed by the DDM who may also provide additional coaching and feedback resulting therefrom.

#### **4.5: REQUIREMENTS FOR FIA DRIVER LICENSE AND RENEWAL**

- SCCA Pro Racing physical examination form completed in full and no older than 90 days at time of application.
- FIA Driver License application completed in full.
- Current SCCA Membership.
- One passport photo or photo in .jpg format emailed to [registration@gotransam.com](mailto:registration@gotransam.com)
- Driver must hold, at the time of applying for an FIA Driver License, an SCCA Full Competition license, or a license from a group sanctioned by SCCA Pro Racing (or the equivalent), and must have competed in the 12 months prior to application.

#### **4.6: OTHER ACCEPTABLE LICENSES**

To be eligible to compete in The Trans Am Championship, Presented by Pirelli, a driver must possess either a valid Trans Am Championship, Presented by Pirelli driver's license, or an FIA driver's license, and be an SCCA member. Drivers issued an FIA License by a Foreign ASN must possess a letter of authority from their home countries ASN giving permission to race in the United States of America. They must also possess an International Medical Card (available from their home countries ASN).

#### **4.7: CONTINUING MEDICAL RESPONSIBILITY OF DRIVERS**

No driver shall compete in any The Trans Am Championship, Presented by Pirelli event unless he has been examined by a licensed physician as required with issuance of a competition license and is certified by him to be medically fit to drive in automobile speed events. If the driver has a change of medical condition from the last medical report on record, a new medical form must be submitted to The Trans Am Championship, Presented by Pirelli immediately upon change of condition.



#### **4.8: PRESENTATION OF CREDENTIAL/LICENSE**

A driver, crew member or entrant (where Entrant Licenses are required) shall show his credential or license to a Trans Am Championship, Presented by Pirelli or SCCA Pro Racing official on demand.

#### **4.9: RESERVATION OF LICENSING ISSUING RIGHTS**

The Trans Am Championship, Presented by Pirelli /SCCA Pro Racing reserves the right to deny the issuance of any license, or to revoke any license previously issued, for any reason, or no reason, except that it will not deny, or revoke, a license solely on the basis of race, creed, color, sex, or national origin. The Trans Am Championship, Presented by Pirelli /SCCA Pro Racing reserves the right to accept, at its discretion, completed physical exam forms from other recognized entities.

#### **4.10: NUMBER REGISTRATION**

Multiple vehicles may be assigned the same number but not in the same class or in the same race run group. Trans Am Race Company has sole discretion on assigning numbers. The deadline for number registration is 6:00PM CST on January 15<sup>th</sup> of the Rule Book year. A fully completed current year Vehicle Registration form must be submitted to register a number. Forms are due via email or fax to the CHIEF REGISTRAR at [registration@gotransam.com](mailto:registration@gotransam.com) or (316) 462.5785. If multiple registrations for the same number are submitted before the deadline, the number will be assigned as follows.

**4.10.1:** First consideration will be given to previous season Drivers Champions not carrying number 1.

**4.10.2:** Second consideration will be given to teams that had registered the number in the immediate previous season AND participated in 50 percent of the races in that season.

**4.10.3:** Third consideration will be given to the vehicle registrations submitted first and with the history of participation in the immediate previous season.

**4.10.4:** Strong consideration will be given to new teams with documented current full season participation plans.

**4.10.5:** Following the deadline, numbers will be assigned when registration is received.

**4.10.6:** The number 1 will be assigned as follows:

**4.10.6.1:** Returning Class Champion with the highest point total from the immediate previous year has the option of carrying the number 1. If he chooses to not exercise this option, the choice falls to the Returning Class Champion with the second highest point total from the immediate previous year and etc.

**4.10.6.2:** If none of the previous year's Returning Class Champions elect to utilize the number 1, the number will not be used for the current racing season.

**4.10.7:** A driver must use the number registered to him at all times. If a driver changes cars within the same team, he shall transfer his number to that car. Drivers changing teams have the option to keep their number or change numbers to one that is already registered with the team they are moving to.

**4.10.8:** The use of registered numbers is subject to participation. If a team alters its participation plan and/or does not enter a race 21 days in advance, that teams number(s) may be assigned by Trans Am Race Company to another competitor on a race by race basis.

#### **4.11: ENTRY REQUIRED**

All entrants must complete The Trans Am Championship, Presented by Pirelli entry form for each event. An entry made, and accepted, in accordance with this Rule Book, and any relevant Supplementary Regulations, shall constitute a contract, binding an entrant to take part in the competition entered. A breach of such contract may be treated as a breach of this Rule Book.

#### **4.12: THE TRANS AM CHAMPIONSHIP PRESENTED BY PIRELLI ENTRY FORM**

The entry fee amounts, entry deadline, and the total number of driver and crew passes will be indicated on each Trans Am Official Entry Form.

#### **4.13: ASSUMED NAMES**

No driver, entrant, or crew shall enter and/or sign the entry form, or waiver and release, with an assumed, fictitious, or “nom-de-race” name.

#### **4.14: DEBTS, BAD/OUTSTANDING CHECKS, AND DECLINED CREDIT CARDS**

Debts, bad checks, invalid or declined credit cards and outstanding checks will result in suspension of competition privileges, which shall continue until the debt and service charges are paid (Service charge will be \$50.00 (USD) plus bank fees to cover bank and Trans Am Race Company clerical processing.). Upon two such occurrences participant will be required to pay by cash, valid credit card or cashier’s check for future entries and other costs. Only Cashier Checks or Valid Credit Cards will be accepted as payment for event entry fees at Registration at the track.

#### **4.15: CONDITIONAL ACCEPTANCE OF ENTRY**

Trans Am Championship, Presented by Pirelli events are professional championship competitions. The Trans Am Championship, Presented by Pirelli reserves the right to accept, or reject, the entry of any car or driver. In case of doubt as to the acceptability of an entry, the entry in question will not be allowed to compete unless approved by the Trans Am President, President of SCCA Pro Racing, VP of Pro Racing, or by the CHIEF STEWARD. In all events which have an FIA International listing, each entrant must possess a valid FIA Entrant License issued by his ASN.

#### **4.16: REFUSAL OF ENTRY**

The Trans Am Championship, Presented by Pirelli may deny entry to anyone without giving a statement of reason for refusal. If an entry for any competition is refused, notification of such refusal shall be sent to the person requesting entry using the email address given on the entry form as soon as possible.

#### **4.17: FALSIFICATION OF ENTRY**

An entry, which contains a false or incorrect statement, may be null and void, the entrant may be deemed guilty of a breach of this Rule Book, and the entry fee may be forfeited as The Trans Am Championship, Presented by Pirelli shall determine.

#### **4.18: WITHDRAWAL OF ENTRY**

An entry may be withdrawn but the withdrawal must be received via email at [registration@gotransam.com](mailto:registration@gotransam.com) prior to the opening of on-site registration. At that time, the participant may request a refund minus an administrative fee or transfer the entire entry to one future event in the current season. Entry fees are not transferable from one team to another. No credits will be issued if the entered car participates in the “test day” (where applicable) or if the car goes on track in any official Trans Am Championship, Presented by Pirelli session.

#### **4.19: NUMBER OF ENTRIES TO BE STARTED IN RACES**

The CHIEF STEWARD shall determine the maximum number of vehicles, which may be started simultaneously on any course. (Article 3.9)

#### **4.20: ALCOHOL, NARCOTICS, AND DRUGS**

**4.20.1:** The use of any narcotic, performance-enhancement drugs, and/or recreational drugs, as defined by federal and/or state law, by any participant or official, is expressly prohibited, even if prescribed by a licensed physician.

**4.20.2:** Consumption of alcoholic beverages shall not commence until all official functions of the Trans Am Championship, Presented by Pirelli event has been completed for the day including all post-session technical inspections.

**4.20.3:** The Trans Am Championship, Presented by Pirelli and SCCA Pro Racing reserves the right, at any time, to require any participant to successfully complete, at participant's expense, such tests as may be designated by The Trans Am Championship, Presented by Pirelli or SCCA Pro Racing, including, but not limited to, breath, blood, or urine. Refusal to submit to, and/or failure by participant of such testing shall result in penalties.

#### **4.21: DESIGNATED REPRESENTATIVE**

Each team will designate one person to act as their official representative. This spokesperson is the only person who may speak for the team OFFICIALLY (save the driver) including making changes/additions to the teams credential list and filing protests.

**4.21.1:** In addition to the designated representative, a crew chief shall be named in case the designated representative is incapacitated.

**4.21.2:** It is not recommended that a driver act as the designated representative. A waiver must be obtained from the CHIEF REGISTRAR if there is no other option.

**4.21.3:** If the designated representative must be changed during an event, the CHIEF REGISTRAR and the TECHNICAL DIRECTOR must be notified.

#### **4.22: PRE-RACE TESTING**

**4.22.1:** Unless otherwise provided by The Trans Am Championship, Presented by Pirelli in writing, all drivers, cars or teams that will be competing at any venue that is on the current year The Trans Am Championship, Presented by Pirelli calendar are prohibited from participating at that venue during the seven calendar days prior to the first "OFFICIAL" day of the event, with "equivalent equipment" to that entered in The Trans Am Championship, Presented by Pirelli event. Written approval may be secured by emailing the Chief Steward at [chiefsteward@gotransam.com](mailto:chiefsteward@gotransam.com). If the track is available for testing, the only time(s) allowed will be those announced on the Trans Am Championship, Presented by Pirelli Official Schedule.

**4.22.2:** With advanced written approval, SCCA Sanctioned Events are allowed during the seven (7) calendar days prior to the first "OFFICIAL" day of The Trans Am Championship, Presented by Pirelli event. This approval may be secured by emailing the Chief Steward at [chiefsteward@gotransam.com](mailto:chiefsteward@gotransam.com).

**4.22.3:** Teams/drivers may participate in test days within the seven days prior to the first "OFFICIAL" day of the event if they do not use "equivalent equipment" to their race car/class. Driving schools that do not use "equivalent equipment" and vehicles not having a data acquisition system installed are also allowed.

**4.22.4:** Trans Am Championship, Presented by Pirelli eligible cars **ARE** permitted in other series sessions; however, once those vehicles are so utilized, that car may **NOT** be entered in the ongoing Trans Am Championship, Presented by Pirelli event.

**4.22.5:** Trans Am Championship, Presented by Pirelli Championship drivers who have entered an ongoing Trans Am Championship, Presented by Pirelli event may drive in other series sessions so long as they do not drive "equivalent equipment" to that entered in the Trans Am event.

**4.22.6:** Trans Am Championship, Presented by Pirelli eligible cars and Trans Am Championship, Presented by Pirelli licensed drivers are the only cars and drivers permitted to participate in sessions specifically designated for Trans Am Championship, Presented by Pirelli usage.

**4.22.7:** "Equivalent equipment" is defined as those car models currently classified to compete in the class that a driver or team currently competes in during regular Trans Am Championship, Presented by Pirelli competition.

**4.22.8:** Any driver, car or team that violates any portion of Article 4.22 maybe penalized. See Article 8.2 for range of penalties.

## **ARTICLE 5: EVENT RULES**

### **5.1: MANDATORY ATTENDANCE AT PRE-RACE MEETINGS**

During every Trans Am Championship, Presented by Pirelli racing event, there may be one or more mandatory meetings conducted with the drivers/crew chiefs/team managers. All will be briefed on the rules governing the competition and specifically, any new rules, or regulations, pertaining to the competition. Crew chief and driver attendance is mandatory for their respective meetings. Failure of any driver, or crew chief/team manager, to attend these meetings shall result in a minimum penalty of \$250 (USD) per occurrence. Repeated violations may escalate this penalty as provided for in Rule 8.2 - Penalties. "Late arrival" will be treated as "non-attendance". In addition, failure to attend these meetings shall negate any protests, or action, by the entrant or driver, regarding any penalties that may be assessed during the competition for an infraction of a rule that was the subject of discussion during the meeting that was missed. Additionally, drivers may be required to attend autograph sessions and/or interviews if notified. Crew chiefs/team managers/entrants may be required to attend interview sessions if notified. If an exemption of attendance is needed, the request must be made in advance to the CHIEF STEWARD.

### **5.2: PERSONAL CONDUCT**

**5.2.1:** Every person associated with The Trans Am Championship, Presented by Pirelli shall conduct himself according to the highest standards of behavior and sportsmanship, particularly in his relationship with other competitors, Series Officials and venues, and in a manner that shall not be detrimental to the reputation of The Trans Am race Company, The Trans Am Championship, Presented by Pirelli, SCCA Pro Racing, or to the sport of automobile racing.

**5.2.2:** Drivers/Entrants shall at all times be responsible for the conduct of their crews during any event. Any offense committed by a crew member may be directly chargeable to the driver.

**5.2.3:** Team members are not allowed in controlled areas of the circuit unless specifically authorized by a Series Official. Controlled areas include, but are not limited to, the track surface and surrounding areas, race control, timing and scoring and technical inspection areas.

### **5.3: SCALES**

The Trans Am Championship, Presented by Pirelli scales are the official scales of the event, and will be available to teams at appointed times during the course of the competition. The TECHNICAL DIRECTOR will determine when scales are closed due to official use.

### **5.4: PIT ASSIGNMENTS**

Pit assignments will be made by The Trans Am Championship, Presented by Pirelli Officials and must be used during all official sessions.

### **5.5: RADIO USE**

One working two-way voice radio with car-to-pit communication capability is required at all times when cars are on track. One crew member must be stationed in his assigned pit box with radio communication to the driver any time the driver is on course. If a car is on the course, and no team member that can communicate with the driver is in the assigned pit box, penalties may apply (see also Article 5.5.5).

**5.5.1:** Radio Frequencies and DPL codes MUST be registered with the Trans Am Race Company. Additionally, all teams must provide SpeedCom a copy of their FCC license for the frequencies that they utilize.

**5.5.2:** Radio signals cannot be encrypted or scrambled. Frequency hopping/hopping equipment or "project 25" is not allowed. Power limited to 20 watts on mobile, repeater and base units and 5 watts on hand-held units.

**5.5.3:** Teams are limited to a maximum of four frequencies per car entered. The Trans Am Championship, Presented by Pirelli /SCCA Pro Racing may choose to record conversations to be reviewed at a later date.

**5.5.4:** The Trans Am Race Company and SCCA Pro Racing both recognize that the FCC, by law, requires radio frequency users to be licensed. Teams MUST comply with all Federal, State and Local laws regarding two-way radio communication

**5.5.5:** The Trans Am Race Company requires that all teams monitor the race control channel at any time their cars are on the grid, in the pit box and on the track. It is strictly forbidden for teams to communicate at any time on this channel. The Trans Am Championship, Presented by Pirelli Race Control channel is found on frequency 461.8125 MHz. TPL 210.7

## **5.6: GRID AND PIT REGULATIONS**

**5.6.1:** It is not permitted to drive any competition or pit vehicle in reverse, or against traffic, under its own power in pit lane, unless under the direct supervision of a Race Official. A driver who overshoots his assigned pit space must complete another lap or up to 4 members of his crew may push him back to his pit in a safe manner.

**5.6.2:** It is the driver's responsibility to maintain a SAFE and REASONABLE speed, at all times while operating the vehicle in the pit lane. A maximum pit lane speed limit of 45 miles per hour will be imposed during all sessions, unless otherwise stated in the Supplementary Regulations, by the CHIEF STEWARD or by local ordinance.

**5.6.3:** It is the team's responsibility to have an operable fire extinguisher in his pit area (one per car) any time the car is on track. The fire extinguisher must be ABC-type and minimum 10 lbs in size. If any fire extinguishers are supplied by the organizer, they are not to be counted in the teams required amount.

**5.6.4:** Pit carts, ATVs, tugs, etc. must be clearly marked with race car number and teams for easy identification. Unless given specific permission by Race Series Officials, these types of vehicles shall not be driven onto the actual pit lane.

**5.6.5:** In the event of an emergency in the pit area, teams will be notified over the race control frequency that the pits are closed. At that time, no race car shall enter the pits. Cars already in the pits during a pit emergency must obey the instructions of the Series Officials.

**5.6.6:** A maximum of one crew person per car may be permitted track side (in a designated location) for the purpose of signaling during practice, qualifying, and race with permission from The Trans Am Championship, Presented by Pirelli Officials. The team manager may be permitted to freely cross pit lane safely at any time. No crew members shall go between their pit area and signaling area until after the first race lap has been completed or during a full course caution. Spectating in the signaling area is strictly prohibited and may be penalized.

**5.6.7:** No one shall stand or crouch on any pit lane wall at any time.

- Pit Lane Wall Concrete Construction: Sitting on the pit lane wall is permitted so long as no portion of one's body extends into the pit lane.
- Pit Lane Wall Guardrail construction: It is NOT permitted to sit or lean on any guard rail pit wall or any portion thereof.

**5.6.8:** Any behavior which may endanger individuals in pit lane (ie: tire warming) is prohibited.

**5.6.9:** Everyone in the pit area must be adequately attired (closed-toed shoes, long pants, and sleeved shirts) at all times during on-track sessions. Team members must be attired similarly at all times while in the pit lane.

**5.6.10:** All personnel must have their Trans Am Championship, Presented by Pirelli Credential available at all times; crew members must prominently display it when in the pit lane. Any person(s) without proper credentials may be asked to leave pit lane during on track sessions.

**5.6.11:** Smoking (when it involves flame) is not allowed at any time in the pits, in any garage area or underneath any canopy/awning. E-cigarettes are permitted if the track rules allow it.

**5.6.12:** Pets are prohibited in the pits at all times.

**5.6.13:** When the “false grid” officially closes for any session, only the following tasks may be performed up to the 3 minute signal: finishing up with the drivers belts and comfort settings, checking connections (hoses, wiring, etc.), air duct tape/untaping and adjusting the suspension settings that can be adjusted while the car is on the ground. A jumper battery may also be plugged in until the 3-minute signal is given. Any work beyond this scope must be performed in pit lane after the session has started, even during a qualifying session if the car has not been on the track previously during that session. After the closing of the false grid and prior to movement of cars to the track, if a car is able to leave the false grid on its own power, it may take a place at the back of its class. If a car is unable to leave the false grid under its own power, it may be pushed/pulled to the pit lane and, if able to power up, start the session from the pit lane after the display of the green flag and the entire field has passed pit out.

**5.6.14:** In all Trans Am Championship, Presented by Pirelli competitions, engines shall be started with an on-board starter and battery or supplementary power supply. A driver unable to start the automobile on the grid may push start under the supervision of the Grid Marshal to guarantee that they are done in a safe manner. Push starts during any session are permitted if they do not create a hazard to either the car being pushed, or to the personnel pushing the car.

***NOTE:** This does not change the requirement that all cars must be equipped with an on-board starter and battery which must be in working order at all times.*

**5.6.15:** The on-board starter must not be used as a means of propulsion, either on the course or in the pits, except to remove the car from a hazardous situation.

**5.6.16:** The driver shall not push his own car at any time during an on-track session, Drivers are prohibited from requesting assistance during on-track sessions from anyone other than their own team members and shall proceed, if at all possible, to their own designated pit space. See also Article 5.6.1. This does not preclude assistance by Race Series Officials for safety reasons. During the race, only the driver may repair the car on course. The driver may obtain parts and equipment from crewmembers that meet him track side, but must not receive any physical assistance. At all times, the car being repaired must be within a first line of protection area (guardrail or wall)

**5.6.16:** The CHIEF STEWARD may order any car removed from the course if, in his judgment, it constitutes a hazard to other competitors.

**5.6.17:** The CHIEF STEWARD is the final authority in enforcing pit lane procedures and penalties for infraction of these rules shall be at his discretion.

**5.6.18:** Pit carts, viewing stands, and tool boxes must have the car number(s) and class prominently displayed to assist the pit lane Series Officials in communicating the proper team on pit lane.

**5.6.19:** Team uniforms must be worn by team members during all qualifying and race sessions.

## **5.7: PIT STRUCTURES/SHELTERS**

Pit structures, timing stands, etc., must be mobile, not depending on the pit wall for structural safety or placed in such a manner that they create a fire or safety hazard. EZ Ups may be used as long as they do not create a safety hazard.

## **5.8: PIT STOP REGULATIONS**

**5.8.1:** Before the car stops at its assigned pit, only the pit stop supervisor may be over the wall to signal the driver. All other personnel and equipment must remain behind the wall until the car stops in its assigned pit (ie: no objects may be placed on pit wall until the car has come to a complete stop)

**5.8.2:** After the car has stopped at its pit at any time during official sessions, only the pit stop supervisor (supervising only), four crew members and an identifiable service company representative(s) examining a cars components

**5.8.3:** The pit stop supervisor is responsible for the completion may be over the wall. All must be performing a task. of a safe pit stop, and shall make sure that all personnel and equipment is clear of the car before it is lowered and/or released. A team and/or driver may be penalized if its car contacts any personnel, parts, equipment, other cars, or propels anything while in pit lane. Teams/drivers may also be subject to penalties if a team member/Race Official is injured in pit lane.

**5.8.4:** Cars may not be removed to the paddock area from the course, or the pits, during a qualifying session, or race, without the specific permission of the CHIEF STEWARD, or the TECHNICAL DIRECTOR. If a car is removed without permission from the course/pits, the car shall be ineligible to return to the qualifying session or race in progress, excepted as noted in Article 5.11.

**5.8.5:** No tool or equipment which may generate spark, or a high temperature, will be allowed in the pits. Cordless tools are permitted so long as their use does not generate sparks or high temperature.

**5.8.6:** Safety stands must be used when any part of the car is raised and any person's body part is under the vehicle. If the vehicle is stationary, all four tires are on the ground and the ignition is turned off, safety stands are not needed for work to be performed under the car. Tire changes are exempt as long as no other work/adjustments is being performed.

**5.8.7:** All air bottles/gas cylinders must have a protective structure around their gauges and valves at all times when the manufacturer's metallic screw-on valve cover is not in place. The proper components/ accessories must be used with air bottles/gas cylinders at all times. No home-built, or modified, items may be used.

**5.8.8:** The addition of lubricants and coolant is permitted provided the TECHNICAL DIRECTOR is notified prior to the addition, and is satisfied that no additional leakage will occur when the vehicle re-enters the track.

**5.8.9:** Neither fuel containers nor refueling is permitted on the grid or in pit lane at any time. Refueling of vehicles must only take place at the team's paddock space. In addition, ANY transfer of fuel will not be performed under an awning or where fumes could accumulate and will include a separate, designated person whose sole function shall be to oversee the refueling process while holding an appropriate and armed fire extinguisher.

**5.8.10:** Each entrant must make his own arrangements for handling gasoline, water, and oil spillage in his pit or paddock space as soon as possible. Spillage or careless handling of fuel, water, or oil may result in a fine or other penalty being assessed.

**5.8.11:** At the conclusion of each session, under the direction of the Series Officials, each team must safely and promptly remove its car(s) and pit equipment to the paddock, unless otherwise arranged. Under no circumstances should pit equipment or race cars be unattended at any time. Penalties may be assessed.

## **5.9: MAJOR REPAIRS**

During the race, repairs that cannot be performed safely in the pit area may – at the request of the Team Representative or Race Official - be performed in the paddock area only after requesting, and receiving, permission from a Trans Am Championship, Presented by Pirelli Official. A technical inspector, or official observer, may accompany the car from the time it leaves the pits until it either returns to the competition, or the team notifies the inspector that they will not return to competition. If the observer notes any mechanical, or procedural, irregularities while the car is under his scrutiny, he will report these immediately to the TECHNICAL DIRECTOR.

## **5.10: COUNTER RACE DIRECTION**

During an event, it is expressly forbidden to drive or tow a car at any time, or under any conditions, in a direction opposite to that in which the event is being run without the specific prior approval of the CHIEF STEWARD. Infraction of this rule may mean immediate disqualification.

### **5.11: DISABLED CARS**

If, for any reason, a driver is forced to stop his car on the course during any session, it should be his first duty to place his car in such a manner as to cause no danger or obstruction to other competitors. When practical and with prior permission, the CHIEF STEWARD may allow a disabled car to be brought back to the pits or paddock.

### **5.12: GENERATORS/COMPRESSORS**

All fuel-powered generators and air compressors must be equipped with spark arrestors. They must be located as far away from fuel containers as possible – minimum 10 feet. All teams with rigidly mounted generators/air compressors must have an exhaust pipe extension (e.g. snorkel) to direct exhaust gases away from the paddock areas of other teams. Teams with portable generators/air compressors shall place them in such a way as to direct exhaust gases away from the paddock areas of other teams.

### **5.13: GRILLS**

Teams with cooking/barbecue grills shall place them in such a manner in the paddock as to direct any smoke away from the paddock areas of other teams. Care should be taken to separate grills from flammable substances, fumes and materials. Grills are not allowed in the pit lane.

### **5.14: TRAVEL THROUGH PADDOCK**

Race cars generally have the right-of-way. The paddock speed is 10 mph unless venue, local or state regulations supersede this speed. Check supplemental regulations for each event with a link under “venue specific notes and rules”. This speed is a maximum; but conditions (weather, traffic, length of paddock, etc.) may require a slower speed limit. Penalties may be assessed to or any vehicles may be confiscated for the remainder of the event from those observed operating any motorized vehicle unsafely at any time from load-in to load-out. Minors must be accompanied at all times.

### **5.15: FUEL ORDERING AND DRUM RETURN**

**5.15.1:** All race fuel must be ordered through VP Racing Fuels (Article 12.8.2), using the order form that is found on the Trans Am website. Teams not ordering by the deadline (in most cases, two weeks before each event) will be subject to fines and up to possible exclusion from the event due to insufficient fuel not available on site.

**5.15.2:** Teams are required to return undamaged fuel drums to VP Racing Fuels. At most events, VP Racing Fuels will be attendance throughout the whole weekend and, if there is an exception, there will be a "designated drop off area" for empty, clean fuel drums. These exceptions will be noted in the Official Schedule and Supplemental Regulations.

**5.15.3:** Penalties will apply if fuel drums are abandoned during the event or left behind at any venue that is not designated to have a "designated drop off area".

### **5.16: SUMMONS CARD**

A series summons card may be given to a driver, team manager or any other crew member that is representing a team requiring that a specified member of that team report to the CHIEF STEWARD after the session the card is issued and before the next session begins. Failure to give the card to the person or failure to report by the person summoned by the CHIEF STEWARD may constitute a warning/penalty.

### **5.17: PUBLICATION OF RESULTS**

**5.17.1:** The results will be available at the Operations trailer, or via the series website, as soon as possible after the completion of practice, provisional qualifying or provisional competition at the event. Competition results will become final and be distributed via website within 14 days after the conclusion of the event, excluding any actions as described in Article 10.1.

**5.17.2:** A car must be classified as a finisher to earn prize money (see Article 7.6).



**5.17.3:** Prize money will be awarded to the Entrant for each individual event in the series. Monetary awards will be sent from SCCA Pro Racing's National Headquarters based on information supplied by The Trans Am Championship, Presented by Pirelli, providing the results are not under appeal (see Article 10). Each entrant/driver must have a federal W-9 tax form on file with SCCA Pro Racing before any prize money will be paid.

**5.17.4:** All prize money is paid by check or through direct deposit to the bank account on file with SCCA Pro Racing.

**5.17.5:** Any outstanding debts, or monetary penalties shall be deducted from earned prize money, or a team may be invoiced if the earned prize money is insufficient to cover the debts, penalties, etc.

#### **5.18: PRE AND POST-RACE PROCEDURES**

The Trans Am Championship, Presented by Pirelli Officials are the complete authority regarding the pre-race and post-race procedures. Participants must follow their instructions.

## **ARTICLE 6: COMPETITION REGULATIONS**

### **6.1: CAR/DRIVER COMBINATIONS**

Only properly registered car/driver combinations with drivers licensed (see Article 4.3) shall be allowed to drive in “official sessions”. Drivers shall drive only one car per class unless a back-up car is used (see Article 6.1.1). A driver shall only drive one car per “official session”. Only one driver may be registered per car. A driver may not drive a car in which he is not registered without prior approval from the CHIEF STEWARD; penalties may apply.

**6.1.1:** In the case of one driver being entered in two cars, the following shall apply: Back-up entries may be accepted at any time at the discretion of the CHIEF STEWARD. All back-up entries must satisfactorily complete a safety inspection prior to entering the pits or track.

**6.1.1.1:** The driver will be allowed to practice, and qualify both cars, provided the back-up car is so designated by a supplementary marking, and provided the CHIEF STEWARD and SERIES TIMEKEEPER are notified before the back-up car is used.

**6.1.1.2:** A driver is not permitted to change cars during a qualifying session; he may only drive one car in any given qualifying session. If a back-up car is used during a qualifying session, it can only be used in a session in which the primary car has not been used.

**6.1.1.3:** If a driver qualifies two cars, he must notify the CHIEF STEWARD within one-half (1/2) hour after the close of the final qualifying session as to which car he will drive in the race.

**6.1.1.4:** Upon notification, the CHIEF STEWARD will have the starting grid prepared reflecting the decisions of the driver involved.

**6.1.1.5:** If the car which the driver selected to race is unable to start, the driver will be allowed to start from the back of his class grid with his back-up car.

### **6.2: QUALIFYING**

**6.2.1:** Each car shall be considered officially qualified only if the driver registered to drive the car achieves the qualifying time.

**6.2.2:** When Trans Am Championship, Presented by Pirelli multi-class racing is on the ‘Official Schedule’, the order of starting will always be Group 1 – ‘TA Class’ followed by ‘TA2 Class’ taking the first Green Flag Start. The Second Green Flag Start will next be displayed to Group 2 – the ‘TA3 Class’ and the Third Green Flag Start will next be displayed to Group 3 - the ‘TA4 Class’. If there is a Race Event that the TA2 class is separated into a ‘Stand-Alone’ Race, the order of starting will be TA Class first followed by the TA3 and then followed by the TA4 class. When a Pace Car is utilized, it will only be at the beginning of the first group. It is the responsibility of the TA3 class and TA4 class pole position cars respectively to maintain a distance of approximately 500 feet behind the class in front of them or as otherwise described.

The TA3 Grid will be set with the fastest TA3 car on the TA3 pole; followed by the TA4 Grid with the fastest TA4 car on the TA4 pole. To clarify – TA3 and TA4 classes will each have their own grid with each position within that grid determined by the qualifying time set by that car.

**6.2.3:** Qualifying may be divided in to one or more parts and will occur per the Official event schedule.

**6.2.4:** Ties in qualifying times shall be resolved as follows: The second fastest lap of each of the cars involved shall break the tie. If there is still a tie, then the third fastest times will be used, and so forth, until the tie is broken. If a tie still exists after all times are compared in the above manner, the tie will be broken by the SERIES TIMEKEEPER flipping a coin with both drivers present.

**6.2.5:** The Trans Am race Company, with the approval of the CHIEF STEWARD, may alter the qualifying procedures, and/or schedule. Alternate qualifying procedures may be, but are not limited to:

- Dividing the cars into groups, each group using a portion of the scheduled qualifying period. A qualifying session so divided will be considered one qualifying session.
- One car at a time: warm-up lap, timed lap(s).

- The details of these, or other alternate, qualifying procedures may be outlined at a drivers' meeting, or by such other written notice as deemed appropriate by The Trans Am Championship, Presented by Pirelli. No prior notice of this change is required.

**6.2.6:** If any qualifying session must be abandoned, the CHIEF STEWARD will announce over the Trans Am frequency one hour prior to the qualifying Grid opening. If the 2<sup>nd</sup> method of qualifying does not achieve half of the time posted on the event schedule given for that session, previously established qualifying times (only) will be used. If no qualifying sessions are able to be accomplished, current point standings will decide race grid order. Qualifying grid order will be determined by championship points within each class unless stated differently in the Supplementary Regulations for that event. Cars with no points will be gridded behind cars with points in order of fastest practice time.

If no points have been gained (first race of the season only), race grid order will be established by fastest practice times from all "official" practice sessions. If any unforeseen circumstances present themselves after the declaration has been made (or not made), the CHIEF STEWARD will use his discretionary powers to make an informed decision.

**6.2.7:** To qualify for the starting race grid, the car/driver combination must achieve a time not slower than 108 percent of the average time of the fastest three qualifiers in that class. This rule may be waived at the discretion of the CHIEF STEWARD.

**6.2.8:** Any dispute or alleged inaccuracies regarding qualifying or race results shall be addressed to the SERIES TIMEKEEPER within 30 minutes of publication of provisional results (see Article 9.2.3). If there is still a disagreement, the SERIES TIMEKEEPER shall bring this matter to the attention of the CHIEF STEWARD.

**6.2.9:** If a car/driver combination does not receive an official qualifying time, the approval of the CHIEF STEWARD is required in order to participate in the race.

**6.2.10:** During qualifying, no adjustments may be made to the car or any of its components with the exception of tire pressure and driver adjustable settings (anti roll bars, brake bias, etc.). No hoods/trunks opened nor cars jacked up without prior specific permission from the TECHNICAL DIRECTOR. Drivers may exit the car safely if desired.

**6.2.11:** Once a driver has completed his qualification lap(s), they must return to the team's assigned pit box and remain in Parc Fermé condition until a Trans Am Championship, Presented by Pirelli Official either releases the car to the paddock, or informs the team to take the car to the technical inspection area. During this time period, no changes may be made to the car.

### **6.3: PRE-RACE GRID PROCEDURES**

**6.3.1:** The Pre-Race Grid is the final place field stops before being released for the race.

**6.3.2:** Car/driver combinations will be positioned on the starting race grid in the order of their qualifying times, with the fastest combination at the front. If qualifying was abandoned (see Article 6.2.6), the grid will be determined by championship points (first), practice times (second), or other procedure as determined and announced by the CHIEF STEWARD. The pole-sitters of TA, TA2, TA3 and TA4 will be given the choice of pole position side. After final publication of the race grid, the places of non-starters will be left empty, the other competitors retaining their published positions on the grid until the dispatch of the field to the track

**6.3.3:** The CHIEF STEWARD may, in the event of an unfilled grid, add to the rear of the race grid cars which were unable to qualify.

**6.3.4:** The CHIEF STEWARD may designate one, or more, alternate starters. These shall be the next fastest car/driver combinations after the last qualifier. Alternates are to be stationed at their pit ready to go. If the CHIEF STEWARD determines that a qualified starter will not start, he will permit the alternate(s) to join the field. Once an alternate has left the pit lane, the non-starting qualifier may not join the field and enter the race.

**6.3.5:** After the field has left the race grid, the CHIEF STEWARD can:

**6.3.5.1:** Permit a gridded entry to push start (if it can be done safely and quickly) and join the field in his gridded order or at the end of his class. If the car is unable to be quickly push-started, he must be moved to his pit box or the pit exit and can attempt to restart from there. If the next class can be seen approaching the green flag, the delayed car will be held at pit out and allowed to join after that field(s) safely goes by.

**6.3.5.2:** Permit an alternate entry to the field.

**6.3.6:** If cars are placed at the back of the race grid, they will be gridded in the following order, for the start of the race:

**6.3.6.1:** Cars without a qualifying time, but being permitted to start by the CHIEF STEWARD, will be gridded in order of their fastest practice lap.

**6.3.6.2:** Cars moving to the back of the grid due to the changing of more than one qualifying tire (see Article 12.7), or other reasons, will be gridded in order of their fastest qualifying lap.

Changes of this sort must be reported to the TECHNICAL DIRECTOR in a timely manner or could be subject to starting the race from the pit lane and/or other penalties. Always check with the TECHNICAL DIRECTOR with any and all questions on what should be reported.

**6.3.6.3:** Cars being penalized post-qualifying for non-compliance to technical or general regulation issues will be gridded in order of their fastest lap OR as determined by any assessed or related penalties.

**6.3.6.4:** The Trans Am Championship, Presented by Pirelli must approve any other method of determining starting positions.

#### **6.4: ROLLING START PROCEDURE**

The following rolling start procedure shall be known as The Trans Am Championship, Presented by Pirelli Standard Start and shall be utilized at all The Trans Am Championship, Presented by Pirelli Races unless an alternate procedure has been approved and so stated in the Supplementary Regulations, announced in the MANDATORY Driver Meeting or otherwise announced.

**6.4.1:** On instruction of the CHIEF STEWARD, a signal plainly audible, and/or visible to the full grid, may be given at the five minute prior to the "start engine command". This should alert drivers to make last minute checks and crews to complete last minute preparations. At the three minute signal, all cars must have all tires fitted and the car must be on the ground. Penalties may apply for non-compliance.

**6.4.2:** Immediately preceding the engine start signal, the GRID MARSHALL shall take a position at the front of the grid, visible to all competing drivers, and then give the signal to start engines for a sufficient length of time for all drivers to observe it. It is prohibited for engines to start before the command is given due to promotional considerations and/or local regulations. The cars will then be "split" in to two rows.

**6.4.3:** The GRID MARSHALL shall, upon direction of the CHIEF STEWARD, signal the drivers to begin the pace lap(s), which may or may not be led by a pace car. The pace lap(s) are to be run at considerably less than racing speed. In the case where a pace car is employed, the GRID MARSHALL (under the direction of the CHIEF STEWARD) shall first signal the pace car to begin moving prior to releasing the field. The pace car shall set the pace, including the speed at the moment of starting where possible, by proceeding parallel to the field and to one side in the pit lane, approaching the STARTER and at a constant slow speed. The front row drivers of all classes shall maintain the speed of the pace car until the green flag is displayed for each class. If a pace car is not utilized or if additional pace lap(s) are required, the "pole" car of each class will serve the same function as a pace car from his position in the front row.

**6.4.4:** Cars unable to start when the field is dispatched on the pace lap may proceed to the end of the pit out to await direction. Such cars may be either held at pit out until the field has begun its first scored lap or may be dispatched at the rear of the field, at the discretion of the CHIEF STEWARD.

**6.4.5:** Trans Am Race Company must approve any other method of start procedures.

## **6.5: RAIN PROCEDURE**

**6.5.1:** The CHIEF STEWARD will not designate any session as a “rain session”.

**6.5.2:** The installation of rain tires is at all times the choice of the driver and/or team.

**6.5.3:** If a race is started in the dry, and it begins to rain on all, or part, of the track, the CHIEF STEWARD is empowered to dispatch the safety car for a period of time to determine what further actions may be necessary:

- The race may be stopped with the CHECKERED FLAG at any time.
- The RED FLAG may be used to bring all cars into the pits, and a time, announced by the CHIEF STEWARD, will be allowed for installing rain tires and fitting windshield wipers. If needed, air ducts may be taped (based on car type). At the conclusion of the RED FLAG period, cars will be put back on the course based on their position in the previous fully scored lap before the red flag was displayed.

***NOTE:** Due to time constraints, the procedure(s) described above may not apply.*

**6.5.4:** If a race is started in the wet, NO additional provisions will be made for dry(ing) conditions.

## **6.6: STARTS**

**6.6.1:** During the pace lap, the STARTER shall position himself at a safe location where he can clearly view the approaching field and where the majority of the drivers in the field, especially the leaders of each class, can see him. He shall remain motionless with the green flag hidden and no other flags visible.

**6.6.2:** Upon determining that the approaching field is at a constant slow speed, well bunched, in-line and close enough to him that the majority of the drivers in that class can see his flag, the STARTER will suddenly and continuously wave the green flag until all cars have passed the control line. Drivers shall not accelerate until crossing the line formed by the two “acceleration cones”. Once passing that line, cars shall not improve their position or advance in to any empty spots, prior to the green flag being displayed AND crossing the control line. Pulling out of line is an example of improving position and therefore not allowed. Cars that fall out of position on the pace lap shall relinquish their grid position and may join the race at the rear of his class if he does not have to pass any cars in order to do so; otherwise he may only join at the end of the next group.

**6.6.3:** Should the STARTER determine that the field is not in good order, he shall abort the start by making no flag movements whatsoever and at the same time vigorously shaking his head from side to side to signal all drivers that there has not been a start. Drivers will continue on another pace lap in their original starting positions and all flag stations shall display stationary double yellow flags during all such pace laps. The additional pace laps WILL count towards race distance/time unless otherwise determined by the CHIEF STEWARD. Should a driver(s) improve or move out of position before the initial start signal is given, the STARTER may either signal an additional no-start to all drivers or start the race and immediately inform the CHIEF STEWARD which drivers/cars were guilty of a false start. The CHIEF STEWARD will endeavor to inform the crews of the offending drivers; advising them what penalty he has assessed.

**6.6.4:** It is to be emphasized that The Trans Am Championship, Presented by Pirelli Standard Start is a rolling start, not a “flying” start. While the pace lap may proceed at a brisk pace, the field should be slowed at a sufficient distance before the control line to allow orderly grouping of the field(s). The actual speed immediately prior to the start is somewhat dictated by the types of cars, size of the field(s), and course layout. One Official will be designated to brief the front row drivers before each race, generally the CHIEF STEWARD.

## **6.7: FALSE START**

A false start shall be when a driver under the STARTER’s orders moves forward or out of line relative to the remainder of the field from his prescribed position before the waving of the green flag.

**6.7.1:** Should the CHIEF STEWARD determine that a false start has occurred and the race has already started, the driver(s) may be black flagged and held at pit out for a period of up to one minute. The CHIEF STEWARD may levy other penalties at his discretion. The CHIEF STEWARD may appoint START JUDGES.

## **6.8: SAFETY CAR**

**6.8.1:** The CHIEF STEWARD may order the dispatch of a Safety Car if he deems it necessary for safety reasons.

**6.8.2:** All flag stations will display standing double yellow flags except for waving yellow flags at the scene of the incident.

**6.8.3:** The Safety Car should be equipped with flashing lights. It will attempt to enter the circuit immediately preceding the leading car; should it fail to do so, cars following it will be waved by the Safety Car one at a time until the car leading the race in first overall place is immediately behind the Safety Car. Except for this exception, no other car shall pass the Safety Car. All cars should attempt to gather up behind the Safety Car as quickly/safely as possible. The Safety Car speed may be adjusted as needed.

**6.8.4:** The Safety Car will remain on the circuit as long as deemed necessary by the CHIEF STEWARD and will remain under his control at all times. If possible, on the lap preceding the restart, the Safety Car will extinguish its flashing lights to advise the drivers of its imminent withdrawal from the circuit. It will then the course preceding the display of the green flag at the start/finish line. Restarts are single file: cars out of line or passing before the green flag has been displayed may be penalized.

**6.8.5:** Once the Safety Car pulls off the track, the lead car will maintain a steady pace until the Green Flag is displayed at the start/finish line at which time passing is permitted throughout the field. Accelerating or decelerating abruptly anywhere on the racing surface by the lead car is prohibited and all other cars shall maintain their relative positions.

**6.8.6:** If the Safety Car is on the racetrack and is approaching the Pit Out area, any car(s) in the pits shall be held by an Official until the cars which are behind the Safety Car have safely passed and it is safe to release the car(s) from the pits.

## **6.9: RED FLAG/RESTARTS**

If it should become necessary to stop a race, the CHIEF STEWARD may order a complete restart according to the original starting positions, he may restart the cars in single file in the overall order in which the automobiles completed their last completely scored lap, or he may restart as otherwise provided in the Supplementary Regulations. Restarts may be accomplished by using a scoring tape, or a lap chart, whichever best fits the conditions at hand, to be determined by the CHIEF STEWARD in consultation with the SERIES TIMEKEEPER.

**6.9.1:** A race that is stopped at 50 percent or more of its scheduled distance/time and is not restarted, shall be scored as of the last completely scored lap.

**6.9.2:** Unless the Supplementary Regulations for an event specify otherwise, any method of restarting car engines is permitted after a race is stopped and before it is restarted.

**6.9.3:** All restarts are single-file, with no car moving out of line until the Green Flag is displayed. The lead car shall maintain Safety Car speed after the Safety Car enters the pit lane and shall not accelerate until crossing the line formed by the two "acceleration cones". When the Green Flag is displayed at Start/ Finish, passing may occur throughout the field.

## **6.10: RACE LENGTH**

**6.10.1:** The normal race length of Trans Am Championship, Presented by Pirelli Races are 100 miles (including the lap that completes the 100 mile length) unless otherwise specified in the Supplemental Regulations or otherwise changed by the CHIEF STEWARD during the course of the event weekend. If, at the completion of the originally scheduled pace lap(s), the starting field is not given the green flag, the time clock will start, and all additional laps, prior to the display of the green flag, will count toward the announced race time or distance.

**6.10.2:** The CHIEF STEWARD may designate a maximum length of time in which the race must be completed (e.g. 20 laps/60 miles, or 45 minutes, whichever comes first). Regardless of the race format, finishers will be determined by the total number of laps completed and who finished them first.

**6.10.3:** The SERIES TIMEKEEPER shall keep official race laps, distance and time. If the conclusion of a timed competition falls too close to reasonably call, the field shall complete another lap. Under extraordinary circumstances, the CHIEF STEWARD or OPERATING STEWARD may direct that the clock be stopped while competition issues are resolved. The competition may be resumed and the clock restarted or, if the issues cannot be resolved in a timely manner, be declared complete. If the competition is restarted, the time remaining shall be announced.

**6.10.4:** When the driver completes or retires from the race, they must return to the team's assigned pit box (if possible) and remain under Parc Fermé conditions until the Pit Lane Official either releases the car to the paddock, or informs the team to take the car to the technical inspection area. During this time period, no changes may be made to the car. Tire pressure and temperature may be measured, but no other work is permitted. The driver is permitted to safely exit the car.

## **6.11: POST RACE CEREMONIES**

**6.11.1:** At the conclusion of the race(s), the top three finishers of each class, as well as any award winners announced over the official race control frequency, shall attend Winner's Circle ceremonies as directed by The Trans Am Championship, Presented by Pirelli. Failure to attend these ceremonies may result in penalties. The penalty may be waived if the absence is acknowledged and approved in advance of the Race Weekend or is based on a force majeure situation approved by the CHIEF STEWARD.

**6.11.2:** Drivers participating in any celebration involving the spraying of any liquids shall remain on the victory podium/rostrum. Drivers are prohibited from spraying any participants, photographers or staff that are not on the rostrum/podium.

**6.11.3:** Following the post-race awards ceremony, any competitor may be required to attend a post-race press conference as directed by Trans Am Race Company and Series Officials.

## **6.12: DISTRIBUTION OF EVENT TROPHIES AND AWARDS**

Distribution of trophies and awards at the end of the event are provisional pending final audit of all actions. If distribution of the awards or trophies change due to resolving an at-track action, the item or award shall be returned in good condition to The Trans Am Championship, Presented by Pirelli at their request.

## **ARTICLE 7: DEFINITIONS AND TECHNIQUES**

The following definitions and techniques shall be observed at all The Trans Am Championship, Presented by Pirelli events.

### **7.1: STARTERS**

To be considered a starter, a car must receive the green flag at the start. Cars entering the race after the initial start shall also be considered starters. Also, to be considered a starter, a car must enter the race before the checkered flag is displayed.

### **7.2: TIMING AND SCORING**

**7.2.1:** The Trans Am Championship, Presented by Pirelli utilizes rolling starts. The timing and scoring shall commence when the leading automobile crosses the control line at the completion of the anticipated number of pace laps for that event, as written in the Supplementary Regulations or as announced on the official Race Control frequency.

**7.2.2:** MyLaps car transponders shall be used as the official transponders of The Trans Am Championship, Presented by Pirelli. All other transponders may not be compatible. The serial number of the transponder used on the entry must be on file with The Trans Am Championship, Presented by Pirelli at all times. The serial number of changed transponders must be provided to the Trans Am Championship, Presented by Pirelli.

**7.2.3:** During all official sessions, all cars are required to use MyLaps car transponders. When installing a transponder, use the manufacturer's instructions; some of which are: The transponder should be securely mounted on the bottom side of the chassis near the front of the car, in a protected area away from heat sources, pointing downward, with a clear view of the track.

**7.2.4:** The SERIES TIMEKEEPER will notify any car by announcement on the Trans Am radio channel that is not consistently triggering the automatic timing system (low or no "hits") two sessions per event and will also attempt (but with no guarantee) to manually gather times for that car. Manually gathered times may not be used for any official purpose (ie: practice, qualifying, lap records, etc.). At the next event, the driver or team representative of the reported car must advise the SERIES TIMEKEEPER as to the outcome of their investigation and the remedy (the transponder was moved, replaced, etc.)

### **7.3: CROSSING OF A CONTROL LINE**

An automobile crosses a control line when any portion of the automobile first intersects the vertical plane of the control line, as observed by the Series Officials assigned to record the passage who may be aided by suitable automatic or semi-automatic equipment.

### **7.4: DRIVING CONDUCT**

**7.4.1:** For the conduct of all sessions, the racing surface shall be defined as the marked, paved race track and its curbing only. Pit lanes, their entries and exits, runoffs, etc. are not a part of the racing surface. A competitor may not improve his position, or place, by traversing through the pits, regardless of whether or not he stops in the pits.

**7.4.2:** Failure to follow the prescribed course may result in penalties. During practice and qualifying, a time may not be given for any lap which a driver "shortcuts" the course. During the race, any advantage/ position gained during a "shortcut" from the racing surface that improves a driver's position may result in a black flag or other penalty as deemed by the CHIEF STEWARD.

**7.4.3:** It is the responsibility of all drivers to avoid contact between cars.

**7.4.4:** All competitors have a right to "racing room" on the marked racing surface. "Racing room" is defined as sufficient space to allow a competitor to maintain control of his car in close quarters under racing conditions.



**7.4.5:** Overtaking, according to the circumstances, may be carried out on either the right or the left. However, maneuvers liable to hinder other drivers, such as more than one change of direction to defend a position, deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are strictly prohibited. Any driver who appears to be in contravention of any of the above offenses will be reported to the CHIEF STEWARD for review.

**7.4.6:** Blocking is defined as being 'Movement in Reaction.' It also includes taking an unusual or abnormal line to inhibit or prevent passing.

**7.4.7:** The CHIEF STEWARD may direct any 'Trans Am Championship Presented by Pirelli' Driver to participate in mandatory sessions with the 'Driver Development Manager - (DDM)' for assessment and evaluation. The DDM will report to the CHIEF STEWARD with his recommendation as to whether that Driver should be eligible to continue participation in the Series and, if so, under what conditions. The CHIEF STEWARD'S decisions on such matters will be considered final and non-protestable.

## **7.5: SAFE PASS**

The responsibility for the decision to pass another car rests with the overtaking driver. However, this does not relieve the driver being overtaken from the responsibility of a safe pass from the other car. The driver being overtaken shall not "block" (see Article 7.4.5). Any driver who appears to be blocking another car seeking to pass may be black flagged.

## **7.6: FINISHERS**

The race will end officially when the overall leader crosses the finish line for the first time after the expiration of the time/distance specified for the competition. Finishing positions will be determined according to the number of laps completed regardless of whether the car is running at the finish. Cars completing the same number of laps will be ranked according to the time taken to complete those laps. To be classified as a "finisher," a car must complete at least 50 percent of the laps completed by the class winner. If the number of laps completed by the class winner is an odd number, the number needed to count as 50 percent will be rounded down to the next whole lap.

## **7.7: TIMED RACES OR TIME-LIMITED DISTANCE RACES**

As directed by the CHIEF STEWARD, the SERIES TIMEKEEPER will keep the official time and distance, and will announce whether the race will be a time or distance competition along with the laps remaining. This decision is final and is not subject to protest or appeal.

## **7.8: DEAD HEATS**

In case of a dead heat, the competitors concerned shall share the prizes allotted to the tied position and the following positions so that the number of tied cars is equal to the number of prize positions shared.

## **7.9: MINIMUM DURATION**

If a race is stopped, it shall be the sole decision of the CHIEF STEWARD to restart the race or to declare the race complete, regardless of official time remaining.

## **7.10: WINNER**

The winner shall be the competitor who covers the prescribed distance of the competition in the least time, or the greatest distance within the prescribed time of the competition, unless the race is shortened (actual length of the race in cases where the race is stopped short of the scheduled completion), in which case the leader at that point, is the winner.

**7.10.1:** The checkered flag shall normally be displayed first to the overall winner as he completes the prescribed distance of the course and then to the other finishers as they cross the finish line.

**7.10.2:** In the event that the winning car is not running at the expiration of the time specified for completion, the checkered flag will be displayed to the highest-placing car still running (ie: the winner is not required to take the checkered flag).

## **ARTICLE 8: DISCIPLINARY ACTIONS**

### **8.1: BREACH OF RULES**

In addition to any other offenses listed herein, the following actions shall be deemed a breach of this Rule Book;

- 8.1.1:** Participation in any proceeding or action detrimental to the interests of The Trans Am Championship, Presented by Pirelli, or of automobile competition generally.
- 8.1.2:** Any action having as its objective participation in the competition of a person, or automobile, known to be ineligible.
- 8.1.3:** Bribery, or attempt to bribe anyone connected with the competition, and the acceptance of, or offer to accept, a bribe.
- 8.1.4:** Reckless or dangerous driving.
- 8.1.5:** Failure to obey the direction(s) or orders of a Race Official.
- 8.1.6:** Refusing to cooperate with, interfering with, or obstructing the action of the Series Officials, CHIEF STEWARD, or Board of Appeals in the performance of their duties.
- 8.1.7:** Violation of the terms of probation.
- 8.1.8:** Public criticism, including social media, of The Trans Am Championship, Presented by Pirelli, its Series Officials or sponsors.
- 8.1.9:** Unsportsmanlike conduct.
- 8.1.10:** Physical contact with intention to harm anyone or thing, or the threat of same.
- 8.1.11:** Inappropriate, objectionable, threatening, or profane language, and/or gestures.
- 8.1.12:** Failure to allow inspection, or disassembly, of an automobile as directed by the TECHNICAL DIRECTOR or the CHIEF STEWARD.

### **8.2: PENALTIES**

Any participant, official, or entrant, violating this Rule Book, or the Supplementary Regulations, or any conditions attached to the sanctioning of the event by SCCA Pro Racing, or any special rules of a course, may be penalized as provided by this Rule Book. The authority to assess penalties is not limited to violations occurring during the course of a racing competition. Before imposing any penalty, the CHIEF STEWARD, or his designee, shall investigate any alleged rules violations and collect, or hear such evidence as deemed necessary at his discretion. The penalties which may be assessed are as follows:

#### **8.2.1: Reprimand**

A reprimand may be imposed by the CHIEF STEWARD, or other Board. A reprimand against a Trans Am Championship, Presented by Pirelli licensed driver shall be noted in his license file, as will be any or all of the following penalties:

#### **8.2.2: Fine and/or Loss of Prize Money**

**8.2.2.1:** A fine up to \$250,000 (USD) may be imposed by the CHIEF STEWARD against any entrant, driver or participant for conduct detrimental to The Trans Am Championship, Presented by Pirelli, its clients, or partners. A driver's competition privileges will be immediately under suspension and shall remain under suspension until payment of the imposed fine is received. If unable to pay the full amount of a fine prior to the next event, the individual must surrender his credential to the CHIEF STEWARD or to the President of the Trans Am Race Company.

**8.2.2.2:** If the TECHNICAL DIRECTOR, TECHNICAL SERVICES DIRECTOR, or TA3/TA4 TECHNICAL MANAGER makes a determination that a breach of the technical rules is the entrant's responsibility, and not the drivers The entrant must pay all fines associated with the technical infraction or be suspended from future competition until the fine is paid in full. This suspension includes all team cars, not just the one involved in the infraction.

*All fines and protest fees shall be remitted to:*

**TRANS AM RACE COMPANY, LLC  
P.O. BOX 560561  
MIAMI, FL 33256-0561**

**8.2.2.3:** In addition to a fine, a penalty of the loss of some, or all, prize monies due may be imposed.

**8.2.2.4:** Any entrant or driver who is disqualified in any competition shall automatically forfeit all rights to awards in that competition.

### **8.2.3: Time or Position**

Time or Position penalties during an event may be imposed by the CHIEF STEWARD. The CHIEF STEWARD may, during a competition, summon a car to pit lane for an infraction to be held at pit out for a period of his determination. Such penalties shall be served under green course conditions. Following a caution period, the penalized car must receive the green flag at the start stand on course before entering pit lane to begin serving his penalty.

### **8.2.4: Laps**

Competitors may be penalized one or more laps by the CHIEF STEWARD.

### **8.2.5: Disqualification from Competition**

Disqualification from competition may be imposed by the CHIEF STEWARD, to an entrant, driver, automobile or any persons possessing a Trans Am Championship, Presented by Pirelli credential.

### **8.2.6: Probation of The Trans Am Championship, Presented by Pirelli credential privileges.**

**8.2.6.1:** The terms of any probation shall be in writing and signed by the CHIEF STEWARD. A copy shall be given to the driver, or entrant, or other person penalized, and a copy may be sent to SCCA Pro Racing.

**8.2.6.2:** The notice and terms of probation provided for in above paragraph may be sent to SCCA Pro Racing within seven business days after probation has been imposed. Upon the completion of probation, the CHIEF STEWARD (or his designee) may send a record of the completion of probation to SCCA Pro Racing. Probation may be recorded in the driver's file.

### **8.2.7: Suspension of The Trans Am Championship, Presented by Pirelli Competition Privileges.**

**8.2.7.1:** Suspension of The Trans Am Championship, Presented by Pirelli competition privileges may be imposed by the CHIEF STEWARD. Maximum of 24 months may be imposed.

**8.2.7.2:** When a penalty of suspension is levied, the penalized driver must immediately surrender his Trans Am Championship, Presented by Pirelli license to the CHIEF STEWARD, or his designee, as directed. Delay in surrendering the license as directed shall automatically result in the extension of the suspension by a period equal to the delay.

### **8.2.8: Loss of Points**

Loss of some or all event points and/or accrued points (including manufacturer points) may be imposed by the CHIEF STEWARD. Manufacturer points are earned by entrants and drivers and do not belong to manufacturers. These points may therefore be part of a penalty to an entrant or driver. The manufacturers are not party to any board involving manufacturer points.

### **8.2.9: Expulsion**

Expulsion from any other series sanctioned by SCCA Pro Racing and/or SCCA, Inc. may be imposed by the President of SCCA Pro Racing, and as also stated in the SCCA bylaws.

**9.2.10:** Consecutive penalties may be imposed (ie: two 30-day suspensions resulting in a total suspension of 60 days).

**8.2.11:** Combinations of penalties may be assessed (ie: a fine and a time penalty, etc.).

### **8.2.12: Amendment of Placing Awards**

In those cases where a penalty of disqualification is imposed, the CHIEF STEWARD, shall declare the resulting amendment to the placing and awards, and shall decide if the next competitor in order shall be advanced and shall oversee that awards presented are consistent with the revised finishing order.

### **8.2.13: Publication of Penalty**

The Trans Am Championship, Presented by Pirelli shall have the right to publicize that it has penalized any team, person, automobile or organization and the reasons therefore. The persons or body referred to in the notice shall have no right of action against The Trans Am Championship, Presented by Pirelli or SCCA Pro Racing, or against any person publishing such notice.

## **ARTICLE 9: PROTESTS AND OTHER ACTIONS**

### **9.1: RIGHT TO PROTEST**

The right to protest shall rest only with a team representative, or any entrant or driver taking part in the competition in question. Each, alone, may protest any decision, act, or omission of The Trans Am Championship, Presented by Pirelli rules, an official, entrant, driver, or other person connected with the competition that is considered to be in violation of this Rule Book.

### **9.2: LODGING A PROTEST AND ASSOCIATED FEES**

Every protest shall be made in writing, specifying which part(s) of this Rule Book is considered to have been violated, signed by the team representative, entrant, or driver making the protest, and accompanied by a protest fee of \$500.00 made payable to Trans Am Race Company within the time limits specified below. The protest fee may be returned if the protest is deemed to be well-founded and is upheld by the CHIEF STEWARD.

**9.2.1:** All protests shall be made to the CHIEF STEWARD, or his designee.

**9.2.2:** A protest against the validity of an entry, qualification of an entrant, driver, or automobile shall be lodged no later than four hours before the start of an official qualifying segment and/or race segment of the competition.

**9.2.3:** A protest against any alleged error or irregularity occurring during an on-track segment shall be made within 30 minutes of the conclusion of the on-track segment in question and/or within 30 minutes of the publication, posting or distribution of results for that segment.

**9.2.4:** A protest against any action of a Race Official must be made within 30 minutes of the action in question.

**9.2.5:** The CHIEF STEWARD may, at his sole discretion, extend any protest time limit in exceptional cases where the protester can demonstrate that evidence pertinent to the protest was not available within the time limit, or where the protester can demonstrate he was unable to meet the deadline due to circumstances beyond his control.

**9.2.6:** Any video provided as part of a protest must be in an unedited format and it must contain all information requested by the CHIEF STEWARD in order to be initially reviewed (laps before incident, laps after incident, etc.). If requested, video must be turned over to Trans Am Race Company on a media device that need not be returned.

### **9.3: PROTESTS AGAINST AUTOMOBILES**

**9.3.1:** Under normal circumstances, the decisions of the Trans Am Championship, Presented by Pirelli TECHNICAL DIRECTOR are non-protestable and non-appealable. However, the TECHNICAL DIRECTOR may, in specific instances, with the agreement of the CHIEF STEWARD, permit protests against automobiles. If allowed, the following procedures in Article 9.3.2 to Article 9.3.7 shall apply.

**9.3.2:** Entrants taking part in a competition may request that an automobile in their class be disassembled, inspected, or any other test be made, provided that they post a cash bond determined by the TECHNICAL DIRECTOR and approved and presented to the CHIEF STEWARD. This bond should be sufficient to cover the total expenses of disassembly, inspection and reassembly. Tear downs must be completed as specified in the protest unless fully or partially withdrawn by the protester.

**9.3.3:** Bonds required for tear down will be sent to Trans Am Race Company and held in escrow until the time limit for the appeal has passed, or until an appeal has been granted. If appealed, bond(s) will be held until the Board of Appeals declines to accept the appeal, or has its decision published. The same procedure will apply to any recorded evidence in the case (e.g. technical data).

**9.3.4:** The inspection and/or disassembly shall be conducted under the supervision and control of the TECHNICAL DIRECTOR or his designee.

**9.3.5:** If the automobile is found, upon inspection, to conform to this Rule Book, the protester shall forfeit the bond which shall be used to cover costs incurred. An invoice should be sent to Trans Am Race Company by the protested party to recover the complete cost of the inspection; if there has been any overage paid, it will be returned to the protester.

**9.3.6:** If the automobile is found, upon inspection, to not conform to this Rule Book, the protester's bond shall be returned to the protester, and the entrant and/or driver of the protested automobile shall be responsible for all expenses, and shall be subject to disciplinary action as the CHIEF STEWARD shall deem appropriate.

**9.3.7:** Failure of an entrant or driver of a protested automobile to allow inspection under the foregoing terms shall result in immediate penalties deemed appropriate by the CHIEF STEWARD.

#### **9.4: HEARING PROTESTS**

**9.4.1:** The CHIEF STEWARD, or his designee(s), shall act as a first board and render a decision. The CHIEF STEWARD shall endeavor to hear the protest as soon as practical after the protest is lodged. The CHIEF STEWARD shall attempt to give all interested parties notice of the hearing. He shall hear or accept such evidence as he deems necessary to render a fair decision. The absence of a party at a hearing shall not limit the ability of the CHIEF STEWARD to proceed with said hearing. If a decision cannot be given immediately after the hearing, all parties shall be informed of the time, and method, by which the decision will be conveyed.

**9.4.2:** It is expected that protests will be reasonable, logical, and based on sound and well-founded evidence. A well-founded protest shall further be defined as a protest upon which reasonable individuals may differ and may still be denied. If a protest is judged to be not well-founded, the protest fee shall be forfeited. If the protester proves to the CHIEF STEWARD that the author of a protest has acted in bad faith, or in a vexatious manner, the author of the protest shall be deemed guilty of a breach of this Rule Book and subject to further penalization.

**9.4.3:** All parties concerned shall be bound by the decision given by the CHIEF STEWARD, subject only to the rights of appeal as provided in this Rule Book.

## **ARTICLE 10: APPEALS**

### **10.1: RIGHT TO APPEAL**

The appeal process exists to decide only those matters for which a reasonable decision could not be achieved through normal procedures. Provided all such procedures have been exhausted, any team representative, entrant or driver taking part in the competition in question shall have the right to request an appeal regarding:

- Any decision or penalty, rendered by the CHIEF STEWARD, in which they were named as a party.
- Any decision concerning a protest filed by other team representatives, entrants or drivers, except as decided by the TECHNICAL DIRECTOR.

A Review Panel, consisting of the President of Trans Am Race Company (or his designee) and the President of SCCA Pro Racing (or his designee) shall ultimately determine if the Appeal will be heard. In the event these two cannot reach an agreement, one Owner designee from the Trans Am Ownership Group shall render the deciding vote. This decision is final, binding and not subject to further appeal or legal process. Due to time constraints, logistics and year-end awards, reviews and/or appeals may not be heard concerning decision at the final event(s) of the year.

### **10.2: RIGHT TO APPEAL AT INTERNATIONAL EVENTS**

ACCUS has delegated to SCCA Pro Racing the authority to establish Boards of Appeals to settle disputes arising from International events sanctioned by SCCA Pro Racing.

### **10.3: FILING AN INTENT TO APPEAL, THE APPEAL, AND ASSOCIATED FEES**

Written/mailed notice of intent to appeal the decision of the CHIEF STEWARD to the Review Panel must be sent to the CHIEF STEWARD within the time period stated on the penalty. The CHIEF STEWARD, at his sole discretion, may extend the appeal time limit in exceptional cases where the appellant can demonstrate that pertinent evidence was not available within the time limit or was unable to meet the deadline due to circumstances beyond his control. A formal, written notice of appeal and associated fee (which replaces the "intent to appeal"), signed by the appellant, specifying the grounds for the appeal, must be sent via email to the President of Trans Am Race Company (or his designee) [jclagett@gotransam.com](mailto:jclagett@gotransam.com) and to the President of SCCA Pro Racing (or his designee) within three (3) business days after the announcement of the decision to appeal. An Appeal fee of \$2,500, of which \$1,000 will be retained regardless of the outcome, must accompany the Appeal, in the form of check or credit card. This fee is payable to: SCCA Pro Racing, P O Box 19400, Topeka, KS 66619 or Building 300, 6700 SW Topeka Blvd., Topeka, KS 66619. After the official Appeal has been filed, it may only be withdrawn with approval from the Review Panel.

### **10.4: STAY OF DECISION (SUSPENSION OR EXPULSION)**

An appeal filed concerning a penalty rendered by the CHIEF STEWARD involving either suspension of competition privileges or expulsion from The Trans Am Championship, Presented by Pirelli will permit the appellant to enter and compete in races until the appellant's Review Panel ruling is rendered. The results and awards of these races shall be considered provisional until the Review Panel ruling is rendered. If the Board of Appeals ruling overturns the suspension or expulsion, the Provisional Results and awards will be considered final and official. If the Review Panel ruling upholds the suspension or expulsion, the awards won and results of races while awaiting the Review Panel ruling will be considered forfeited, null and void.

## **10.5: CONVENING THE BOARD OF APPEAL**

**10.5.1:** SCCA Pro Racing, with final approval from Trans Am Race Company, shall appoint the Board of Appeals which shall consist of a chairman plus at least two additional members. No member of this board shall have taken part as a competitor or official in the event which the board will render a decision on, or have direct interest or involvement in the matters under consideration.

**10.5.2:** The appointment of the Appeals Board, and written notice to the appellant, or appellants, shall occur within three days of the decision to hear the appeal. The Chairman of the Appeals Board will notify all parties, including the CHIEF STEWARD, any/all parties to a protest, or a penalized competitor(s), of the time and place for the Appeal hearing; providing contact information and times when the board may be reached while in session on the matter.

## **10.6: HEARING THE APPEAL**

All Boards of Appeals shall use their best efforts to convene, and hear the appeal no earlier than three days from notice to the parties, and no later than two weeks from said notice. Board of Appeals may specify a shorter time (including a time of one or more hours) for hearing the appeal where necessary for the prompt adjudication of the matter and a final conclusion of controversies. The Board of Appeals will determine what witnesses and evidence it will hear at its discretion. The parties may present their information to the committee themselves, via their team representative, or in written documents. The Board of Appeals may hear such evidence in any manner as it deems appropriate, relevant, and necessary under the circumstances. Cross-examination shall not be permitted. The CHIEF STEWARD shall be heard by the Appeals Board under all circumstances.

## **10.7: JUDGMENT OF THE BOARD OF APPEALS**

After considering all material they deem relevant, the Board of Appeals shall meet privately, reach its decision, and prepare a written opinion. It may decide that the penalty or other decision of the CHIEF STEWARD should be nullified, mitigated, affirmed, increased, or that a different penalty should be imposed, but shall not order a competition to be rerun. The board may order the return or forfeiture of appeal fees. The board shall direct the disposition of protest fees and tear down bonds, if any, in those cases where the CHIEF STEWARD decision is nullified.

## **10.8: PUBLICATION AND EFFECT OF DECISION**

The Trans Am Championship, Presented by Pirelli and SCCA Pro Racing reserves the right to publish all final Board of Appeal decisions, including the names of all parties concerned. Persons, entrants, or organizations referred to in each said decision shall have no right, or action, against The Trans Am Championship, Presented by Pirelli and SCCA Pro Racing, or any person publishing such notice, and shall agree that said decision shall be final and binding. A copy of the final decision of the Board of Appeal shall be sent to all parties of the appeal as soon as possible after the decision becomes final. Any penalty imposed by the Board of Appeal shall be effective immediately as stated in its decision. Penalties involving time, disqualification, suspension, or loss of points shall be made effective from the date of the conclusion of the event involved.

## **10.9: BAD FAITH APPEALS**

If the board determines that the appellant has acted in bad faith, or in a vexatious manner, it may deem such conduct a breach of this Rule Book or the Laws of SCCA Pro Racing, and impose an additional penalty for said breach.



## ARTICLE 11: POINT STRUCTURE AND END OF SEASON AWARDS

### 11.1: MANUFACTURERS' CHAMPIONSHIP POINTS

The Trans Am Championship, Presented by Pirelli may award Championship points and maintain the point standings to determine a Manufacturer Champion. Points will be awarded as follows:

<b>POSITION</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>
<b>POINTS</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>

**11.1.1:** Manufacturers points are awarded to the top finishing positions per manufacturer down through 6 positions per class.

**11.1.2:** Vehicles must be classified as finishers to score Manufacturers' Points.

**11.1.3:** Ties in the final point standings in the Manufacturers' Championship will be decided based upon the number of first place finishes; then, if necessary, the number of second place finishes, etc.

### 11.2: DRIVERS' CHAMPIONSHIP POINTS

**11.2.1:** The Trans Am Championship, Presented by Pirelli will award Championship points in each class per race and maintain the point standings to determine a Drivers' Champion per class. In all classes (TA, TA2, TA3, and TA4), the Driver's lowest scoring race of the first five race events of the season will be dropped and no Championship points will be awarded for it. Any penalties or sanctions assessed for the non-scored, or 'dropped', race will remain fully in effect. This will have no effect on the Driver Champion points scoring for the 'West Coast Championship'.

**11.2.2:** Points will be awarded to drivers based on their final positions at each event as follows:

<b>POSITION</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>
<b>POINTS</b>	<b>30</b>	<b>27</b>	<b>25</b>	<b>23</b>	<b>21</b>	<b>20</b>	<b>19</b>	<b>18</b>	<b>17</b>	<b>16</b>	<b>15</b>	<b>14</b>

<b>POSITION</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>	<b>17</b>	<b>18</b>	<b>19</b>	<b>20</b>	<b>21</b>	<b>22</b>	<b>23</b>	<b>24</b>
<b>POINTS</b>	<b>13</b>	<b>12</b>	<b>11</b>	<b>10</b>	<b>9</b>	<b>8</b>	<b>7</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>2</b>

**11.2.3:** One point shall be awarded to all drivers finishing 25th and lower, providing the driver took the green flag at the start of the race (see Article 11.2.6).

**11.2.4:** In addition to the above point system, three points will be awarded to the fastest qualifier per class, two points to the second fastest qualifier per class, and one point for the third fastest qualifier per class. In the event qualifying was not held due to any reason, Driver's Championship points will not be awarded.

**11.2.5:** One championship point will be awarded to any driver who leads a lap in class and one point to the driver leading the most laps in class for each race.

**11.2.6:** A driver must be classified as a starter to score Championship points. In the event of approved relief driver situation, only the starter will receive points. The CHIEF STEWARD must approve relief drivers in advance.

**11.2.6.1:** If less than three cars present on the race grid for any class, The Trans Am Championship, Presented by Pirelli reserves the right to not issue championship points or conduct a winner's circle ceremony for that given race. However, the competitors will be allowed to race.

**11.2.7:** In the event of 10 or fewer starters in any class, a driver that fails to complete 50 percent of the race distance, based on the number of laps completed by the class winner, will be awarded 50 percent of the championship points for the finishing position.

**11.2.7.1:** To determine 50 percent, The Trans Am Championship, Presented by Pirelli will use laps completed by each class winner. For example, if the class winner completes 26 laps, a driver must complete 13 laps to earn full points. Drivers that complete 12 or fewer laps will be awarded 50 percent of the point total. For example, a driver that finishes eighth in class will earn 9 points instead of 18. In the event the 50 percent mark is a half lap (12.5 laps of a 25 lap race), Trans Am will round down to 12 laps as the determining mark. Drivers that complete 11 or fewer laps will be awarded 50 percent of the point total. In the event the 50 percent of the point total is a half point (A driver finishes with 11 points, and the 50 percent total is 5.5 points), The Trans Am Championship, Presented by Pirelli will round up to the next point, so the driver will be award 6 championship points.

**11.2.7.2:** Ties in the final point standings in any of the Championships will be decided based upon the number of first place finishes in class; then if necessary, the number of second place finishes, etc.

### **11.3: END OF SEASON AWARDS**

All series awards will be presented at the year-end awards gala following the final round of the season.

#### **11.3.1: Drivers' Champions**

Annual awards honoring the driver in each class having the highest championship point total for the season.

#### **11.3.2: Rookie of the Year**

The Trans Am Championship, Presented by Pirelli Rookie of the Year honors the rookie in each class with the most Drivers' Championship points at the end of the season. To be eligible for Rookie status, a driver may have competed in no more than three Trans Am races (in any class) in a single previous season, no more than five Trans Am races in his career and no wins in any previous Trans Am seasons.

- The purpose of the Rookie program is to recognize drivers early in their professional racing careers. Eligibility is subject to approval by The Trans Am Championship, Presented by Pirelli, which will take into account previous racing experience.

### **11.4: OTHER AWARDS**

Additional prize money, product contingency and/or a combination of both may be available based on sponsor participation. The Trans Am Championship, Presented by Pirelli will announce sponsor involvement in press releases, emails to registered teams/drivers with valid e-mail addresses on file with The Trans Am Championship, Presented by Pirelli, and on [www.gotransam.com](http://www.gotransam.com).

## **SECTION 2: TECHNICAL REGULATIONS**

### **ARTICLE 12: COMPETITION CONFIGURATION (ALL CLASSES)**

#### **12.1: VEHICLE DECLARATION FORMS & CHASSIS DYNO REPORTS**

**12.1.1:** All TA, TA2, TA3, and TA4 class entries must submit a new 2017 Vehicle Declaration Form (VDF) to the Trans Am CHIEF REGISTRAR at least two weeks before the car's first event. The submitted form must be complete and contain all of the requested information. Any incomplete VDF's received, will be returned to the sender for completion. The forms are fillable PDF's, so all information should be entered using a computer.

**12.1.2:** For TA, TA3, and TA4 class cars, if changes to items listed on the VDF are made to the car during the season, the entrant must submit a new VDF and also notify the TECHNICAL DIRECTOR.

**12.1.3:** All TA2 Class cars must present a new VDF to the TA2 TECHNICAL DIRECTOR before each event.

**12.1.4:** VDF's for each class (TA, TA2, TA3, and TA4) are available on the gotransam.com website, or from the TECHNICAL DIRECTOR.

**12.1.5:** TA3 and TA4 class cars must be tested on a Dynojet Chassis Dynamometer prior to their first race. The following items must be submitted to the TA3/4 Technical Manager before the first event in which the car is entered.

- "Dyno Test Data & Vehicle Specification Worksheet"
- Dynojet corrected HP and Torque graph for each of the required three runs.
- Dynojet electronic data file for each of the required three runs.

**12.1.5.1:** If any changes are made to the car which could possibly affect the power or torque a new chassis dynamometer test must be performed and worksheet, graph, and data submitted.

**12.1.5.2:** The "Dynamometer Test Procedure" and the "Dyno Test Data & Vehicle Specification Worksheet" are available on the gotransam.com website.

#### **12.2: SAFETY INSPECTION**

**12.2.1:** At the start of the season, and at each subsequent event, the TECHNICAL DIRECTOR, or their assigned representative(s), will conduct Annual Vehicle Inspections. Prior to being allowed on track for any official Trans Am practice, qualification, or race session, each car must meet the Annual Vehicle Inspection requirements found in Appendix A (and detailed in Appendices B-J).

**12.2.2:** Once the Annual Vehicle Inspection requirements have been met, the SCCA Pro Racing Annual Vehicle Inspection decal will be placed on the left front roll cage, visible through the windshield.

**12.2.3:** Issuance of the SCCA Pro Racing Annual Vehicle Inspection decal is not an endorsement of the performance potential of the vehicle, or an indication that the vehicle meets all of the required vehicle technical specifications. The decal signifies that the vehicle has passed the Annual Vehicle Inspection safety requirements and will be permitted to go on course during scheduled Trans Am practice, qualifying and race sessions.

**12.2.4:** Any car which, after being issued SCCA Pro Racing Annual Vehicle Inspection decal, is dismantled, or modified, in any way which might affect its safety, or which is involved in an accident with similar consequences, must be re-presented, by the team, to the TECHNICAL DIRECTOR, for re-inspection. If there is damage to the chassis of the vehicle, the TECHNICAL DIRECTOR may remove the decal. A new Annual Vehicle Inspection decal will be issued after the vehicle is repaired and re-inspected.

**12.2.5:** At the start of the season, and at each subsequent event, the TECHNICAL DIRECTOR, or their assigned representative(s), will conduct Driver Safety Equipment inspections. Prior to being allowed on track for any official Trans Am practice, qualification, or race session, each driver must meet the Driver Safety Equipment requirements found in Appendix K.

**12.2.6:** Once the Driver Safety Equipment requirements have been met, A SCCA Pro inspection decal will be issued, and will be placed on the left side of the helmet.

**12.2.7:** The TECHNICAL DIRECTOR will maintain vehicle and driver safety equipment inspection records for each entered car and driver.

### **12.3: ADDITIONAL REQUIRED VEHICLE INFORMATION**

All Trans Am competitors must have the following information available at each event. A notebook for each car, containing this information, is suggested.

**12.3.1:** Fuel cell certificate showing the FIA or SFI specification, the date of manufacture, and photos of the cell installed in the car.

**12.3.2:** Fire extinguisher system FIA or SFI specification and manufacturer service or recertification date.

### **12.4: VEHICLE APPEARANCE**

**12.4.1:** All team vehicles and equipment shall be neat and clean in appearance. This includes cars, pit carts, scooters and transporters.

**12.4.2:** The paint scheme on cars is unrestricted provided that it is appropriate. The contrast with car numbers and required decals must be adequate. Unfinished cars or unpainted cars will not be allowed (no primer cars).

**12.4.3:** The series reserves the right to prohibit a car from racing due to its appearance, including damage sustained from an on track incident at the event.

**12.4.4:** All bodywork and windows shall be sufficiently rigid, adequately supported, and properly secured so they do not noticeably flutter, move, or deform while the vehicle is in motion.

### **12.5: DECALS AND PATCHES**

**12.5.1:** Cars and driver suits must have decals and patches applied as specified in the Required Vehicle Decal and Driver Suit Patch Placement documents available on the Trans Am Series website and at the series trailer.

**12.5.2:** Each team shall place an 18 inchx18 inch decal on the rear door of their trailer(s) which contains the following information: series name (Trans Am), class(es) in which the team is competing (TA, TA2, TA3, or TA4) and car number(s).

### **12.6: TRANS AM DATA SYSTEM (TADS)**

**12.6.1:** The TECHNICAL DIRECTOR will utilize data boxes to evaluate vehicle performance.

**12.6.2:** The TECHNICAL DIRECTOR will decide which cars will be required to run the data boxes. All classes and all cars may be required to run a data box.

**12.6.3:** Data boxes may be required for any official Trans Am on-track sessions (practice, qualifying, and/or race).

**12.6.4:** The Trans Am Staff will deliver data boxes to the selected teams before selected sessions

**12.6.5:** Selected teams will be responsible for mounting the data box.

**12.6.6:** Any failure by the team or driver to properly install and hook-up the data boxes, or any attempt to circumvent the data acquisition may be severely penalized.

**12.6.7:** Teams must return the data box to the Trans Am Trailer prior to leaving the event site.

**12.6.8:** Entrants with cars having on-board data collection systems (AEM, AIM, etc.) may be required to download data and provide it to Trans Am officials if requested.

## 12.7: TIRES

**12.7.1:** All cars must compete on Pirelli tires as listed in the current year Pirelli Racing Tire, TRANS-AM SERIES - DIMENSIONAL DATA & PRICING product guide This applies to all official practice, qualifying and race sessions. The product guide is available from the Trans Am TECHNICAL DIRECTOR, or at gotransam.com. Tires must be ordered through the Trans Am series tire ordering process.

**12.7.2:** Soaking or chemical treating of the tires is prohibited. Tire samples may be taken and sent to a lab for analysis. Tire warmers (or any other method of preheating tires) are prohibited. Modification to tires, by grooving, siping, or any other means, is not permitted. Rubber buildup (clag) May be scraped from the tire's surface. The minimum fine for soaking, chemical treating or modifying tires in any way is \$5000 (USD).

**12.7.3:** Teams shall leave tires used for qualifying, and/or the race, mounted on the car until the car has cleared post-session technical inspection, or until the car is cleared by a Trans Am Pit Lane Official, to return from the pit lane to the paddock.

**12.7.4:** Trans Am Technical Staff will mark four dry tires (slicks) per car prior to qualifying. The marking must remain visible throughout the event. The TECHNICAL DIRECTOR will specify one, or more, periods of time on the official event schedule when all teams must have their tires prepared to be marked at their paddock. Teams not being prepared to have their tires marked during the specified time may be penalized.

**12.7.5:** All cars shall start the race on the same set of marked dry tires that they qualified on, or on the set of dry tires the team had marked prior to qualifying if rain tires (treaded) were used in the qualifying session.

**12.7.6:** Teams may change one dry tire, any time after qualifying begins, without penalty. The TECHNICAL DIRECTOR must be notified.

**12.7.7:** If a team changes more than one marked, dry tire once the qualifying session begins, that car will lose all qualifying times. If the team notifies the TECHNICAL DIRECTOR of this change in time to have the grid sheets corrected and reprinted, the car may start at the back of the grid for its class. If a car presents on the pre-grid with more than one unmarked tire, without informing the TECHNICAL DIRECTOR properly, the car must start the race from the pit lane after the field passes. NOTE: in a "split start" situation, every attempt will be made to release a car from the pit lane after his class/group receives the green if it can be done in a safe manner.

**12.7.8:** Any number of damaged tires may be changed per pit stop during the race without penalty. A Trans Am pit lane official must verify the damage. Only one undamaged tire may be changed during a pit stop without penalty.

**12.7.9:** A decision to use rain tires is made by the crew chief for each car. If the crew chief decides to use rain tires in all or a part of qualifying, but not in the race, the car shall start the race on the set of 4 dry tires that were marked prior to qualifying. If the crew chief decides to use the 4 marked dry tires in qualifying, but not in the race, the car may start on any set of rain tires, new or used. If the crew chief decides to use rain tires in both qualifying and the race, any combination of rain tires, new or used, may be used.

## 12.8: FUEL

**12.8.1:** VP Racing Fuels, Inc. is the "Official Fuel of Trans Am". The listed fuels are approved for the classes listed:

FUEL	TYPE	CLASSES
VP C12	Leaded	TA
VP C20	Unleaded	TA, TA2, TA3, TA4

**NOTE:** Complete fuel specifications are available from the TECHNICAL DIRECTOR or at [vpracingfuels.com](http://vpracingfuels.com)

**12.8.2:** Fuel must be ordered through the Trans Am Series process

**12.8.3:** Competitors must notify the TECHNICAL DIRECTOR of their fuel choice.

**12.8.4:** Cooling of fuel is prohibited. This applies whether the fuel is in the car or not.

**12.8.5:** Fuel testing will be conducted at events by the Trans Am Technical Staff using the tests listed in Article 17.2. VP will also conduct additional chemical analysis of fuel samples if required by the TECHNICAL DIRECTOR.

**12.8.6:** The use of any gasoline other than the specified VP fuel is strictly forbidden. Additives are not allowed. Any violation of this section may result in disqualification, loss of all points and money earned at that event, and a fine of up to \$10,000.00

## **12.9: BRAKE LIGHTS**

**12.9.1:** All Cars competing in the Trans-Am series shall have a minimum of two fully functioning rear brake lights in their approximate stock location. Brake lights shall be visible and unobscured so that all competitors have ample warning that brakes are being used. Bulbs or LED's may be used but no device to delay the timing, create a strobe effect or other flashing/oscillating effect may be used.

## **12.10: ENGINE CHANGES**

**12.10.1:** The Team Manager must report all engine changes to the TECHNICAL DIRECTOR. Failure to do so could result in penalties (see ARTICLE 9).

## **12.11: TRACTION CONTROL**

**12.11.1:** In all classes (except TA3) traction control is not allowed. This includes all systems or devices that allow modification of engine performance or brake performance to reduce engine power or RPM to control drive wheel speed. Active systems that are driver or crew actuated, and all passive systems are also included.

**12.11.2:** The TECHNICAL DIRECTOR may use data acquisition or other "snooping" and/or "mirroring" tools to police the use of prohibited controls.

**12.11.3:** Failure to comply with these provisions may result in severe penalties including fines, disqualification, loss of points, suspension and/or exclusion from future Trans Am events.

## **12.12: DRONE AIRCRAFT**

**12.12.1:** The use of drones or other aerial devices at an Event is prohibited.

## **ARTICLE 13: TRANS AM CLASS RULES**

### **13.1: TIRES**

**13.1.1:** All Trans Am class cars must compete on Pirelli tires as listed in the current year Pirelli Racing Tire "TRANS-AM SERIES - DIMENSIONAL DATA & PRICING" product guide. This applies to all official practice, qualifying, and race sessions. The product guide is available from the Trans Am TECHNICAL DIRECTOR, or at gotransam.com.

**13.1.2:** Tires must be ordered through the Trans Am series process.

### **13.2: WEIGHT**

**13.2.1:** The minimum base weight for all cars is 2780 pounds.

**13.2.2:** The base weight may be adjusted for using specified vehicle components (ie: sequential shift transmissions, older body types, etc.).

**13.2.3:** All weight measurements will be made, with the driver in place, as the car exits the track at the end of a practice, qualification, or race session.

### **13.3: MODIFICATIONS**

**13.3.1:** No permitted component/modification shall additionally perform a prohibited function.

### **13.4: FUEL CELL CAPACITY**

**13.4.1:** The maximum fuel cell capacity is 33 U.S. gallons.

### **13.5: ENGINES**

#### **13.5.1: Basic Engine Configuration and Modification**

**13.5.1.1:** V-8, overhead valve (2 per cylinder), pushrod, naturally aspirated, carbureted engines must be used.

**13.5.1.2:** The maximum engine displacement is 366 cubic inches.

**13.5.1.3:** The compression is not restricted.

**13.5.1.4:** Engines must meet all other regulations contained in this Article.

**13.5.1.5:** 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.

**13.5.1.6:** Material shall not be added to these components unless specifically authorized by these rules.

**13.5.1.7:** The original direction of engine rotation shall be retained.

#### **13.5.2: Induction System**

**13.5.2.1:** All inducted air shall pass through the throttle venturis.

**13.5.2.2:** 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, and maximum length of 3.5 inches. This top surface of the opening must be flat, follow the hood contour, and can not include any lips or flaps. To allow for material thickness, the opening may extent 1/16 inch above the hood.

**13.5.2.3:** Intake manifolds are unrestricted.

**13.5.2.4:** Any throttle linkage may be used. All throttle linkages shall be equipped with more than one system of positive throttle closure.

**13.5.2.5:** Turbocharging /supercharging is prohibited.

### **13.5.3: Fuel System**

**13.5.3.1 Carburation** A modular 4 bbl. carburetor, having a maximum throttle bore (at the base plate) of a one and eleven-sixteenths (1-11/16) inch, must be used. The carburetor may be modified.

**13.5.3.2:** 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.

**13.5.3.3:** 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.

### **13.5.4: Emission Equipment**

**13.5.4.1:** 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.

### **13.5.5: Cylinder Heads**

**13.5.5.1:** The standard production, optional, or specified alternate(s) cylinder head(s) shall be used. Any valve guides and valve seats may be used.

**13.5.5.2:** 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).

**13.5.5.3:** V-8 General Motors engines are permitted with Chevrolet, Brodix, Brownfield, Dart, Edelbrock, 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 in line), direct replacement type. General Motors SB2 cylinder heads are permitted. GM R07 heads are not permitted.

**13.5.5.4:** V-8 Ford engines are permitted with Ford Motorsports inline-valve or canted-valve cylinder heads of cast iron or aluminum. Alternate cylinder heads from Airflow Research, Brodix, Cylinder Head Innovations, Dart, Edelbrock, Pro Action, and World Products. Any alternate cylinder head(s) utilized shall be of a conventional design (two valves per cylinder, all valves inline) direct replacement type. Ford D3 heads are permitted. Ford FR9 heads are not permitted.

**13.5.5.5:** V-8 Chrysler engines are permitted with MOPAR Performance conventional design (siamesed intake ports, two (2) valves per cylinder, all valves inline), direct replacement cylinder heads. Dodge R5/P7 heads are permitted. Dodge R6/P8 heads are not permitted. Hemi heads are not permitted.

### **13.5.6: Camshaft and Valve Gear**

**13.5.6.1:** 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.

**13.5.6.2:** Camshaft drive mechanism is unrestricted.

**13.5.6.3:** Push rods, rocker arms, and rocker arm supports are unrestricted.

**13.5.6.4:** Valves are unrestricted.

**13.5.6.5:** Valve springs, retainers, keepers, and seals are unrestricted.

### **13.5.7: Block**

**13.5.7.1:** The standard production, manufacturer's heavy duty engine block, or an alternative block shall be used.

**13.5.7.2:** The block may be bored and/or sleeved to achieve the correct displacement.

**13.5.7.3:** The block may be machined, and O-rings may be added to replace or supplement the head gasket(s).

**13.5.7.4:** 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.



**13.5.7.5:** No angle machining of the deck surface is allowed. The deck must be perpendicular to the cylinder bore.

**13.5.7.6:** Blocks must be cast iron. Aluminum blocks are prohibited.

**13.5.7.7:** In all cases the following standard block dimensions must be maintained: Crankshaft Location, Cylinder Bore Spacing, Bank Angle, and Crankshaft Centerline to Deck Face.

### **13.5.8: Pistons and Rods**

**13.5.8.1:** Pistons and piston pins are unrestricted.

**13.5.8.2:** Connecting rods are unrestricted, provided that they are made of a ferrous material, e.g., steel. Aluminum, titanium, graphite, etc., rods are prohibited.

### **13.5.9: Crankshaft and Flywheel**

**13.5.9.1:** 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.

**13.5.9.2:** The use of any crankshaft vibration damper is permitted.

**13.5.9.3:** The use of any flywheel and clutch is permitted.

### **13.5.10: Oiling System**

**13.5.10.1:** 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.

**13.5.10.2:** The use of any oil filter(s) is permitted.

**13.5.10.3:** 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. Clear Lexan (polycarbonate) are allowed in these bulkheads to aid in driver vision through the car.

**13.5.10.4:** Oil holding tanks and engine breathers, whether directly or indirectly ventilating the crankcase, transmission/transaxles breathers, and differential breathers shall be equipped with oil catch tanks. Oil catch tank must meet requirements found in Oil holding tanks and oil filters may be mounted in the driver/passenger compartment. A metal bulkhead shall prevent exposure of the driver to oil spillage. Oil catch tanks shall vent into the engine compartment or outside the driver's compartment. A crankcase vacuum breather that passes through the catch tank(s) to exhaust system or vacuum devices that connect directly to the exhaust system is prohibited.

### **13.5.11: Electrical System**

**13.5.11.1:** The use of any driver operated electrical starter is permitted.

**13.5.11.2:** 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. The ignition(s) must have a rev limit chip, or other comparable device, set at a maximum of 8600 RPM.

**13.5.11.3:** The remaining components of the engine electrical system are unrestricted.

**13.5.11.4:** Traction control or other systems or devices that allow modification of engine or brake performance are not allowed. These include active or passive systems that are driver or crew actuated. The TECHNICAL DIRECTOR may use data acquisition or other "snooping" and/or "mirroring" tools to police the use of prohibited controls.

**Failure to comply with this provision may result in severe penalties including disqualification, suspension or exclusion from future Trans Am events.**

### **13.5.12: Exhaust System**

**13.5.12.1:** The components of the exhaust system are unrestricted. Refer to Article 13.12.3.2 and Article 13.12.10.3 for additional exhaust system and bodywork specifications

### **13.5.13: Other Engine Components**

**13.5.13.1:** 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.

**13.5.13.2:** Generator/alternator, crankshaft, and water pump pulleys are unrestricted.

**13.5.14.3:** Engine mountings brackets are unrestricted. Engines must be located 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. Engine set-back will be measured from the center of the forward most spark plug hole, and can be no farther back than the front axle centerline.

## **13.6: COOLING SYSTEM**

### **13.6.1: Radiator**

**13.6.1.1:** 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. The catch tank must meet the requirements found in Appendix E.

**13.6.1.2:** Separate expansion or header tank(s) are permitted. Any such tanks shall not be located in the driver/ passenger compartment.

**13.6.1.3:** The heater core and all attendant heater controls, lines, and accessories may be removed in its entirety, but shall not be modified or replaced.

### **13.6.2: Radiator Fan**

**13.6.2.1:** The cooling fan(s) may be modified, substituted, or removed.

**13.6.2.2:** Electrically operated cooling fan(s) may be installed, provided it/they serve no other purpose.

### **13.6.3: Radiator Shroud/Ducting**

**13.6.3.1:** The original radiator shroud may be altered, removed, or replaced.

**13.6.3.2:** Sealing or shrouding the airflow area between the normal grill opening and the water radiator is permitted.

### **13.6.4: Water Pump**

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

**13.6.4.2:** Mid-engine vehicles may use an electric water pump.

### **13.6.5: Thermostat**

**13.6.5.1:** The thermostat(s) may be modified or replaced with blanking sleeves or restrictors.

### **13.6.6: Oil/Lubricant Coolers**

**13.6.6.1:** 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.

**13.6.6.2:** Associated cooler pumps and lines are permitted for the transmission and differential coolers.

**13.6.6.3:** 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.

**13.6.6.4:** 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."

## **13.7: TRANSMISSION**

### **13.7.1: Component Modification**

**13.7.1.1:** 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.

### **13.7.2: Transmission**

**13.7.2.1:** Automatic transmissions are not permitted.

**13.7.2.2:** Any readily available manual transmission having no more than five (5) forward speeds and a functional reverse speed may be used. Sequential shifting transmissions are permitted with a 75 lb. weight penalty. In addition, an Xtrac MSD Shift Interrupt 00P-192-0064 shift-without-lift device is allowed with an additional 25 lb. weight penalty. The shift-without-lift device can only be used with sequential transmissions. 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.

**13.7.2.3:** Front engine/transmission vehicles shall locate the front mounting surface of the transmission within sixteen (16) inches of the back of the engine block. Any shift linkage may be used.

**13.7.2.4:** 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.

**13.7.2.5:** Transmission mountings are unrestricted.

### **13.8: FINAL DRIVE**

**13.8.1:** Any axle tube and final drive gear ratio may be used. Differentials must be of the Detroit Locker type (ratcheting), or the Trutrack type (helical/worm gear). A spool may also be used. Externally adjustable differentials are prohibited. Final drive units which permit ratio changes while the car is in motion are prohibited.

**13.8.2:** A heavy duty drive shaft must be used. The driveshaft must be made of magnetic steel or carbon fiber. A minimum of two 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 12 inches of the front of the shaft, and as close as practical to the rear universal joint.

### **13.9: SUSPENSION**

#### **13.9.1: Ride Height**

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

#### **13.9.2: Suspension Components**

**13.9.2.1:** 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.

**13.9.2.2:** Hubs, bearings, spindles, axles, U-joints, CV joints, bushings, ball joints, and rod ends may be freely modified or substituted.

**13.9.2.3:** 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 Trans Am Rule Book. Alternately, any purpose built tube frame car can must be built to a 102 inch wheelbase to enable eligibility in both Trans Am and GT-1 events.

#### **13.9.3: Springs/Shock Absorbers**

**13.9.3.1:** Only one coil-over shock/spring assembly may be used at each corner of the suspension and only one spring per wheel. No coil binding or chassis travel limiters (including short shock shafts) of any kind allowed.

**13.9.3.2:** Adjustable upper shock absorber mounts are allowed.

**13.9.3.3:** Springs must be made of steel (no titanium or other alternate materials may be used). Springs having progressive spring rates are not allowed.

**13.9.3.4:** No internal or external bump stops, bump rubbers, bump springs, spacers, or similar objects are allowed.

**13.9.3.5:** One spring rubber, inserted into the spring, only circling the spring one time (360 degrees), may be used on each corner of the car.

**13.9.3.6:** Inerters and inerter style shocks are not allowed.

**13.9.3.7:** Driver adjustable or electronically controlled shocks are not allowed.

#### **13.9.4: Suspension Control**

**13.9.4.1:** The manufacturer's basic system of front suspension shall be retained (ie: independent strut type front suspension may be replaced with a double A-arm type suspension).

**13.9.4.2:** Only closed tube, live axle rear suspensions are allowed. Independent Rear Suspensions of any kind are not allowed.

**13.9.4.3:** Automobiles originally manufactured as FWD vehicles may convert to RWD, but shall only use a closed tube beam, live axle rear suspension.

#### **13.9.5: Steering**

**13.9.5.1:** The front wheels only shall be steered by the driver.

**13.9.5.2:** The type of steering is unrestricted, provided that a collapsible type of steering column is used.

### **13.10: BRAKE SYSTEM**

**13.10.1:** 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 wheels.

**13.10.2:** Servo assist braking systems are unrestricted.

**13.10.3:** 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.

**13.10.4:** Parking brakes may be removed.

**13.10.5:** The brake lines shall be steel tubing, metal braided hose, or flexible brake hose. Lines may be relocated and given additional protection.

**13.10.6:** 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.

**13.10.7:** Water spray brake cooling systems are permitted. No water cooled calipers are permitted.

**13.10.8:** Iron/steel brake rotors must be used.

### **13.11: WHEELS**

**13.11.1:** Wheels shall be made of steel, aluminum, magnesium, or a combination thereof. Multi-piece wheels shall utilize mechanical fasteners (bolts, rivets, etc.) for assembly.

**13.11.2:** Must be 16 inches in diameter.

**13.11.3:** Wheels shall have a maximum width of 12 inches wide in the front and 13 inches wide in the rear.

### **13.12: BODY & BODY COMPONENTS**

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.

#### **13.12.1: Body --- General Rules**

**13.12.1.1:** Lightening of the bodywork is permitted, but the exterior shape of the body shall not be changed except where specifically authorized herein.

**13.12.1.2:** The method of bodywork attachment is unrestricted. All major body components such as front and rear hoods, fenders, doors and windscreens shall be maintained in normal position throughout the competition. If loss of bodywork is a safety hazard, the car may be black-flagged. A car completing a competition with bodywork missing may be penalized.

**13.12.1.3:** Maximum overall car width shall not exceed 80.65 inches.

**13.12.1.4:** 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. If bodywork panels do not have the official Trans Am bodywork approved decal, the competitor is allowed to present a receipt of purchase or it's agent for verification.

**13.12.1.5:** Two hood louvers are allowed, they must be located on the hood/front fender between the radiator and the rearward edge of the hood, maximum size of 20 inches x 10 inches with a minimum of five slots.

**12.12.1.6:** 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.

**13.12.1.7:** Fenders may be flared for tire clearance, provided that their shape and opening contour in horizontal projection is similar to the original opening.

**13.12.1.8:** Modified wheel opening(s) shall not confuse the identity of the car. The fender flares shall completely cover the highest point of the tires, and may extend into the doors and bumpers.

**13.12.1.9:** Rear fenders may have holes or slots to accommodate exhaust outlets. These holes or slots shall be below a line 7 inches above the bottom of the rocker panel, and shall be no wider than 7 inches.

**13.12.1.10:** 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.

**13.12.1.11:** 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. The hood may be modified for clearance of an airbox, provided that such alteration does not confuse the identity of the car.

**13.12.1.12:** The standard grille(s) or approved facsimile(s) shall be retained, except where covered by the front spoiler or intermediate spoiler mounting device.

### **13.12.2: Windshields/Windows/Wipers**

**13.12.2.1:** The original angle of the windshield shall be maintained.

**13.12.2.2:** Polycarbonate windshields must be used.

**13.12.2.3:** Polycarbonate windshields must be of 3/16 inch (0.1875 inch) minimum thickness. Polycarbonate windshields must be identical in size and curvature to the original glass component. Polycarbonate windshields must have in addition, three (3) inner supports to prevent the windshield from collapsing inward. These supports must be 0.75 inch by .125 inch minimum straps of aluminum. Spacing between these inner supports must be 8 inches minimum.

**13.12.2.4:** The rear quarter (side) and rear windows may be made of clear, transparent, and uncolored polycarbonate material having a minimum thickness of 0.115 inches

**13.12.2.5:** Ducts may be installed in the rear quarter side windows or rear quarter window openings for the purpose of supplying cooling air to the driver and/or differential/transmission coolers. Warm air may be exhausted through an opening identical in size and location to a standard US license plate (maximum of 6 inches high, 12 inches wide).

**13.12.2.6:** Rain side windows may be installed only in conjunction with rain tires, but may remain on the car through the completion of the session or race, even if the rain tires are removed. Rain side windows must be constructed using clear polycarbonate with a minimum thickness of 0.125 inch. Rain side windows may extend from the forward most point of the side window opening to a point no less than 20 inches forward of the “B” pillar. Rain side windows must remain flat except for the addition of a maximum 0.250 inch Gurney lip along the reward edge of the window.

**12.12.2.7:** The windshield wiper system is unrestricted.

### **13.12.3: Doors**

**13.12.3.1:** 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.

**13.12.3.2:** 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 bodywork.

**13.12.3.3:** 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.

### **13.12.4: Floors**

**13.12.4.1:** Driver/Passenger Compartment: The floor of the driver/ passenger compartment shall maintain the basic shape and position of the original floor (ie: 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.

**13.12.4.2:** 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.

**13.12.4.3:** 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.

**13.12.4.4:** Floor panels between the engine bay firewall and the forward most point of the front wheel openings are prohibited except between the front tires, a floor may start beneath the harmonic balancer and go forward to the splitter

**13.12.4.5:** 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, except for the areas of production dimension diffuser type sections specifically allowed by these rules for Trans Am approved bodies.

### **13.12.5. Body Aerodynamic Items --- Front End Splitter/Fascia/Undertray**

**13.12.5.1:** Bodies from a Trans Am “Approved Automobile and Body Manufacturers” (see Article 13.14.3) must run the front splitter and front fascia as produced by the approved manufacturer.

**13.12.5.2:** The splitter shall not extend 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.

**13.12.5.3:** A full-width bottom front undertray for the nosebox area is permitted, but must be flat and can extend no farther rearward than the center of the engine harmonic balancer. The 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.

**13.12.5.4:** Openings in the front fascia are permitted for the purpose of ducting air to the brakes, radiator, airbox and/or oil cooler(s).

### 13.12.6. Body Aerodynamic Items --- Rear Wing

**13.12.6.1:** The Trans Am specified rear wing must be used and must comply with the following:

**13.12.6.2:** The only approved rear wing for all cars is one unmodified single element Liebeck Airfoil #1LD104E scaled to a cord length of 10.75 inches.

**13.12.6.3:** 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.

**13.12.6.4:** 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.

**13.12.6.5:** The maximum width of the entire wing assembly (wing element, endplates, Gurney tab, and mounting hardware) is 72.00 inches.

**13.12.6.6:** The entire wing assembly must be mounted below the peak of the roof (measured at the highest point of the roof). Trailing edge of wing assembly must be located within an area defined by a point; 6 inches 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 inches inboard from end of wing. The exposed portions of the wing posts shall not exceed 85 square inches each. Curved mounting brackets will be measured as if they're in a flat plane as viewed from the side. Mounting brackets are to be included in the measurement.

**13.12.6.7:** Maximum rear wing angle from horizontal is 30-degrees.

**13.12.6.8:** Rear Wings must be located as follows:

YEAR	MODEL	Max. Height	Max. Setback
2011-2015	Cadillac CTS-V Coupe	0.00"	0.00"
2016-current *	Camaro Gen 6	0.00"	0.00"
2005-2013	Corvette (C6)	1.00"	1.00"
2014-current	Corvette (C7)	1.00"	1.00"
2008-current *	Challenger	0.00"	0.00"
2005-2014	Mustang (Gen 5)	0.00"	0.00"
2015-current	Mustang Gen 6	0.00"	0.00"

\*Pending wind tunnel testing

Height indicates the maximum height that the Rear Wing can be mounted above the highest portion of the roof. Setback indicates the maximum distance that the wing can be mounted behind the center of the rear edge of rear bumper.

### 13.12.7: Body Aerodynamic Items --- Other Components

**13.12.7.1:** No rear diffusers, tunnels, or strakes are allowed, except those found on the production car bodywork of that make/model/year.

**13.12.7.2:** Other than aerodynamics components specifically allowed in the rules, no additional aerodynamic devices (fixed or moveable) may be used. This includes items such skirts, fences, dive planes, flaps, deflectors etc. Designs of other components with the intent to influence aerodynamic downforce or drag are not allowed.

## 13.13: OTHER ITEMS

### 13.13.1: Lights:

**13.13.1.1:** 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.

**13.13.1.2:** The cross sectional area of a single duct shall not exceed the cross sectional area for the original (single) headlight lens.

**13.13.1.3:** 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.

**13.13.1.4:** The side marker light assemblies shall be removed, and the resultant openings shall be completely closed.

**13.13.2: Driver's Seat**

**13.13.2.1:** A driver's seat must be installed per Appendix J.

**13.13.2.2:** Seats 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).

**13.13.3: Steering Wheel**

**13.13.3.1:** Any steering wheel and wheel quick release mechanism may be used.

**13.13.4: Gauges/Accessories/Driver Convenience**

**13.13.4.1:** 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.

**13.13.4.2:** Fresh-air ducts to the driver may be added to the A-pillar area. They shall be distinctly separate parts from the bodywork. The duct, and mount must start where the door sill meets the A-pillar and may not exceed 14 inches in length along the door sill. The rear edge of the mount must be perpendicular to the door sill. 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 inches x 1/2 inch.

**13.13.4.3:** Driver and passenger side mirrors, providing adequate visibility to the rear of both sides of the car are required. Stock OEM mirror housings (make, model, and body generation specific) must be run, and must be mounted in the stock location.

**13.13.5: Interior Modifications - Firewall/Bulkheads**

**13.13.5.1:** 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.

**13.13.5.2:** 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.

**13.13.5.2.1:** 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.

**13.13.5.2.2:** 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.

**13.13.5.3:** There shall be a steel and/or aluminum bulkhead completely separating the driver/passenger compartment from the compartment containing the fuel cell.

**13.13.5.3.1:** 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.

**13.13.5.3.2:** 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.



**13.13.5.3.3:** 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. Oil tank tops must be visible.

**13.13.5.3.4:** 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.

**13.13.5.4:** 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.

**13.14: TRANS AM CLASS APPROVED AUTOMOBILES**

**13.14.1: Approved Trans Am Class Body Manufacturers for 2017**

<b>YEAR</b>	<b>MODEL</b>	<b>MANUFACTURES</b>
2011-2015	Cadillac CTS-V Coupe	Advanced Composite Products
2016-current *	Camaro (Gen 6)	Advanced Composite Products, Derhaag Motorsports
2005-2013	Corvette (C6)	Advanced Composite Products, Derhaag Motorsports
2014-present	Corvette (C7)	Derhaag Motorsports
2008-current *	Challenger (Gen 3)	Advanced Composite Products
2005-2014	Mustang (Gen 5)	Advanced Composite Products
2015-current	Mustang (Gen 6)	Advanced Composite Products

\*Pending wind tunnel testing

- All body types are eliminated five years after the last year that type or generation is produced.
- All C6 Corvettes running Trans Am races in 2017, or 2018, will be assessed a 60 pound weight penalty. Any C6 Corvette car or driver that has podiumed any time prior to 2017, will be assessed a 100 pound penalty. Any other car or driver that podiums in 2017, or 2018, will be assessed a 100 pound weight penalty for future races.
- All Gen 5 Mustangs running Trans Am races in 2017, 2018, or 2019, will be assessed a 60 pound weight penalty. Any Gen 5 Mustangs car or driver that has podiumed any time prior to 2017, will be assessed a 100 pound penalty. Any other car or driver that podiums in 2017, 2018, or 2019 will be assessed a 100 pound weight penalty for future races.
- Trans Am reserves the right to require wind tunnel testing of any additional bodies, with the cost to be incurred by the body manufacturer

**13.14.2:** Cadillacs, Camaros, and Corvettes must use General Motors V-8 engines.

**13.14.3:** Challengers must use Chrysler V-8 engines.

**13.14.4:** Mustangs must use Ford V-8 engines.

## **ARTICLE 14: TRANS AM 2 CLASS RULES**

### **14.1: CLASSIFICATION**

**14.1.1:** This class will consist of all cars meeting the prescribed Trans Am Series rules for the Trans Am 2 class.

### **14.2: COST CONTROL**

**14.2.1:** The following items have cost caps. Teams must complete the cost control portion of the TA2 Vehicle Declaration Form (VDF). A new VDF must be provided to the TA2 Technical Director prior to each race. Information the team must provide will include the Make; Model; Part #; Supplier contact information; and the commercially available cost.

#### **Maximum Cost**

- Shock Absorbers       \$850 each  
(Shock components must stay as purchased, shocks may be rebuilt)
- Brake Calipers       \$550 each
- Brake Pads           \$250 /axle
- Wheels               \$175 each  
(Existing grandfathered in, must declare)

**14.2.2:** Data systems are limited to basic GPS based systems. Only the following sensors/measurements are allowed:

- Steering angle
- Throttle position
- Accelerometers (up to 3 axis)
- Wheel speed (limited to one front wheel)
- Brake Pressure
- Engine RPM
- Engine exhaust oxygen
- Engine oil pressure
- Engine crankcase pressure
- Fuel pressure
- Engine coolant temperature
- Engine air temperature
- Engine coolant pressure
- Engine/transmission/differential oil temperature
- Battery voltage

Other sensors/measurements/telemetry are not allowed. The data systems may provide output to a driver's dash display, but may not act as a control device for any other vehicle component or system.

**14.2.3:** No titanium components are allowed.

**14.2.4:** No carbon fiber components are allowed, except for the driver seat and rear wing.

### **14.3: WEIGHT**

**14.3.1:** The minimum weight for all Trans Am 2 Class cars is 2830 pounds. Cars shall meet or exceed this weight, at the end of qualifying or the end of the race. The weight will include the driver and driver gear. Weighing will be done in accordance with Article 17.4.1.

**14.3.2:** At the time the car is weighed (post qualifying and post-race), the maximum rear weight bias is 52%. The maximum left or right side weight bias is 52%. The driver and driver gear must be located in the normal driving position.

**14.3.3:** Ballast must solidly mounted and attached in such a way that tools are required for its removal. All ballast must be painted white and indicate the car number. Tungsten may not be used. The location/configuration of any ballast shall not perform a function.

**14.3.4:** All weight and percentage measurements will be made, with the driver in place, as the car exits the track at the end of a practice, qualification, or race session.

**14.4: BODY**

The following bodies are approved for TA2

YEAR	MAKE	MODEL	GENERATION	BODY
2010-2015	CHEVROLET	CAMARO	5	Howe
2016- current	CHEVROLET	CAMARO	6	Five Star
2008-current	DODGE	CHALLENGER	3	Howe
2005-2014	FORD	MUSTANG	5	Howe
2015-current	FORD	MUSTANG	6	Five Star

- Five Star Racing Race Car Bodies has been designated as the “Approved Body Manufacturer” for the Trans Am 2 class Gen 6 Camaro and Gen 6 Mustang bodies. These bodies must be mounted as shown on the guideline chart (see 14.4.28 and 14.4.29).
- Howe Racing Enterprises has been designated as the supplier for the Trans Am 2 class Gen 5 Mustang, Gen 5 Camaro, and Gen 3 Challenger bodies.
- Howe Camaro and Mustang bodies will remain eligible for competition with a 25-75 pound penalty (depending on the event) until the discontinuation of that model (generation) listed below.
  - The Gen 5 Howe Mustang body will be eligible through the 2017 race season.
  - The Gen 5 Howe Camaro body will be eligible through the 2018 race season.

**14.4.1:** The maximum overall width of the body (except mirrors) is 79.0 inches.

**14.4.2:** The minimum height of the body is 48 1/2 inches. Body height may not be adjustable without body remount.

**14.4.3:** All body components must be utilized in an as-produced, unmodified form, and must retain all manufacturer identifying markings.

**14.4.4:** Competitors must not make any changes to the body. It must be used “as produced” by the “Approved Body Manufacturer”. Any repairs to the body must completely conform to the original design.

**14.4.5:** If an approved body is found to have been modified, the body may not be eligible for Trans Am competition. A competitor or manufacturer found to have made modifications may be severely penalized.

**14.4.6:** Body templates will be used as part of the technical inspection process.

- All entries must conform to the body templates with no more than a 1/2 inch gap.
- Teams may obtain DFX files for the Camaro, Mustang, or Challenger from the TA2 TECHNICAL DIRECTOR.
- Local sign shops, having CNC routers, will be able to use these files to cut the templates.
- Templates will also be available for purchase from Five Star Race Car Bodies and Howe Racing Enterprises.

**14.4.7:** Approved Body Manufacturers may not make any changes to their body without reapplying to Trans Am. Any application for change must include a complete description of the proposed change. A body change application must be submitted to the Trans Am TA2 TECHNICAL DIRECTOR, who will review the request and forward it to the TA2 Competition Committee for a decision. Wind tunnel testing may be required.

**14.4.8:** Absolutely no additional holes, vents, modifications, etc., will be permitted on the body panels except as provided herein. If a gap is present at the bottom of the trunk lid it must be filled to prevent air from escaping at that location.

**14.4.9:** The bottom of the car must not be “belly-panned” or flush paneled. No fixed or moveable air directing devices are permitted underneath or inside the car, other than ductwork that serves no other purpose than to direct cooling air to the brakes, fuel/air metering device (carburetor or throttle body), and/ or driver.

**14.4.10:** Installation of air ducts to direct air to cool the driver is permitted. Air ducts to direct air to cool the driver can be installed behind the a-pillar. Duct and mount cannot exceed 8 inches in height by 12 inches in length. A maximum of three vents may be added to each rear side window to exhaust hot air from the driver’s compartment. The rear side window may have up to three ducts/hose to bring in air to cool the driver, differential and/or other mechanical components.

**14.4.11:** The hood must have a minimum of four (4) positive locating pins on the leading edge of the hood and must be securely fastened by either pins or hinges at the rear

**14.4.12:** A front splitter must be used and mounted a maximum of 1 inch above the bottom of main frame rails.

**14.4.12.1:** The front splitter must be flat (may not be stepped or curved) and may be no more than 3/8 inch thick.

**14.4.12.2:** Rub blocks may be attached to the bottom side of the splitter. A maximum of three rub blocks may be used. If used they must be no thicker than 1/4 inch and no larger than 3 inch wide and 2 inch deep. The rub blocks are not considered when measuring splitter height.

**14.4.12.3:** This rule only applies to the Howe type bodies. When viewed from above, the front splitter must follow the contour of the bottom edge of front bodywork. It may extend a maximum of 6.75 inches beyond the forward-most vertical portion at the center of the bumper. The width of the splitter may not exceed 79 inches.

**14.4.12.4:** The rear of the splitter may extend no farther than the rear of the bottom of the radiator.

**14.4.12.5:** The main frame rail front measuring points have a 3 inches minimum and 4 inches maximum distance from the ground. The main frame rail rear measuring points have a 3 inches minimum and inches 4 inches maximum distance from the ground. The leading edge of the splitter has a 2 inches minimum and 5 inches maximum distance from the ground. The maximum splitter rake is 1/2 inches which is measured from the leading edge of the splitter contour to the trailing edge of the splitter.

**14.4.12.6:** Any necessary repairs made to the splitter must have prior approval of the TA2 TECHNICAL DIRECTOR.

**14.4.12.7:** All Five Star bodies must use the two-piece splitter, part # 81001-41851, as supplied by Five Star, without modifications.

**14.4.13:** Cars must use a Derhaag single plane rear wing (# T-A W2).

**14.4.13.1:** The wing profile (Liebeck Airfoil #1LD104E) may not be altered.

**14.4.13.2:** The wing must have the end plates mounted in the original location. The rear wing mounts must not exceed a total of (TBD sq. inches in area) per mount. Only 2 wing mounts per rear wing are allowed.

**14.4.13.3:** The maximum height of the wing, including end plates and wicker, can be no greater than the highest point on the roof and no lower than 2 inches. The roof may not be altered or pushed up to increase its height.

**14.4.13.4:** The wing may not extend behind the rear bumper or bodywork measured at the centerline of the body.

**14.4.13.5:** The maximum wing width, including end plates, is 65 5/16 inches.

**14.4.13.6:** The cord length is a maximum of 10.75 inches.

**14.4.13.7:** The wing end plates must fit within a rectangle measuring 11.00 inches long by 4.00 inches tall. All wing elements, including the wicker bill, must be kept within the profile of the end plates. The endplates must be mounted parallel to the vehicle centerline, and must be perpendicular to the ground. Endplates must be flat, with no curvature, slots, or Gurney tabs.

**14.4.13.8:** A wicker bill (Gurney) may be added to the wing element. It must be a uniform shape across the complete width of the wing. No air may pass between the wicker bill and the wing. It must form a 90 degree angle with the wing surface. The size of the wicker bill cannot exceed 0.50 inch high as measured from the wing surface. The thickness of the wicker material must be a minimum of 0.050 inch and a maximum of 0.080 inch.

**14.4.13.9:** Maximum angle of the rear wing element, from horizontal, is 30 degrees.

**14.4.14:** A full, stock-dimension molded front windshield is mandatory and must be constructed from 3/16 inch (minimum) Lexan. Three 1-inch by 1/8 inch thickness internal windshield support braces must be spaced at least on six-inch centers and roughly centered on the windshield. The windshield must be secured to the body by fasteners to prevent the windshield from popping out under internal pressure

**14.4.15:** A full, stock dimension molded rear "glass" constructed of minimum 0.093 inch thickness Lexan is required. It must be held securely in place by a minimum of two 1.0 inch wide external straps as well as fasteners mounting the "glass" to the rear bodywork around the perimeter of the opening. Back "glass" must also be securely braced internally to prevent significant bowing or distortion under racing conditions.

**14.4.16:** Side windows openings (driver and passenger side) must remain as produced in dimensions.

Models with rear quarter or opera windows must have the stock opening covered with clear, securely mounted 0.093 inch thick Lexan.

**14.4.17:** No body streamlining is allowed (windshields, radiator grills, headlights, etc.).

**14.4.18:** Body seams may not be taped for practice, qualifying, or race sessions. Exception may be granted by the TA2 TECHNICAL DIRECTOR for the temporary repair of damaged parts. If permission is granted the tape must match the color of the portion of the car being taped, or be clear.

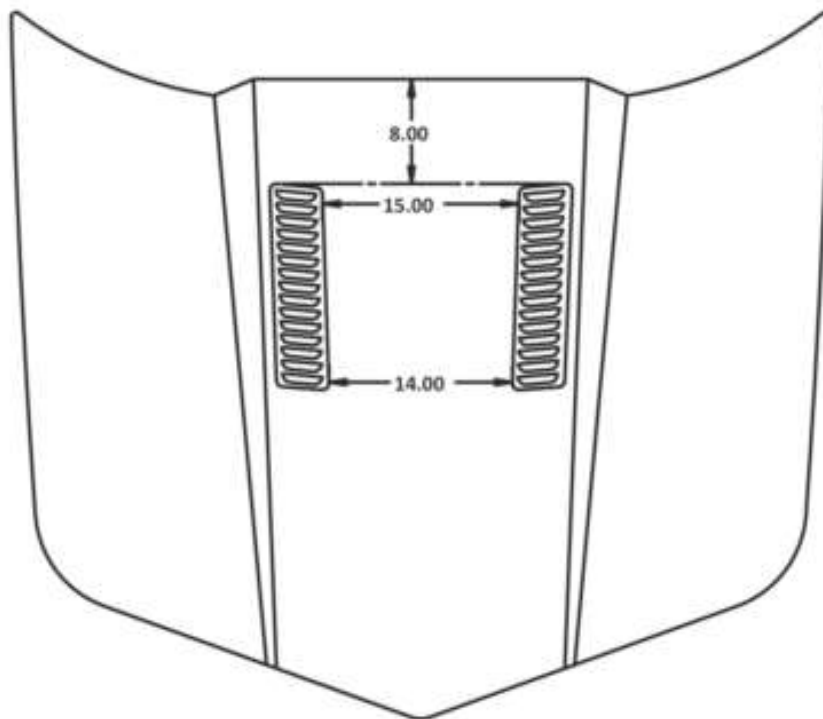
**14.4.19:** Headlight decals and taillight decals or the model's original taillights are required at all times. Two functioning brake lights in the approximate location of the stock taillights are required. Two functioning taillights are also required.

**14.4.20:** Vent windows, with or without air ducts, may be used at the A-pillar. The maximum horizontal dimension, measured along the bottom of the window opening in the door is 12.5 inches. The trailing edge must be 90 degrees from the top of the door to bottom of the window opening.

**14.4.21:** Driver and passenger side mirrors, providing adequate visibility to the rear of both sides of the car are required. Stock OEM mirror housings (make, model, and body generation specific) must be run, and must be mounted in the stock location. Generation 6 Camaros (2016-) may run Generation 5 Camaro (2010-2015) mirror housings, and Generation 6 Mustangs (2015-) may run Generation 5 Mustang (2005-1014) mirror housings until a cost effective reproduction becomes available.

**14.4.22:** Grill openings may be cut out of the body, but must remain within the approved body recessed grill areas. Once cut out, they may not be covered over with tape or other material. However, material may be placed behind the cut out area to block-off air flow. The upper half of any cut out grill opening may be taped closed to help control the engine temperature. The tape must be trimmed to allow the complete manufacturer's emblem in the center of the grill to be visible.

**14.4.23:** Two aluminum hood louver panels (Howe part # B940) may be installed. The panels must be 0.083 inch thick and a maximum of x 15 1/2 inches long x 4 inches wide. They must be mounted on the top of the hood, with the rear of the panel 8 inches forward of the rear edge of the hood, and spaced as shown in the diagram.

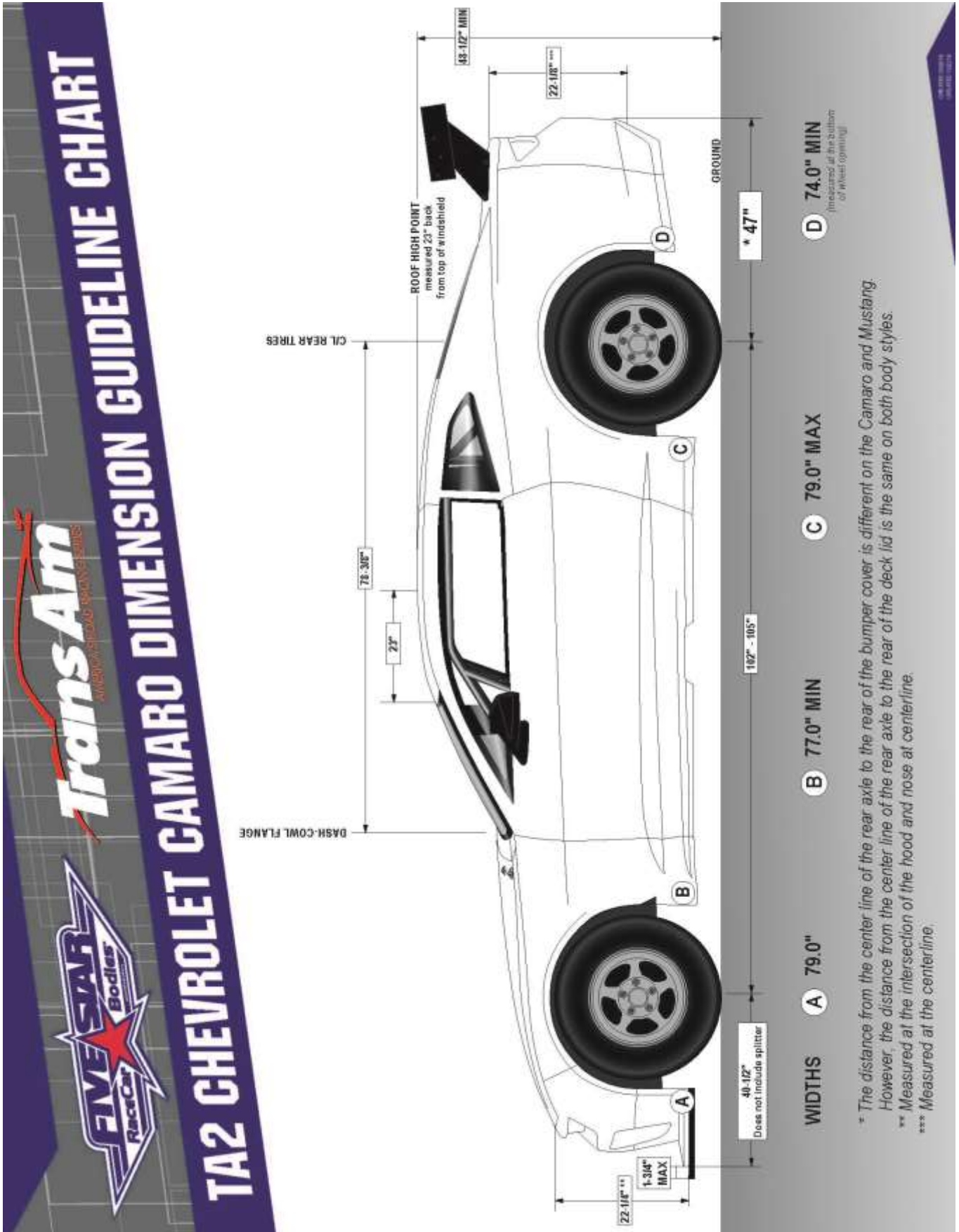


**14.4.24:** Any changes made to the approved bodywork, which potentially affect the performance or could provide a competitive advantage, no matter how minor, must be submitted to the Trans Am TA2 TECHNICAL DIRECTOR for approval before they can be made.

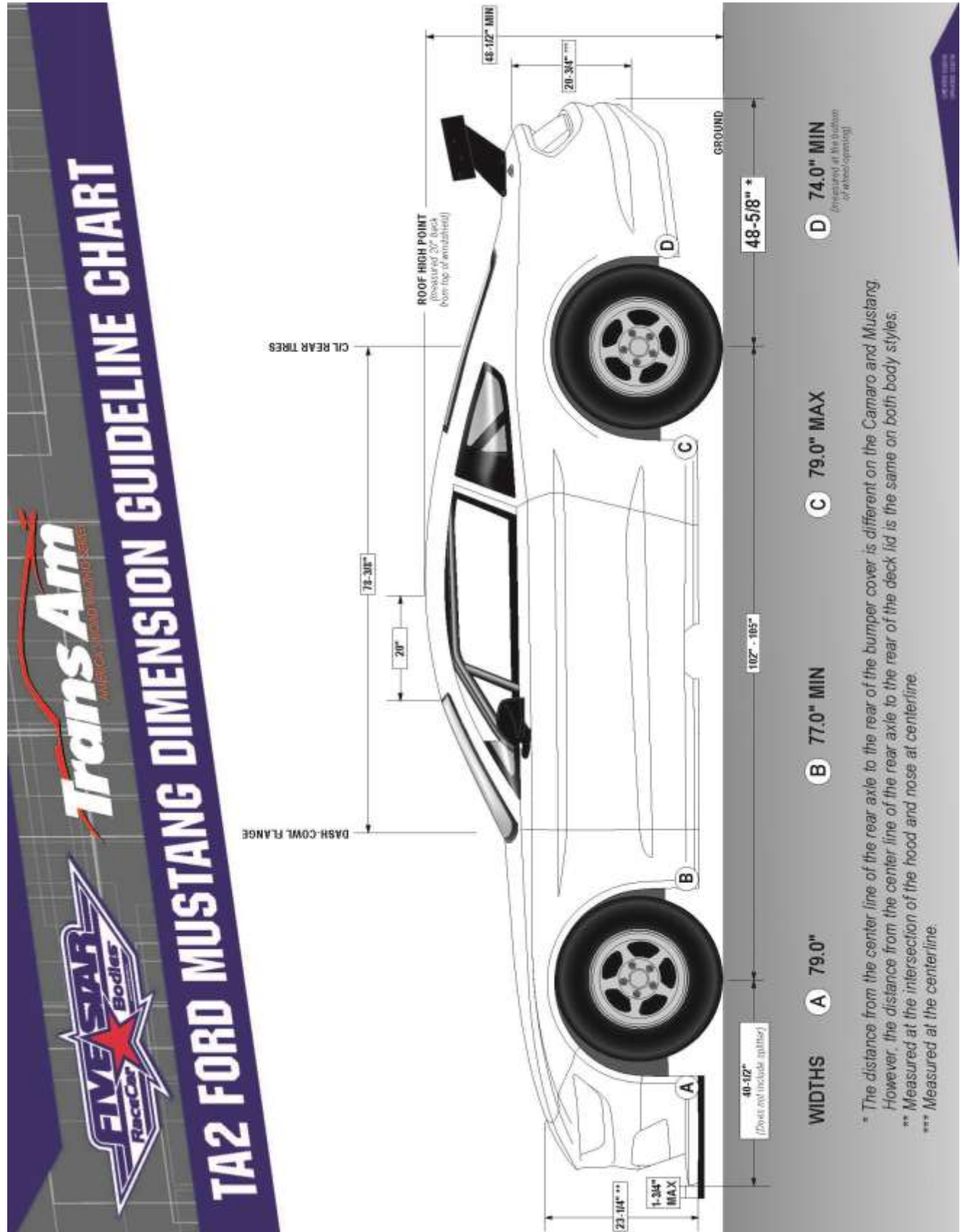
**14.4.25:** Trans Am reserves the right to make minor changes in the bodywork to maintain aerodynamic equality between manufacturers.

**14.4.26:** Non-compliance with the specifications outlined herein may subject participant to disqualification, suspension, loss of monies and points earned, and/or fine. Non-complying components found on any car presented for competition at a sanctioned event are subject to removal and seizure by the Trans Am TA2 TECHNICAL DIRECTOR.

# 14.4.27: FIVE STAR CAMARO BODY MOUNTING DIMENSIONS



# 14.4.28: FIVE STAR MUSTANG BODY MOUNTING DIMENSIONS





## 14.5: CHASSIS/SUSPENSION:

Chassis must be produced by a “Trans Am Approved Chassis Manufacturer”. “Trans Am Approved Chassis Builders” must make chassis available for sale to TA2 competitors, and produce at least two TA2 chassis per year. These chassis must be used in Trans Am competition during the current Trans Am season. Failure to meet this production level will result in being placed on a one year probation. Failure to meet this production level in the next season will result in the loss of approval for use in the Trans Am series. Chassis built prior to loss of approval will still be allowed to compete.

- All “Trans Am Approved TA2 Chassis Manufactures” must provide the Trans Am TA2 TECHNICAL DIRECTOR with a complete set of CAD drawings and CAD files for their approved chassis (ANSI 3 view with isometric and a BOM table with tube sizes and wall thickness). Failure to do so will result in the loss of “Trans Am Approved Chassis Manufacturer” status.
- Approved chassis manufacturers may not make any changes to their chassis without reapplying to Trans Am. Any application for change must include a complete description of the proposed change, and a new set of CAD drawings and CAD files showing the change. Chassis change applications must be submitted to the Trans Am TA2 TECHNICAL DIRECTOR, who will review the request and forward it to the TA2 Competition Committee for a decision.
- Material may be added to an approved chassis (brackets/braces/etc.) But no material from the original approved chassis may be removed.
- Competitors must not make any other changes to the chassis. It must be used “as produced” by the “Trans Am Approved Chassis Manufacturer”. Any repairs to the chassis must completely conform to the original design.
- If an approved chassis is found to have been modified, without prior Trans Am approval, the chassis is not eligible for Trans Am competition. A competitor or manufacturer found to have made unapproved modifications may be penalized.

The following are the only “Trans Am Approved” TA2 Chassis Manufacturers for 2017:

- |                       |              |
|-----------------------|--------------|
| • Howe Racing         | 989-435-7080 |
| • M-1 Motorsports     | 804-400-9782 |
| • Mike Cope Racing    | 727-386-4020 |
| • Meissen Enterprises | 815-962-0053 |

### 14.5.1: Frame

**14.5.1.1:** Configuration must be full-frame, front engine, front steering, rear drive, and shall provide all suspension mounting points. The frame must be constructed of mild steel tubing (SAE 1010, 1020, or 1025 recommended). All construction and materials must conform to all Trans Am rules.

**14.5.1.2:** Each frame must have a permanent tag attached to identify the original manufacturer and serial number.

**14.5.1.3:** All cars must have mainframe rails of rectangular steel tubing with minimum dimensions of 2.0 inches x 3.0 inches x 14 gauge. Mainframe rails are defined as the lower outboard frame rails between the front firewall bulkhead and the rear main hoop bulkhead.

**14.5.1.4:** The roll cage and side door bars must be constructed of mild steel tubing and according the specifications found in Appendix I. However, the main hoop rear bracing may extend rearward past the shock towers.

**14.5.1.5:** In addition the requirements in Appendix I: ROLL CAGE, the right side door opening section of the cage must consist of a minimum of three tubes, 1.5 inches x 0.083 inch, running fore/aft between the main roll hoop and the front cage down tube. A minimum of three vertical tubes must connect the three fore/aft tubes. An acceptable alternative design is to connect the main roll hoop and the front cage down tube with one tube under the window sill, and below that, two tubes in the shape of an “X”.

**14.5.1.6:** The main frame rail front and rear measuring points have a 3 inches minimum and 4 inches maximum distance from the ground.

**14.5.1.7:** Chassis air jacks are not allowed.

#### **14.5.2: Front Suspension**

**14.5.2.1:** Only basic-type coil-over, upper A-arm, with lower A-arm, or lower control arm/strut type front suspension is allowed.

**14.5.2.2:** The upper A-arm must be made of steel and be 7.0 inches-11.0 inches long when measured from the center of the ball joint to the center of the cross shaft, or a line connecting the two spherical rod ends. Cross shafts, if used can be made of steel or aluminum.

**14.5.2.3:** Lower arms must be made of steel and be 13.0 inches-19.0 inches long when measured from the center of the ball joint to the center of the cross shaft, or a line connecting the two spherical rod ends (A-arm style); or from the center of the ball joint to the center of the spherical rod end (control arm style). Struts used in conjunction with control arm style arms may be made of steel or aluminum. Cross shafts, if used can be made of steel or aluminum.

**14.5.2.4:** Front spindles/uprights must be steel, designed for racing applications, and be commercially available to all competitors.

#### **14.5.3: Rear Suspension**

**14.5.3.1:** Only basic-type live solid axle, three link, coil-over suspension is allowed. This shall consist of two fore/aft control arms, and a single third link arm. Independent rear suspensions are not allowed.

**14.5.3.2:** Axle housings may not rotate inside the axle mounting brackets (no birdcage designs).

**14.5.3.3:** A three link design shall consist of three attaching points on the rear axle housing and three attaching points on the chassis.

**14.5.3.4:** The two fore/aft control arms must be directed forward from the rear axle, be 23 inches-29 inches long, and run parallel to the car's centerline (+/- 10 degrees) in the plan view. Fore/aft control arms must be one piece (no springs/shocks/rockers). The control arm ends may be spherical rod ends or rubber/plastic bushings.

**14.5.3.5:** The single third link arm must be directed forward from the rear axle, be 15 inches-21 inches in length, and run parallel to the car's centerline (+/- 10 degrees) in the plan view. The third link arm ends may be spherical rod ends or rubber/plastic bushings. Spring-loaded and/or cushioned (torque absorbing) third link arms are allowed.

**14.5.3.6:** A solid mount Panhard bar or Watts linkage may be used to control rear suspension centering and lateral motion.

**14.5.3.7:** Driver-controlled adjustment of the suspension while the car is in motion is not allowed.

#### **14.5.4: Track Width**

**14.5.4.1:** The front and rear track width must be 63 inches- 65 inches.

#### **14.5.5: Wheel Base**

**14.5.5.1:** The wheel base must be 102 inches-105 inches, and be the same on both sides of the car (+/- .75 inch)

#### **14.5.6: Shocks/Springs**

**14.5.6.1:** Only one coil-over shock/spring assembly may be used at each corner of the suspension and only one spring per wheel. No coil binding or chassis travel limiters (including short shock shafts) of any kind allowed.

**14.5.6.2:** Adjustable upper shock absorber front mounts are allowed.

**14.5.6.3.:** Standard 2 1/2 inches coil over springs must be used. They must only be made of steel (no titanium or other alternate materials may be used). Springs having progressive spring rates are not allowed.

**14.5.6.4:** No internal or external bump stops, bump rubbers, bump springs, spacers, or similar objects are allowed.

**14.5.6.5:** One spring rubber, inserted into the spring, only circling the spring one time (360 degrees), may be used on each corner of the car.

**14.5.6.6:** Driver adjustable or electronically controlled shocks are not allowed.

#### **14.5.7: Anti-Roll Bars**

**14.5.7.1:** One front and one rear anti-roll bar are permitted.

**14.5.7.2:** Anti-roll bars must be made of steel. The arms may be made of steel or aluminum.

**14.5.7.3:** Driver adjustable anti-roll bars are not permitted.

#### **14.5.8: Steering**

**14.5.8.1:** The steering wheel must be mechanically coupled to the front wheels only (no “steer by-wire” or “four wheel” steering is allowed)

**14.5.8.2:** Power assisted steering (hydraulic or electric assist) is allowed.

#### **14.5.9: Driver’s Seat**

**14.5.9.1:** The seat longitudinal centerline must be 16.75 inches +/- 1.00 inch to the left of the cars longitudinal centerline.

### **14.6: WHEELS/TIRES/BRAKES**

**14.6.1:** Wheels must be 15 inches diameter specifically designed for racing. Wheel back spacing must be a minimum of 3.00 inches and a maximum of 7.00 inches. Maximum wheel width is 10 inches. Wheels can be steel or aluminum and must weigh at least 18 pounds.

**14.6.2:** All Trans Am 2 class cars must compete on Pirelli tires as listed in the current year Pirelli “TRANS-AM SERIES – DIMENSIONAL DATA & PRICING” product guide. This applies to all official practice, qualifying and race sessions. The product guide is available from the Trans Am TA2 Technical Director, or at [gotransam.com](http://gotransam.com). Tires must be ordered through the Trans Am series process.

**14.6.3:** All vehicles must use dual master cylinder, 4-wheel disc brake systems.

**14.6.4:** Driver adjustable brake bias is allowed.

**14.6.5:** Brake rotors must be iron with a maximum diameter of 12.19 inches, a minimum thickness of 0.810 inch, and a maximum thickness of 1.25 inches.

**14.6.6:** Brake fluid recirculators are allowed.

**14.6.7:** A maximum of two Inline blowers and hoses may be used in the brake cooling ducts. Steel brake wheel fans (Ultra Cool fans and other similar devices) are allowed.

**14.6.8:** Water cooling of the brakes is not allowed.

**14.6.9:** Electronically controlled anti-lock braking systems are not permitted.

**14.6.10:** Brake pad materials are unrestricted except for cost. Article 14.2.1.

### **14.7: DRIVETRAIN**

#### **14.7.1: Transmission/Clutch /Bellhousing**

**14.7.1.1:** Transmissions must be commercially available manual units with four forward gears and an operating, driver-engageable, reverse gear. Fourth gear (in the transmission shaft location and the gear shift mechanism) must be a 1:1 ratio. No overdrive ratios are allowed. All forward gears must have a nominal thickness of 1.00 inch (allowable tolerance, measured at the bottom land, or root, of gear tooth = 0.950 inch minimum). A manual “H-style” shift linkage is required. No sequential shift mechanisms are allowed. Shift-without-lift devices are not allowed. Ceramic bearings are not allowed.

**14.7.1.2:** The clutch is limited to no more than three steel disks and floater plates with a minimum clutch diameter of 5.25 inches. No carbon parts or carbon clutches are allowed. Slider or slipper clutch designs are not permitted.

**14.7.1.3:** Bellhousings must be Quarter Master, Tilton, or meet requirements found in Appendix D. Transmissions must bolt directly to the rear bellhousing surface. (ie: the 10 inches long spacers common in the Trans Am class are not allowed).

#### **14.7.2: Driveshaft**

**14.7.2.1:** The driveshaft must be one piece and made of magnetic steel

**14.7.2.2:** A minimum of two steel 360-degree driveshaft hoops shall be installed. The hoops must be a minimum of 2 inches wide. The minimum thickness must be 3/16 inch for the front hoop, and 1/4 inch for the rear, and designed to contain the driveshaft and protect the driver in case of u-joint or driveshaft failure. The hoops shall be located within twelve (12) inches of the front u-joint and as close as practical to the rear u-joint.

**14.7.2.3:** The driveshaft offset is a maximum of 1.0 inch, measured from the driveshaft centerline (front and rear) to the longitudinal centerline of the chassis.

**14.7.2.4:** The drive shaft must be painted white

**14.7.3: Rear End**

**14.7.3.1:** All cars must utilize a commercially available rear gear quick change rear end. Front gear quick change units are not allowed.

**14.7.3.2:** All axles and axle tubes must be made of steel.

**14.7.3.3:** Differentials must be of the Detroit Locker type (ratcheting), or the Trutrack type (helical/worm gear). A spool may also be used. Externally adjustable differentials are prohibited. Final drive units which permit ratio changes while the car is in motion are prohibited.

**14.7.3.4:** The maximum rear camber per wheel is +/- 2.0 degrees.

**14.8: ENGINES**

All TA2 engines must meet the specific specifications found in ADDENDUMS A-D. All engines must be built/rebuilt by a Trans Am "Approved Engine Builder/rebuilder" (AEBR). AEBR's must seal all engines. No engine may exceed the following TA2 ENGINE average power or torque specifications.

**TA2 ENGINE SPECIFICATIONS\***

<b>POWER</b> (average HP from 5000-6600 RPM)	<b>TORQUE</b> (average lb-ft from 5000-6600 RPM)
<b>490 HP</b>	<b>447 lb-ft</b>

\*All power and torque values are rated following the "Trans Am 2 Engine Test Protocol".

Initial engine dynamometer testing of each engine type, and any subsequent dyno testing resulting from the Technical Department Impound, or a competitor protest will be conducted at RW Racing Engines.

**TA2 ENGINE TYPES.**

- Addendum A: GM LS3
- Addendum B: Ford (Ilmor)
- Addendum C: Dodge Hemi
- Addendum D: Ford (DSS)

Camaros must use the Addendum A engine.

Mustangs may use either the Addendum B or D engine.

Challengers must use the Addendum C engine.

**PRIMARY ENGINE AND PARTS SUPPLIERS (PEPS)**

Trans Am has approved only one PEPS for each engine type. Approved Trans Am TA2 Engine Builder/Rebuilders (AEBR's) must purchase all proprietary engine components from a PEPS. These components include the camshaft, and any additional engine components that are not otherwise commercially available.

**The PEPS include:**

- GM LS3: Schwanke Engines
- Ford: Ilmor Engineering
- Dodge Hemi: DMS South Inc.
- Ford (DSS): DSS Competition Engine

*PEPS must make all individual proprietary engine parts available to all AEBR's. No PEPS or AEBR will be allowed to be the exclusive engine builder or generic parts supplier for any TA2 engine type.*

## **APPROVED & CERTIFIED ENGINE BUILDER/REBUILDERS (AEBR's)**

Approved & Certified Trans Am TA2 Engine Builder/Rebuilders (AEBR's), and the engine types they are approved to build include:

<b>ENGINE BUILDER</b>	<b>CONTACT</b>	<b>ENGINE TYPE(S)</b>
Arrow Racing Engines	248-852-5151	A, C Approved & Certified builder for C Approved builder, but not yet certified for A as of 1/15/17
Brand Racing Engines	405-745-3332	A
DSS Racing	630-587-1169	D Approved builder, but not certified as of 1/15/17
Ilmor Engineering	734-456-3653	A, B
Katech	586-791-4120	A, B
Koury Inc.	386-547-4311	A, B Approved & Certified builder for B Approved builder, but not yet certified for A as of 1/15/17
Schwanke Engines	507-723-4120	A
Wegner Motorsports	920-394-3557	A, B

**A: GM LS3    B: Ford    C: Dodge Hemi    D: Ford (DSS)**

- **COMPONENTS:** All engines must consist of identical components, and meet all the rules contained in the respective engine Addendums. A BOM for each engine is required, and must be provided to the Trans Am TECHNICAL DIRECTOR.
- **CAMSHAFTS:** All camshafts must be purchased from the listed PEPS for that engine type, and must be measured by the Trans Am Technical Consultant, and have TA2 serial numbers applied.
- **ENGINE SEALS:** All engines must be sealed by the ABER. The sealing system is determined by each AEBR and the seal numbers and locations must be reported to TA2 TECHNICAL DIRECTOR.
- **BOM's:** Each AEBR must submit a "Master Engine Build Sheet" showing all specific engine components, along with "Individual Engine Build Sheets" showing individual engine specifications (seal numbers, bore, stroke, compression ratio, etc.) to the TA2 TECHNICAL DIRECTOR.
- **DYNO TESTING:** For initial engine homologation, each AEBR must submit an engine to Trans Am for dynamometer testing. Once that initial engine is approved by Trans Am, all subsequent engines must be built to the identical specifications. Each new or rebuilt engine must be dynamometer tested by the AEBR. A Trans Am certified inlet restrictor (supplied by Trans Am) must be used on all tests. Testing must be conducted using the "Trans Am 2 Engine Test Protocol". Test results must be provided to the TA2 TECHNICAL DIRECTOR.
- **ECU's:** The Trans Am 2 AEM ECU with the locked calibration for the engine type being tested must be used.
- **FUEL:** VP C20 (unleaded) race gas must be used for the dyno test.

### **14.8.1: Engine Homologation Testing Rules**

***These rules apply specifically the four engine builders chosen to develop the engine package for the 2016 spec ECU and calibration. (Addendum A: GM LS3 = Katech; Addendum B: Ford= Ilmor; Addendum C: Dodge = Arrow; Addendum D: Ford = DSS).***

- Homologation testing will take place at RW Race Engines test facility.
- The engine presented for homologation testing must comply with all TA2 engine regulations.
- The homologation engine must be accompanied by a completed Trans Am "Master Engine Build Report" and an "Individual Engine Build Report"
- The engine presented for homologation truly represent the full performance potential of the engine type.

- The engine presented may not be modified, adjusted, tuned, or in any way altered with the intent to reduce performance.
- No strategies may be employed that could have any effect designed to lower engine performance.
- The engine must be optimally configured with any non-regulated components that may have any potential positive effect on engine torque or power.
- No subsequent engines may produce more torque or power than the engine presents for homologation.
- All components used on the homologation engine must be used on all other engines sold by the builder.
- Once homologated, the engine design and components are frozen and no additional engine development is allowed. Any additional work or changes to increase performance are outside the rules and not allowed.
- Severe penalties, including fines and permanent loss of Trans Am approved engine builder status, will apply to any engine builder not adhering the above requirements, or subsequently building any engine that exceeds the torque or power of the homologation engine.
- Engine builders presenting an engine for homologation will be required to sign a statement indicating their understanding, and agreement to fully support Trans Am's "equal competition" philosophy and must also agree to abide by all Trans Am principles, requirements, and rules related to TA2 engines.

#### **14.8.2: Engine Certification Testing Rules**

***The following are not required to submit an additional engine. The homologation engine meets this requirement: Addendum A: GM LS3 = Katech; Addendum B: Ford= Ilmor; Addendum C: Dodge = Arrow; Addendum D: Ford = DSS***

- Engine builder certification testing will take place at RW Race Engines test facility. The testing schedule will be developed by Trans Am once the homologation testing is completed.
- The cost of Trans Am engine certification is \$750 plus travel expensed for Trans Am official(s).
- A certification engine must be submitted by each approved engine builder to Trans Am for dynamometer testing. Builders approved to build more than one engine type must submit one of each engine type.
- The engine presented for certification testing must comply with all TA2 engine regulations.
- The certification engine must be accompanied by a completed Trans Am "Master Engine Build Report" and an "Individual Engine Build Report".
- The Trans Am AEM "spec" ECU, with the locked calibration, must be used for the testing.
- The engine presented for certification truly represent the full performance potential of the engine type.
- The engine presented may not be modified, adjusted, tuned, or in any way altered with the intent to reduce performance.
- No strategies may be employed that could have any effect designed to lower engine performance.
- The engine must be optimally configured with any non-regulated components that may have any potential positive effect on engine torque or power.
- No subsequent engines may produce more torque or power than the engine presented for certification.
- All components used on the certification engine must be used on all other engines.

- Once certified, the engine design and components are frozen and no additional engine development is allowed. Any additional work or changes to increase performance are outside the rules and not allowed.
- Severe penalties, including fines and permanent loss of Trans Am approved engine builder status, will apply to any engine builder not adhering the above requirements, or subsequently building any engine that exceeds the torque or power of the homologation engine.
- Engine builders presenting an engine for certification will be required to sign a statement indicating their understanding, and agreement to fully support Trans Am's "equal competition" philosophy and must also agree to abide by all Trans Am principles, requirements, and rules related to TA2 engines.

#### **14.8.3: Engine Builder Rules**

- Each TA2 engine sold must comply with all TA2 engine regulations, and be built with all of the components, procedures, and processes used on the certification engine.
- A completed Trans Am "Individual Engine Build Report" must be completed and submitted to the TA2 TECHNICAL DIRECTOR.
- An engine dynamometer report must be submitted for each engine. Test results must be corrected to STD conditions (SAE 607, 60 deg. F, 29.92 inches HG, dry air)
- No engines may produce more torque or power than the engine presented for certification.
- Any additional work or changes to increase performance are outside the rules and not allowed.
- Severe penalties, including fines and permanent loss of Trans Am approved engine builder status, will apply to any engine builder not adhering the above requirements, or subsequently building any engine that exceeds the torque or power of the homologation engine.
- Engine builders will be required to sign a statement indicating their understanding, and agreement to fully support Trans Am's "equal competition" philosophy and also must agree to abide by all Trans Am principles, requirements, and rules related to TA2 engines.

#### **14.8.4: Team Engine Rules**

- Teams must run the engines as delivered from the engine builder.
- No modifications may be made.
- Any additional work or changes to increase performance are outside the rules and not allowed.
- At any Trans Am event, no team may possess or use a non-compliant engine.
- Severe penalties, including points, race wins, championships, fines, and/or permanent loss of Trans Am eligibility, will apply to any team, crew, and/or driver not adhering the above requirements, or subsequently building any engine that exceeds the torque or power of the homologation engine.

#### **14.8.5: Engine Impound by Trans Am**

- Trans Am reserves the right to impound engines at any time.
- If impounded, the team (supervised by Trans Am) must remove the engine, wiring harness and ECU.
- Trans Am will then take the engine to the RW Race Engines test facility and conduct dynamometer testing.
- If any engine exceeds the allowable power or torque it is illegal.
- The engine may also be partially or completely torn down to examine components for compliance.
- If non-compliant components are found, the engine is illegal.
- If found to be illegal, the team and engine builder both may will be fined a minimum of \$5000 to cover the cost of the testing and the engine may be forfeited.

#### **14.8.6: Engine Protest by Competitor**

- A TA2 entrant may protest an engine following the rules set forth in Article 10 of the Trans Am Rule Book.
- The engine protest fee is \$5000.00 plus travel expensed for Trans Am official(s).
- The protest fee will be returned if the engine is found to be illegal.
- If protested, the team (supervised by Trans Am) must remove the engine, wiring harness and ECU.
- Trans Am will then take the engine to the RW Race Engines test facility and conduct dynamometer testing.
- If any engine exceeds the allowable power or torque it is illegal.
- The engine may also be partially or completely torn down to examine components for compliance.
- If non-compliant components are found, the engine is illegal.
- If found to be illegal, the team will be fined a minimum of \$5000 to cover the cost of the testing and the engine may be forfeited.

**14.8.7:** All engines will be normally aspirated V-8s.

**14.8.8:** Engine offset is a maximum of 1.0 inch, measured from the crankshaft centerline to the longitudinal centerline of the chassis.

**14.8.9:** Engine setback is measured perpendicular to a line connecting the front suspension lower left and right side ball-joints to the engine bellhousing flange. The maximum setback for engines in Addendums A, B, and D is 21 3/4 inches. The maximum setback for engines in addendum C is 23 inches.

**14.8.10:** Engine height is a minimum of 9.5 inches, measured from the crankshaft centerline to the ground.

**14.8.11:** Alternators must be OEM type and must be belt driven with only one wire from the alternator to the battery, with no breaks. They may be driven off the engine or drivetrain components.

**14.8.12:** Water pumps must be OEM type. Water pump impellers may be altered for improved cooling. The OEM coolant flow direction must be maintained.

**14.8.13:** Spark plugs are unrestricted.

**14.8.14:** The radiator must retain a stock appearance and must be located in front of the engine. The top of the radiator may be laid back a maximum of 3.00 inches from vertical.

**14.8.15:** Any commercially available exhaust system that meets the Trans Am sound requirements may be used. Exhaust systems may be constructed from mild or stainless steel, and be chromed, ceramic coated, and/or painted. No Inconel, titanium, or other high cost materials may be used.

**14.8.16:** A skid plate may be used to protect the oil pan from damage. It may not be used to produce an aerodynamic advantage. If used it may be no wider than the lower frame rails, and cannot exceed 24 inches in length.

**14.8.17:** The fuel cell shall not be installed any less than 5 1/2 inches to the ground. The fuel cell must be a standard commercially available design and dimension unit. If an external filler tube is used, the flange must be mounted on the inside of the body panel and have a check valve in vent tube.

**14.8.18:** A restrictor plate is required on all engines. The restrictor will be supplied by Trans Am TA2 TECHNICAL DIRECTOR at the start of each event, and must be returned at the conclusion of that event. New teams must notify the Trans Am TA2 TECHNICAL DIRECTOR, at least 3 weeks before their first race, to ensure an adequate supply of restrictors. Teams or engine builders wishing to test using the restrictor should contact the TECHNICAL SERVICES DIRECTOR for a dimensional drawing of the plate, or to obtain a "test" plate. Restrictor plate sizes and required locations are found in the engine type appendices.

**14.8.19:** All engines with required air inlet restrictor plates must be able to pass a stall test as detailed in Article 17.8:



**14.8.20:** The maximum engine speed for all engine types is 6800 RPM.

**14.8.21:** The AEM ECU's must remain locked in the 3500-6800 RPM range. In this range, the ECU may not be reprogrammed, recalibrated, reflashed, or modified in any way. No procedures, software, devices, components, or any other methods, designed to be used to modify the ECU's calibration, are allowed. Engine builders and team "tuners" are allowed access to calibrations below 3500 RPM.

**Failure to comply with this provision may result in severe penalties, including disqualification, loss of points, suspension or exclusion from future Trans Am events.**

**14.8.22:** All traction control functions in the AEM ECU must remain locked-out. Other traction control devices or other systems or device that allow modification of engine or brake performance are not allowed. These include active or passive systems that are driver or crew actuated. The TA2 TECHNICAL DIRECTOR may use data acquisition or other "snooping" and/or "mirroring" tools to police the use of prohibited controls.

**14.8.23:** The AEM Vehicle Dynamics Module (VDM) P/N 30-2203 must be used and the GPS antenna must be securely mounted on the exterior roof of the body centerline within TBD inches forward of the rear roof seam. The VDM module must be securely mounted as close as possible to the centerline of the chassis within the driver's compartment and centered fore and aft within the driver's compartment. You may not zip tie the module to any roll cage tubes or any moving parts. Proper orientation of the module is required.

**Failure to comply with these provisions may result in severe penalties including disqualification, loss of points, suspension or exclusion from future Trans Am events.**

## CLUB PROVISION

**NOTE:** In 2016, Trans Am created a provision for SCCA Club Racing teams and drivers to enter up to three Trans Am events with TA2 cars that had not been upgraded to the required 2016 AEM “spec” ECU’s and calibrations. This “Club Provision” will be continued for 2017. The specific details and requirements for 2017 include:

**The intent of the TA2 “Club Provision” for 2017, is to continue to allow drivers or teams from SCCA Club Racing that have a TA2 car and are racing it in the SCCA Club Racing GT2 class, to compete in a limited number of Trans Am races. In order to qualify for the “Club Provision” the following requirements must be met:**

1. Any driver and/or team that has ever run any Trans Am event(s) in the TA2 class is not eligible for the “Club Provision” provision.
2. Drivers and/or teams utilizing the “Club Provision” may run a maximum total of three events in the TA2 class. The three event limit is cumulative (if an entrant ran two races in 2016, they would only be allowed one additional race in 2017). After that, the driver and/or team will be considered a regular TA2 competitor, and the car must comply with all 2017 TA2 Rules.
3. A valid SCCA Club Racing Log Book for the car, showing participation in at least one SCCA Club Racing event, must be presented to the Trans Am Technical Director.
4. The car will not be required to run the TA2 Spec AEM ECU system.
5. The car must meet all 2015 TA2 rules.
6. The current year restrictor plate size will be supplied by Trans Am at the event and must be run.
7. The cars minimum weight will be increased 50 pounds (2880 pounds with driver).
8. Cars with chassis manufactured after May, 2016 are not eligible.
9. When running under the “Club Provision” the driver or team will not be eligible for points or prize money.
10. All provisions in item 1 and 9 will be strictly adhered to and it is the entrant’s responsibility to document meeting these provisions by completing the application form and submitting it to Trans Am.
  - *The application form for teams to use to request entering events under the “Club Provision” follows.*
  - *The application form must be submitted at least two weeks before the first official practice day for the first event the entrant plans to enter.*
  - *This form must be submitted to Ricky Brooks ([rickybrooks5@aol.com](mailto:rickybrooks5@aol.com))*

<b>TEAM NAME</b>	
<b>Has the team ever competed in any previous TA2 Trans Am event?</b>	
<b>DRIVER NAME</b>	
<b>Has the driver ever competed in any previous TA2 Trans Am event?</b>	
<b>BODY/CHASSIS/ENGINE</b> Ex. 2012 Howe Camaro Body, Cope Chassis, Schwanke LS3 Engine	
<b>CHASSIS NUMBER</b> Include Date of Manufacture	
<b>SCCA LOG BOOK NUMBER</b>	
<b>SCCA LOG BOOK DATE ISSUED</b>	
<b>DATE/LOCATION OF LATEST SCCA CLUB EVENT</b>	
<b>What is the first 2017 Trans Am event the team is going to run</b>	

## **ADDENDUM A: TRANS AM 2 GENERAL MOTORS LS3 ENGINE**

**A.1:** Only a SLP air filter housing (part # 21044), with Howe air filter base (part # E147), and AC Delco air filter (part # 25042562) are approved for competition. The air filter must be mounted on the top of the radiator air box and draw air through the nose of the car. A Single Inlet Tube between the air filter and throttle body must be metal (except unions used to connect intake tubes). The single inlet tube must be 4" OD with a wall thickness of 0.055"-0.085". Absolutely nothing can be located inside of the tube with the exception of an air temperature sensor or a mass air flow sensor. No devices, or strategies that attempt to alter the air flow are allowed. It is strongly suggested that any air intake systems or alteration that competitors would like to run be approved by the TA2 Technical Director.

**A.2:** The throttle body must be an Edelbrock 90mm, mechanical, part #3864 (satin) or part # 38643 (black). Throttle body may not be modified. It is mandatory that two throttle return springs be used.

**A.2.1:** A 2.250" diameter flat plate restrictor must be in place during all practice, qualification, and race sessions. The restrictor must be mounted in the inlet side of the throttle body.

**A.2.2:** Fuel injectors must be GM part #12613412, 48 lbs/hr @ 58 PSIG The fuel pressure must be set to 58 PSIG.

**A.3:** An unmodified L92 GM (tall) intake manifold must be used.

**A.4:** Unmodified GM LS3 cylinder heads, GM casting #'s 0821, 0823, or 5364 must be used. Porting and/or polishing is not allowed. No more than a three angle valve job with a bottom cut of 60 degrees is permitted. A maximum of 0.250" from the head of the valve seat to the bottom of the 60 degree bottom cut is allowed. No grinding in the combustion chamber bowl area is allowed. No interior or exterior coatings are permitted. Valve covers are unrestricted. Stock GM rocker arms, with a 1.7:1 ratio must be used. Comp Cams (part #13702-Kit) trunion upgrades or CHE bronze bushings may be used. The intake valve must be 2.165" OD with an 8mm stem. The exhaust valve must be 1.590" OD with an 8mm stem. The valve shape must not be modified. Any valve springs retainers, or locks are allowed.

**A.5:** The maximum compression ratio is 10.7:1.

**A.6:** The spec "Trans Am 2" LS3 camshaft must be used. Prior to initial use, each cam must be measured by the TA2 TECHNICAL DIRECTOR. A Trans Am serial number will then be applied. The cam must be ordered through Schwanke Engines, (507.723.4120).

**A.7:** The stock engine bore is 4.065" (103.25 mm). Cylinders may be honed as part of the normal freshening procedure, but the engine displacement cannot exceed 378 cubic inches.

**A.8:** The stock crankshaft, with a 3.622" (92 mm) stroke, must be used.

**A.9:** Aftermarket pistons, piston rings, piston pins and connecting rods may be used if the basic design and weight is the same as the stock GM components, and the weight is at least equal to the stock GM components.

**A.10:** Aftermarket fasteners, including rod bolts are allowed (no titanium).

**A.11:** The oil pan is unrestricted, but the oiling system may not exceed four-stages (three scavenge, one pressure).

**A.12:** All LS3 engines must use the Trans Am AEM 508 Infinity ECU must be used (AEM part # 30-7108TA) The ECU is only available from Trans Am, or approved TA2 engine builders, and will come loaded with the TA2 LS3 "spec" calibration. Fuel and ignition calibration is locked from 3500-6800 RPM. At RPM below 3500 engine builders and team tuners will be given some control. Traction Control is locked out, and the engine speed limit is set at 6800 RPM. The AEM TA2 chassis wiring harness (AEM part # 30-3820) and AEM LS3 engine wiring harness (AEM part # 30-3824 for 58x) must be used. The harnesses are only available from Trans Am, or approved TA2 engine builders.

### **TRANS AM TA2 Approved Engine Builders for the GM LS3 Engine include:**

• Schwanke Racing Engines	507.723.412
• Katech Motorsports	586.791.4120
• Arrow Racing Engines (Pending certification)	248.852.5151
• Brand Racing Engines	405.745.3332
• Koury Racing Engines (Pending certification)	386.547.4311
• Ilmor Engineering	734.456.3653
• Wegner Motorsports	920.394.3557

## **ADDENDUM B: TRANS AM 2 FORD ENGINE (ILMOR)**

**B.1:** Only Spectre plenum (part # 9849), SLP air filter housing (part # 21044), with Howe air filter base (part # E147), and AC Delco air filter (part # 25042562) are approved for competition. The air filter must be mounted on the top of the radiator air box and draw air through the nose of the car. A Single Inlet Tube between the air filter and throttle body must be metal (except unions used to connect intake tubes). single inlet tube must be 4" OD with a wall thickness of 0.055"-0.085". Absolutely nothing can be located inside of the tube with the exception of an air temperature sensor or a mass air flow sensor. No devices, or strategies that attempt to alter the air flow are allowed. It is strongly suggested that any air intake systems or alteration that competitors would like to run be approved in writing by the TA2 Technical Director.

**B.2.1:** A 1-9/32" (1.281") diameter flat plate restrictor must be in place during all practice, qualification, and race sessions. The restrictor must be mounted between the top of the intake manifold, and the bottom of a HVH part # SS4159ALW 1" spacer. The HVH spacer must not be modified and must not be mounted up-side-down. Other than normal gaskets, nothing other than the restrictor plate and the HVH 1" spacer may be placed between the throttle body base and the intake manifold. It is mandatory that two throttle return springs be used.

**B.2.2:** Fuel injectors must be a Bosch part # 0 280 158 051, or GM 12576341, 42 lbs/hr @ 58 PSIG. The fuel pressure must be set to 58 PSIG.

**B.3:** The Ilmor Ford EFI Kit (Ilmor P/N: 50P-0015) must be used. This kit contains an EFI intake manifold, Ilmor part # 50P-0019, fuel rails and brackets, and ignition coils with brackets/spacers. Also included in the kit are the fuel pressure sensor, oil pressure sensor, water temperature sensor, air temperature sensor, MAP sensor, EPM, injectors, throttle body, and engine wiring harness. Individual parts from the kit will also be available for sale from Ilmor. No modifications to the intake manifold or other components are allowed. A crank triggering sensor may replace the EPM.

**B.4:** Dart Pro 1, CNC ported aluminum cylinder heads, part # 13072040 (with 5/16" valve guides) must be used. Additional port modification (porting/polishing) is not allowed. The Dart (Tech Sheet H33, 3/31/15) supplied five angle intake valve seat (32 – 45 – 60 – 70 - 80 deg.) and exhaust seat (37 - 45 deg. - radius) may be used. As an alternative a three angle valve job with a bottom cut of 60 degrees having a maximum of 0.250" from the head of the valve seat to the bottom of the 60 degree bottom cut is allowed. No grinding in the combustion chamber bowl area is allowed. The minimum combustion chamber volume is 62 cc. No interior or exterior coatings are permitted. Valve covers are unrestricted. Intake rocker arms must be Comp Cams part # 1834 with a 1.7:1 ratio. Exhaust rocker arms must be Comp Cams part # 1832 with a 1.6:1 ratio. Intake valves may be REV part # CL8003, Manley part # 11712, or Ferrea part # 2341P. The intake valves must have a 2.08" head diameter and 5/16" stem diameter. Exhaust valves must be REV part # CL80031171, Manley part # 11231, or Ferrea part # 2300 with a 1.60" head diameter and 5/16" stem diameter. The valves may not be modified. The valve springs must be PSI part # LS1511ML, # LS1717ML, or PAC part #1207X. Any retainers and locks may be used.

**B.5:** The maximum compression ratio is 10.8:1.

**B.6:** The spec "Trans Am 2" Ford camshaft must be used. Prior to initial use, each cam must be measured by the TA2 TECHNICAL DIRECTOR. A Trans Am serial number will then be applied. The cam must be ordered through Ilmor Engineering, (248.767.9560). The hydraulic roller lifters must be Crain, part # 36532, or Johnson part # 2212SBR – standard travel.

**B.7:** An aluminum engine block, Dart part # 31345295, or Ford Racing part # M6010-Z35192 must be used. The engine bore is 4.125". Cylinders may be honed as part of the normal freshening procedure, but the engine displacement cannot exceed 376 cubic inches (0.010" overbore).

**B.8:** The following crankshafts, with a 3.500" stroke, are allowed: Callies part # EFG-71T-DS, Scat part # 4351c16-2, or Molnar part # 351-3500HB6F-RN. The crankshaft may not be modified. The minimum weight is 47 pounds.

**B.9:** Mahle pistons, piston pins, and rings (older part #'s SBF245125FO6, SBF245130FO6, or SBF245135FO6 or the newer part #'s 930244425, 930244428, 930244430, 930244432, or 930244435) must be used. The connecting rods must be 6.2" center to center and must be Callies Compstar part # CSA6200DS2A2AH, Scat part # 2-ICR6200-7/16A, Oliver part # C6200STUL8, or Molnar part # FH6200NLB8-A. The connecting rods may not be modified.

**B.10:** Aftermarket fasteners, including rod bolts are allowed (no titanium).

**B.11:** The oil pan is unrestricted, but the oiling system may not exceed four-stages (three scavenge, one pressure).

**B.12:** All Ford engines must use the Trans Am AEM 508 Infinity ECU must be used (AEM part # 30-7108TA) The ECU is only available from Trans Am, or approved TA2 engine builders, and will come loaded with the TA2 Ford "spec" calibration. Fuel and ignition calibration is locked from 3500-6800 RPM. At RPM below 3500 engine builders and team tuners will be given some control. Traction Control is locked out, and the engine speed limit is set at 6800 RPM. The AEM TA2 chassis wiring harness (AEM part # 30-3820) and AEM Ford engine wiring harness (AEM part # 30-3826) must be used. The harnesses are only available from Trans Am, or approved TA2 engine builders.

### **TRANS AM TA2 Approved Engine Builders for the FORD (Ilmor) Engine include:**

- |                        |              |
|------------------------|--------------|
| • Ilmor Engineering    | 734.456.3653 |
| • Katech Motorsports   | 586.791.4120 |
| • Koury Racing Engines | 386.547.4311 |
| • Wegner Motorsports   | 920.394.3557 |

## **ADDENDUM C: TRANS AM 2 DODGE HEMI ENGINE**

**C.1:** Only a SLP air filter housing (part # 21044), with Howe air filter base (part # E147), and AC Delco air filter (part # 25042562) are approved for competition. The air filter must be mounted on the top of the radiator air box and draw air through the nose of the car. A Single Inlet Tube between the air filter and throttle body must be metal (except unions used to connect intake tubes). The single inlet tube must be 4" OD with a wall thickness of 0.055"-0.085". Absolutely nothing can be located inside of the tube with the exception of an air temperature sensor or a mass air flow sensor. No devices, or strategies that attempt to alter the air flow are allowed. It is strongly suggested that any air intake systems or alteration that competitors would like to run be approved by the TA2 Technical Director.

**C.2:** The throttle body must be a F.A.S.T, part # 54088, 87mm. The throttle body may not be modified.

**C.2.1:** A 2.350" diameter flat plate restrictor must be in place during all practice, qualification, and race sessions. The restrictor must be mounted in the inlet side of the throttle body. It is mandatory that two throttle return springs be used.

**C.2.2:** Fuel injectors must be Chrysler, part # 05037479AB. The fuel pressure must be set to 75 PSIG.

**C.3:** An intake manifold assembly, (Arrow part # ARR-9105) must be used. It may not be modified.

**C.4:** Aluminum cylinder head assemblies (Arrow part #'s ARR-TA2-6556-right and ARR-TA2-6555-left) must be used. Porting and/or polishing is not allowed. No more than a three angle valve job with a bottom cut of 60 degrees is permitted. A maximum of 0.250" from the head of the valve seat to the bottom of the 60 degree bottom cut is allowed. No grinding in the combustion chamber bowl area is allowed. No interior or exterior coatings are permitted. Valve covers are unrestricted. Rocker arm assemblies (Chrysler part #'s 53021552AA-intake, and 53021553AA-exhaust) with a 1.68:1 ratio must be used. Intake and exhaust valves (Chrysler part # 5038331AB, and # 05038332AB) must be used. The intake valve diameter is 2.14" and the exhaust valve diameter is 1.60". Both valves have a 7.95mm stem diameter. Any valve springs, retainers, and locks are allowed.

**C.5:** The maximum compression ratio is 11.0:1.

**C.6:** The "spec" Trans Am 2 camshaft assembly (Arrow part # ARR-20572-574) must be used. Prior to use, each cam must be measured by the TA2 TECHNICAL DIRECTOR. A Trans Am serial number will then be applied.

**C.7:** An aluminum cylinder block (Arrow part # ARR-TA2-3897) must be used. The stock engine bore is 4.055". Cylinders may be honed as part of the normal freshening procedure, but the engine displacement cannot exceed 387 cubic inches.

**C.8:** A crankshaft (Arrow part # ARR-TA2-8339) with a 3.720" stroke must be used. The minimum weight is 54 pounds (with tone wheel and bolts).

**C.9:** Pistons assemblies (piston, pin, rings) (Arrow part # ARR-TA2-8589) must be used. Connecting rods (Arrow part # ARR-TA2-8351; 6.2" length) must be used.

**C.10:** Aftermarket fasteners, including rod bolts are allowed (no titanium).

**C.11:** The oil pan is unrestricted, but the oiling system may not exceed five-stages (four scavenge, one pressure).

**C.12:** All Dodge Hemi engines must use the Trans Am AEM 508 Infinity ECU must be used (AEM part # 30-7108TA) The ECU is only available from Trans Am or approved TA2 engine builders, and will come loaded with the TA2 Dodge Hemi "spec" calibration. Fuel and ignition calibration is locked from 3500-6800 RPM. At RPM below 3500 engine builders and team tuners will be given some control. Traction Control is locked out, and the engine speed limit is set at 6800 RPM. The AEM TA2 chassis wiring harness (AEM part # 30-3820) and AEM Dodge Hemi engine wiring harness (AEM part # 30-3825) must be used. The harnesses are only available from Trans Am or approved TA2 engine builders.

**NOTE:** All Arrow part numbers and complete engines are available from DMS South Inc., 704.483.4363.

### **TRANS AM TA2 Approved Engine Builders for the Dodge Hemi Engine include:**

- Arrow Racing Engines 248.852.5151

## **ADDENDUM D: TRANS AM 2 FORD ENGINE (DSS)**

**D.1:** Only a SLP air filter housing (part # 21044), with Howe air filter base (part # E147), and AC Delco air filter (part # 25042562) are approved for competition. The air filter must be mounted on the top of the radiator air box and draw air through the nose of the car. A Single Inlet Tube between the air filter and throttle body must be metal (except unions used to connect intake tubes). The single inlet tube must be 4" OD with a wall thickness of 0.055"-0.085". Absolutely nothing can be located inside of the tube with the exception of an air temperature sensor or a mass air flow sensor. No devices, or strategies that attempt to alter the air flow are allowed. It is strongly suggested that any air intake systems or alteration that competitors would like to run be approved by the TA2 Technical Director.

**D.2:** The throttle body must be an Edelbrock Pro-Flo XT, 90mm, part #3818 or 38183 and may not be modified.

**D.2.1:** A **TBD** diameter flat plate restrictor must be in place during all practice, qualification, and race sessions. The restrictor must be mounted in the inlet side of the throttle body. It is mandatory that two throttle return springs be used.

**D.2.2:** Fuel injectors must be **TBD**. The fuel pressure must be set to **TBD**

**D.3:** A DSS supplied, ported, Edelbrock Pro-Flo XT intake manifold, part # 71283 must be used.

**D.4:** Unmodified DSS Racing aluminum cylinder heads, part # FH1-TA2 must be used. Porting and/or polishing is not allowed. No more than a three angle valve job with a bottom cut of 60 degrees is permitted. A maximum of 0.250" from the head of the valve seat to the bottom of the 60 degree bottom cut is allowed. No grinding in the combustion chamber bowl area is allowed. No interior or exterior coatings are permitted. Valve covers are unrestricted.

**D.5:** The maximum compression ratio is 11.8:1.

**D.6:** The spec "Trans Am 2" Ford FI camshaft must be used. Prior to use, each cam must be measured by the Trans Am TA2 TECHNICAL DIRECTOR. A Trans Am serial number will then be applied. The cam must be ordered through DSS Racing, (630-587-1169). DSS rocker arms, part # 9005 with a 1.6:1 ratio must be used. The intake valves must be a REV 2.080" head diameter, 11/32 stem diameter, part # CL1652. The exhaust valves must be a REV 1.600" head diameter, 11/32 stem diameter, part # CL1612. Any valve springs, retainers and locks are allowed.

**D.7:** An unmodified DSS Racing aluminum cylinder block, part #AX8200A must be used. The stock engine bore is 4.155". Cylinders may be honed as part of the normal freshening procedure, but the engine displacement cannot exceed 371 cubic inches.

**D.8:** An unmodified DSS crankshaft, part # CS 3400 with a 3.400" stroke must be used. The minimum weight is 43 pounds.

**D.9:** DSS pistons and pins, part # 6980 must be used. DSS connecting rods, part # RD CS5400 must be used.

**D.10:** Aftermarket fasteners, including rod bolts are allowed (no titanium).

**D.11:** The oil pan is unrestricted, but the oiling system may not exceed four-stages (three scavenge, one pressure).

**D.12:** All DSS Ford engines must use the Trans Am AEM 508 Infinity ECU must be used (AEM part # 30-7108TA) The ECU is only available from Trans Am, or approved TA2 engine builders, and will come loaded with the TA2 DSS Ford "spec" calibration. Fuel and ignition calibration is locked from 3500-6800 RPM. At RPM below 3500 engine builders and team tuners will be given some control. Traction Control is locked out, and the engine speed limit is set at 6800 RPM. The AEM TA2 chassis wiring harness (AEM part # 30-3820) and AEM DSS Ford engine wiring harness (AEM part # **TBD**) must be used. The harnesses are only available from Trans Am, or approved TA2 engine builders.

### **TRANS AM TA2 Approved Engine Builders for the FORD (DSS) Engine include:**

- DSS Racing (Pending certification) 630.587.1169

## ARTICLE 15: TRANS AM 3 CLASS RULES

### 15.1: CLASSIFICATION

**15.1.1:** The Trans Am 3 class is intended for recent model sports cars and new option engine Camaros and Mustangs.

**15.1.2:** All cars must be "Production Based" but are allowed to compete at a higher level of preparation. Vehicles used in this category must be identifiable with the vehicles offered for sale to the public and available through the manufacturer's distribution channels in the US.

### 15.2: COST CONTROL

**15.2.1:** All Teams must submit a complete a current year "VEHICLE DECLARATION" form prior to the team's first race of the season. The form is available from the TA3/4 TECHNICAL MANAGER, CHIEF REGISTRAR, or at the gotransam.com website, in the COMPETITORS section.

**15.2.2:** At the present time there are no cost caps in place. In the future cost control methods may be instituted.

### 15.3: WEIGHT

See minimum weights for each vehicle make in Article 15.8.1.

### 15.4: BODY

#### 15.4.1: Eligible Vehicles

YEARS	MAKE	MODEL	NOTES
2009-2013	Aston Martin	Vantage GT4	Must remain in the as - delivered OEM configuration. OEM Paddle shift allowed
1995-2006	BMW	M3 E36 & E46	Wide body kits "Flossman" and others as approved are permitted. Pennon fender flares allowed. Carbon roof allowed.
2008-2013	BMW	M3 E92	Factory DCT transmission permitted.
1997-current	Chevrolet Corvette	C5 & C6 & C7	Corvettes may use World Challenge approved bodywork. Advanced Composite Products Corvette C7 body, part # xxx allowed on C5 and C6 chassis
2010-2015	Chevrolet Camaro	Gen 5	
2016-current	Chevrolet Camaro	Gen 6	
2008-2010	Dodge Viper	ACR	ACR Vipers allowed using ACR-X body kits
2010	Dodge Viper	ACR X	Must remain in the as- delivered OEM configuration
	Dodge Viper	Competition Coupe	Must remain in the as - delivered OEM configuration.
2006 – 2011	Ferrari	430 Challenge	Must remain in the as - delivered OEM configuration. 19 inch Ferrari Challenge wheels permitted
2005-2014	Ford Mustang	Gen 5	
2015-current	Ford Mustang	Gen 6	
2017	Ford Mustang	Shelby FP350S, Gen 6	
2012-current	Lamborghini	LP 570-4 Super Trofeo	Must remain in the as - delivered OEM configuration.
2008/2016 spec	Maserati	GranTurismo MC Trofeo/GT4	Must remain in the as - delivered OEM configuration.

1998 - 2005	Porsche	996 GT3 Cup	
2006-2009	Porsche	997.1 GT3 Cup	Porsche supplied OEM rear aero kit wing for 997.1: PN: 997-044-802-00. Non-adjustable urethane or FRP replacement option permitted only as a 100% copy of the OEM design. Carbon material not permitted. IMSA Style Crawford rear wing allowed. Bosch ABS M4 Kit Porsche 997 Cup order number F 02U V00 289-98 allowed with addition of 75 pounds.
2010-2014	Porsche	997.2 GT3 Cup	Porsche supplied OEM rear aero kit wing for 997.2: PN: 997-044-802-00. Non-adjustable urethane or FRP replacement option permitted only as a 100% copy of the OEM design. Carbon material not permitted. IMSA style Crawford rear wing allowed. Bosch ABS M4 Kit Porsche 997 Cup order number F 02U V00 289-98 allowed with addition of 75 pounds.
2014-current	Porsche	991.1 GT3 Cup	Must remain in as – delivered OEM configuration. Bosch ABS M4 Kit Porsche 991 Cup order number F 02U V00 543-11 allowed with addition of 75 pounds.
2005-current	Porsche	Cayman X51	Factory Porsche 3.8 Throttle Body, PN997-605-116-01, & Manifold PN 9A1-110-020-03 AS resonance D is allowed
2016-current	Porsche	Cayman GT4 Club Sport	Must remain in as – delivered OEM configuration. Factory Porsche 3.8 Throttle Body, PN997-605-116-01, & Manifold PN 9A1-110-020-03 AS resonance D is allowed

- Additional cars having similar performance capabilities and fitting in with the overall concept of the class will be considered for inclusion in the TA3 class.
- Application for inclusion is encouraged and can be made to the Trans Am TA3/TA4 TECHNICAL MANAGER.
- Initial vehicle specifications will be determined by the TA3/TA4 TECHNICAL MANAGER based on performance potential and prior track performance.
- Trans Am reserves the right to adjust specifications, if necessary, based on Trans Am data analysis and/or chassis dynamometer power/torque results. Inlet air restriction and/or weight adjustments may be made, at any time, by the TA3/TA4 TECHNICAL MANAGER to balance performance.

#### **15.4.2: Exterior Bodywork**

**15.4.2.1:** Standard body appearance must be strictly maintained. Standard body appearance includes the OEM grille and badge. A photographic replica is not sufficient.

**15.4.2.2:** OEM non-metallic composite body panels (ie: plastic fascias, fiberglass hoods, etc.) may be replaced with panels of any type composite, provided that the panel maintains the OEM profiles. All cars may replace the hood, hatch, and/or trunk/deck lid with nonmetallic composite parts. The hood may have heat exhaust vents installed in it. Hood inlets (scoops) are not allowed. The vents shall not expose the mechanical components of the car when looking down from above. The permitted transmission and differential coolers may vent through rear license plate frame. There shall be a screen, painted the same color as the surrounding bodywork, covering the license plate frame vent opening. Any OEM non-functional, decorative vents/ducts can be made functional provided the exterior body appearance is not modified.



**15.4.2.3:** Bumpers and fascias covers must remain in the OEM locations. Bumper brackets may be modified.

**15.4.2.4:** Non-essential body items and trim may be removed including any attaching brackets and supporting structure. Holes in bodywork exposed by the removal of these items shall be covered or filled.

**15.4.2.5:** All of the vehicle's doors must be able to be opened from both inside and outside the vehicle. Latches and hinges for the doors may be modified, but must remain in working order. Aftermarket latches and hinges may be used but shall not protrude beyond outer surface of bodywork. The stock side impact beams may be removed when NASCAR style roll cage door bars are installed.

**15.4.2.6:** Hood and trunk pins, clips, or positive action external latches are permitted. Stock hood and trunk latches and hinges may be disabled or removed; if so, a positive action external fastening method must be used. Engine compartment insulation may be removed.

**15.4.2.7:** Openings in the bodywork may be temporarily covered, wholly or partially, with tape for the purpose of regulating airflow. Bodywork openings may be closed off using close-out panels mounted behind body openings. Bodywork seams may not be taped, except when approved by the TA3/4 TECHNICAL MANAGER to temporarily secure components after contact.

**15.4.2.8:** All bodywork and windows shall be sufficiently rigid, adequately supported and properly secured such that it does not noticeably flutter, move, or deform while vehicle is in motion.

**15.4.2.9:** Fenders and wheel openings shall remain unmodified. Porsche 997.2 fender flares are allowed for the 997.1 with a 25 pound addition to the base weight. It is permitted to roll under or flatten any interior lip on the wheel opening for tire clearance. Cars with plastic/composite fenders may remove any interior wheel opening lip, but the resulting material edge shall be no thinner than the basic fender material thickness. Non-metallic inner fender liners may be removed.

**15.4.2.10:** Standard headlights, headlight operating ancillaries, and parking light assemblies may be removed and replaced with a plate of identical shape and size of the lens. Standard headlight assemblies may be replaced with aftermarket units of equal dimension. Vehicles with pop-up and/or hidden headlights may modify and/or remove the headlight assemblies as long as the headlight cover and any other external hardware are properly secured in the stock closed location.

**15.4.2.11:** Fog/driving lights, parking lights and associated attaching hardware may be removed. The resulting openings may be used to duct air, or may be filled/covered. No ducting may extend beyond the outer surface of the bodywork.

**15.4.2.12:** The windshield must be stock OEM type safety glass, or a 3/16 inch minimum thickness polycarbonate replacement, mounted in the stock location, at the stock angle and maintaining the stock profile. Safety glass windshields must have at least 4 windshield safety clips installed. Polycarbonate windshields may use safety clips, or may be mounted with multiple fasteners, evenly spaced around its perimeter.

**15.4.2.13:** Driver and passenger front door side windows must be removed or rolled down whenever the vehicle is on track. The OEM window opening on the front doors shall not be filled in with any material, other than the material required to mount a NACA duct for driver cooling. If used, the NACA duct shall be mounted in the front, lower, corner of the window opening. The area closed off to mount the NACA duct shall not exceed 50 square-inches. In rain conditions, a quarter window larger than 50 square-inches may be used in the area normally used to mount the permitted NACA duct, in an attempt to minimize the amount of water entering the cockpit. Enough open area for the driver to exit in an emergency shall remain open at all times. Rounded coverings may be used at the rear of the window openings to bridge gap between the leading edge of b-pillar and inner edge of main roll hoop. The material and design of these coverings is free, but shall be neat in appearance and securely fastened.

**15.4.2.14:** Side rear quarter windows may be replaced by clear polycarbonate plastic material having a minimum thickness of 0.125 inch, but must retain the same shape, size, and location as the original glass. NACA-ducts may be mounted in the side rear quarter windows.

**15.4.2.15:** The rear window may be replaced by clear polycarbonate material with a minimum thickness of 0.125 inch, but must retain the same shape, size, and location as the OEM glass. The rear window must be secured by 2 additional straps 1.0 inch wide by 0.0625 inch thick minimum, bolted or riveted to the body at both the top and bottom of the rear window. If a polycarbonate rear window is used, mounted with multiple fasteners, evenly spaced around its perimeter, safety straps are not required. If a DOT spec glass rear window is used in conjunction with the OEM method of mounting, safety straps are recommended, but not required.

**15.4.2.16:** Windows may be mounted and sealed with silicone. Any silicone used to bridge the gap between the perimeter of the window and the chassis shall be neat in appearance and uniform in thickness. Tape may only be used, with permission of the TA3/4 TECHNICAL MANAGER, to seal the windows during wet track sessions for the purpose of reducing the amount of water entering the cockpit.

**15.4.2.17:** OEM side window framework shall be intact.

**15.4.2.18:** Glass or plastic removable/moveable roof panels may be replaced with the same material as the surrounding roof. All brackets, mounts, and moldings must be removed.

**15.4.2.19:** The OEM "rain gutter/tray" at the base of the windshield shall be intact and in the OEM location.

**15.4.2.20:** Each car must be fitted with at least one effective windshield wiper assembly, which must be in working order throughout the event. Wiper blades, arms and associated hardware may be substituted freely. Other windshield wiper assemblies may be removed.

**15.4.2.21:** Each car must have an effective defogging/demisting system that is capable of keeping the windshield clear during wet sessions. Anti-fog films meet this requirement.

**15.4.2.22:** Driver and passenger side mirrors, providing adequate visibility to the rear of both sides of the car are required. Stock OEM mirror housings (make, model, and body generation specific) must be run, and must be mounted in the stock location.

### **15.4.3: Aerodynamic Devices**

#### **15.4.3.1: Front Air Dam**

- A front air dam may be added. It shall not protrude beyond the overall outline of the body when viewed from above perpendicular to the ground, or aft of the forward most part of the front fender opening.
- The spoiler/air dam shall be mounted to the body, and may extend no higher than four (4) inches above the horizontal centerline of the front wheel hubs. The air dam shall have no support or reinforcement extending aft of the forward most part of the front fender wheel opening. Openings are permitted for the purposes of ducting air to the brakes, cooler(s), and radiator(s).
- The minimum ride height of the air dam is 2.0 inches.

#### **15.4.3.2: Front Undertray**

An undertray may be added. The undertray may close out the underbody from the leading edge of the approved bodywork (including front splitter) back to the engine harmonic balancer. It must be flat, and may not be stepped or curved. The minimum ride height of the undertray is 2.0 inches. The undertray may be angled in side view to produce a maximum rake of 0.25 inch.

#### **15.4.3.3: Front Splitter**

- A front splitter is allowed. A maximum of 4 rods or cables may be used to support the front and/or sides of the splitter. No other material(s) may be used external to the body to support the splitter. Porsche IMSA front splitter allowed with an addition of 50 lbs to the base weight.

- The splitter shall not extend laterally any further than the widest point of the outside sidewall of the front tires, at the axle vertical centerline, with the wheels pointed straight ahead. The splitter may not extend more than 2.0 inches beyond the bodywork, of the car as viewed from above, regardless of where the outside edges of the front tires are.
- Aftermarket splitters must be flat (may not be stepped or curved) and may be no more than 0.625 inch thick. If the OEM splitter is used it must retain the original shape and dimensions, and may have vertical deviations, fences, etc. only if they are part of the production bodywork for street use.
- The minimum ride height of the front splitter is 2.0 inches.
- Rub blocks may be attached to the bottom side of the splitter. A maximum of three rub blocks may be used. If used, they must be no thicker than 1/4 inch and no larger than 3 inches wide and 2 inches deep and set-back at least 0.25 inch from the splitter's leading edge. Rub blocks are not considered when measuring splitter height.

#### **15.4.3.4: Rear Wing**

- Aftermarket or OEM rear wings are allowed.
- Aftermarket wings shall be a single element with a maximum chord length of 12.00 inches, including any wicker. The entire wing assembly may be no wider than the widest part of the car, not including fender flares/lips and mirrors, or a maximum width of 72.0 inches, whichever is the lesser. The rear wing element, including any wicker, shall be mounted level with, or below, the peak of the roof. The trailing edge of the rear wing may be mounted no further rearward than the center of the rearmost part of the approved bodywork. Wing end plates must not exceed 144.0 square inches each. APR performance wing GTC-500 part #AS-1070xx, variable cord length 12.75 inches Inner/9 inches Outer), is permitted. (Aston Martin/Maserati/Porsche/Ferrari TBD) A wicker bill (Gurney) may be added to the wing element. It must be a uniform shape across the complete width of the wing. No air may pass between the wicker bill and the wing. It must form a 90 degree angle with the wing surface. The size of the wicker bill cannot exceed 0.50 inch high as measured from the wing surface. The thickness of the wicker material must be 0.0625 inch. (Aston Martin/Maserati/Porsche/Ferrari TBD)
- Aftermarket wings must be mounted to the trunk/deck lid with 2 mounting brackets, or the frame/chassis. Each mounting bracket shall attach to the wing at a point that is at least 2.0 inches inboard of endplates. The wing, and the portion of the mounting brackets located externally to the trunk/deck lid, may only be reinforced by a diagonal strut having no aerodynamic effect, and/or by affixing the external parts of the brackets to internal parts of the brackets within the trunk/cargo area. The internal parts of the brackets may protrude through the trunk/deck lid to allow the two parts of each bracket to be fastened together. (Aston Martin/Maserati/Porsche/Ferrari TBD) OEM wings, spoilers, and/or roof vortex generators are permitted, but must be removed if an approved aftermarket wing is installed. All components must be mounted in their OEM locations using the OEM mounting brackets.

#### **15.4.3.5: Other Aerodynamic Devices**

- A close-out panel may be mounted behind the grille.
- Aftermarket side skirts may be used provided their ride height is at least 3.5 inches may not have openings/ducts in them other than for jacking insert(s). They may be no wider than the approved fascias, and may not extend any higher than the bottom of the door. They may not reinforce the chassis.
- OEM side skirts may be used if they were available on the car from the dealer provided their ride height is at least 2.0 inches.

- A rear underbody close-out panel(s) may be used in the area behind the rear axle. These panels shall not alter the external appearance of the car when looking from the rear and sides of the car. If the production car uses underbody trim pieces, the OEM trim pieces may be removed or replaced, but any close-out panel(s) used may not visually hide any more of the mechanical components, when looking from the rear and sides of the car, than the OEM trim pieces do. The close-out panels shall not completely bridge the gap between the rear floor pan area and the rear axle centerline. On rear engine cars, any close-out panels shall not extend any further forward than the rear axle centerline. Cars with a fuel cell, engine, etc. that extend down into external visual range shall fit the close-out panel(s) around the component in such a way that it does not alter the car's external appearance.
- Canards or dive planes are not permitted unless part of the OEM bodywork.

#### **15.4.4: Interior**

**15.4.4.1:** The following items must be removed: tool kit, spare tire, supplemental restraint systems (SRS) and passive restraint systems.

**15.4.4.2:** The following items may also be removed: headliner, sun visor, carpeting, carpet pad and/or insulation, soundproofing, OEM seats, all trim (except the dashboard), heating and air conditioning systems, window winding mechanisms, central locking systems, audio system, and any other systems fitted to the original car solely for the comfort of the driver and/or passengers.

**15.4.4.3:** The following items may be installed: safety equipment/structures, seat, controls necessary for driving, instrumentation, electronic equipment, radio, camera, battery, driver cooling system, driver ventilation system, replacement door panels/interior trim, anti-sway bar controls (not within reach of driver). None of the above items may hinder driver exit from the car.

**15.4.4.4:** All interior components shall be attached to/contained in the chassis in such a way as to be able to withstand 25g deceleration. Any sharp edges shall be covered, padded, protected, etc. to prevent injury to driver, crew, course workers, and officials.

**15.4.4.5:** The driver's seat shall be located in the same lateral location as the OEM seat. The transmission tunnel may be modified for the purpose of installing a competition driver seat. The floor pan must remain in its original position.

**15.4.4.6:** Original instruments/gauges may be replaced, or supplemented, with additional engine monitoring gauges. Accessories, lights, and switches may be added or removed. Box-type extensions from the dash pad may be used to mount switches and controls, in the areas where the OEM insert panels were mounted, so that they more easily accessible to the driver.

**15.4.4.7:** Vertical bulkheads, and enclosures, within the cockpit shall not be any higher than the bottom of the side windows, and shall not extend more than 18.0 inches above the floor pan. No bulkheads shall cover the rear foot wells.

Coupe Body (2-door) - Any bulkheads positioned in front of the plane determined by the OEM rear seat back, if applicable, may extend laterally from one side of the chassis to the other.

Sedan Body (4-door) and Hatchback Body (3-door) - Any bulkheads positioned in front of the plane determined by the OEM rear seat back shall not extend laterally from one side of the chassis to the other, but rather shall only be large enough to cover the individual components necessary.

**15.4.4.8:** The dash pad may be modified in order to run the roll cage tubes through the dash area as long as the dash pad is modified only enough for roll cage fitment. The dash pad shall maintain the stock profile. The dash pad may be made of any material. If necessary, the dash pad may be parted to ease installation around roll cage. Any such parting shall be done in such a way as to minimize the appearance that they have been separated once pieces of dash pad are installed.

## **15.5: CHASSIS/SUSPENSION/STEERING**

### **15.5.1: Chassis**

**15.5.1.1:** No tube frame cars are allowed.

**15.5.1.2:** The roll cage must comply with the roll cage standards found in the Trans Am Rule Book, Appendix I. Original Porsche factory installed Matter/IMV roll cages and FIA approved roll cages are allowed.

However, a roll cage may also provide additional chassis stiffening through the use of alternative mounting points. The roll cage mounting points are unrestricted. The roll cage may also pass through the firewall and attach to the front shock towers. Additional bracing may also be welded to the front of the shock tower and extend forward and down to the forward most part of the original frame rail. This bracing may not pass through the shock tower and must not form the upper mounting point for an aftermarket front suspension SLA system. Interior body panels and sheet metal may be bent or altered to accommodate the roll bar design.

**15.5.1.3:** Chassis seams and joints may be welded.

**15.5.1.4:** All cars shall have the OEM rear package shelf and/or rear seat back support structure installed if applicable.

- As an alternative, a metallic close out panel may be installed that simulates the rear package shelf and/or the rear seat back support structure if applicable. If a close out panel is used to clean up the appearance of the rear package shelf and/or rear seat bulkhead in conjunction with the OEM structure, the close out panel material is free.
- Unused mounting tabs and brackets that are non-structural, excluding the rear seat back support and package tray, may be removed.

**15.5.1.5:** The OEM firewall between the cockpit and engine compartment shall be intact to prevent the passage of flames from the engine compartment to the cockpit. Any holes in the firewall must be of the minimum size for the passage of controls and wires, and must be completely sealed.

- A roll cage tube, on each side of the car, may extend through the firewall to the chassis in the engine compartment. These tubes shall not extend forward of the shock towers.

**15.5.1.6:** It is permitted to attach one or more plates, or pads, under the car to provide for jacking of the car, provided they serve no other purpose. It is prohibited to install any kind of device, which protrudes from the rocker panel or side of the car. However, tubes may be attached to the roll cage or chassis and extend to the inner surface of the rocker panel or bodywork to act as a receptacle for a jacking fixture.

**15.5.1.7:** Inner fender panels may be modified, replaced, or removed.

**15.5.1.8:** The OEM radiator supports may be replaced or reinforced to make repairs easier. The radiator supports shall not reinforce the rest of the chassis or diminish the OEM crush zones.

**15.5.1.9:** The floor pan may be modified to provide clearance for the exhaust system. This modification must be minimal, and its only purpose must be for the exhaust system clearance. No designs or shapes can be formed that may create any aerodynamic advantage.

**15.5.1.10:** Minimum chassis ride height is 2.0 inches, to be measured with driver as raced. Measurement to be taken at the lowest point of the rocker panel, and include welded seams. The welded seams may not be flattened or modified in any way. Splitters, exhaust, torque arms, side body skirts or other components are not included.

- Rocker panels may not be modified from OEM. Isolated rocker panel damage may be corrected to prevent erroneous ride height readings.
- Ride height will be measured with a handheld “calibrated stick” held vertically like a feeler gauge.

## **15.5.2: Suspension**

**15.5.2.1:** Suspension members shall be the stock OEM parts, but may be reinforced. Spherical bearings are permitted on suspension components. Standard suspension bushings may be replaced with solid or spherical bushings. Alternate control arms permitted.

**15.5.2.2:** All suspension members must be made from ferrous and/or aluminum materials. Chromium plating of suspension members is prohibited.

**15.5.2.3:** Original suspension pick-up points below the upper line of the wheel rim must be used within a tolerance of 1.0 inch; however, if the lower suspension pickup point is changed from the OEM location, 50 lbs. must be added to the car. The entrant must report this change on the TRANS AM TA3 VEHICLE DECLARATION form.

- The body/frame around the pick-up points may be reinforced; this reinforcement shall be limited to a radius of 6.0 inches. The 1.0 inch tolerance applies to pick-up points on the chassis only.
- Suspension mounting points above the upper line of the wheel rim must be retained within a tolerance of 3.0 inches, however, the body/frame around the pick-up points may be reinforced; this reinforcement shall be limited to a radius of 6.0 inches. The 3.0 inch tolerance applies to pick-up points on chassis only.

**15.5.2.4:** The spindle and/or outer joint on the a-arm and/or strut may be moved to correct bump steer caused by changing the vehicle ride height. These components are not limited to the 1.0 inch of movement that applies to the suspension pick-up points located on the chassis. Drop spindles are allowed.

**15.5.2.5:** Suspension springs are free. Coil-over units may be added to supplement or replace OEM springs. Attaching points may be reinforced. It is permitted to use threaded spring seats for adjustability. Only one spring per wheel is allowed.

**15.5.2.6:** Shock absorbers and struts are free. Driver adjustable systems and electronically controlled shocks are not permitted. If a reservoir/ adjustment canister is used, only one may be used per shock. The shocks at each individual wheel may not be connected in any way. Slotted plates may be added over original shock mounts on front and rear shock towers for camber/caster adjustment. One bolt-in brace may connect the front strut towers, and one bolt-in brace may connect the rear strut towers. Only one shock absorber per wheel is allowed.

**15.5.2.7:** Anti-roll bars are free, and may be added, removed, or substituted. The mounts for these devices can be welded or bolted to the car.

Driver adjustable bars are not permitted. Adjustment controls for anti-roll bars may be located within the cockpit, but must be out of the reach from the driver's seat. Adjustments to anti-roll bars during practice, qualifying and race must be done in pit lane.

- When a car's anti-roll bar also acts as a suspension locating device, the bar's attachment points and pivot points on the chassis and suspension control arms must remain in their stock locations.

**15.5.2.8:** Rear axle traction bar(s), rear axle panhard rod and watts linkage can be added or substituted, provided their installation serves no other purpose. The mounts for these devices can be welded or bolted to the car. These devices and their mounts cannot be located in the trunk or driver/passenger compartment unless fitted as stock.

**15.5.2.9:** Cars that come with a solid rear axle or trailing arm suspension are permitted an aftermarket or fabricated rear suspension. Cars with an altered rear suspension must add 50 pounds. The entrant must report these changes on the TRANS AM TA3 VEHICLE DECLARATION form. Solid axle cars (non-IRS) will receive a 75 pound vehicle base weight reduction. Solid axle cars having the provision for adjustable camber and/or toe will receive a 25 pound base weight reduction.

**15.5.2.10.** Ballast must be solidly mounted and attached in such a way that tools are required for its removal. All ballast must be painted white and include the car number. The location/configuration of any ballast shall not perform a function that is not otherwise approved in these rules.

### **15.5.3: Steering**

**15.5.3.1:** All steering components, with the exception of the steering wheel, column and tie-rods/toe-links, must be original equipment supplied by the manufacturer. These parts may be strengthened provided the original part can still be identified.

**15.5.3.2:** The steering wheel may be replaced with an aftermarket, or racing steering wheel. Wood-rimmed steering wheels are not permitted. An all-metal quick release coupling on the steering wheel may be added.

**15.5.3.3:** A collapsible steering column shall be used. Most recent OEM steering columns have at least 2 universal joints in them that allow the steering column to collapse on impact. This type of design (with at least 1 universal joint) must also be used in any steering column extension(s) that may be used to reach the driver's competition seating position.

**15.5.3.4:** Power steering may be modified in any of the following ways. It may be disconnected. An OEM manual steering rack for that model may be fitted. An electric power steering pump may be fitted. An OEM electric-assisted steering system may be used.

## **15.6: WHEELS/TIRES/BRAKES**

### **15.6.1: Wheels**

**15.6.1.1:** Front wheels may not exceed 18.0 inches in diameter and 11.0 inches in width. Rear wheels may not exceed 18.0 inches in diameter and 13.0 inches in width.

**15.6.1.2:** The standard wheels may be replaced with direct, bolt-on racing/aftermarket wheels. Loose wheel spacers of any type are not recommended.

**15.6.1.3:** The wheel material is free, but they must be constructed of metallic material(s). No modifications (including grinding) are permitted on a vendor-supplied wheel.

**15.6.1.4:** All cars must run the same size wheel on the same axle.

**15.6.1.5:** Valve stems and caps are free.

**15.6.1.6:** Center-locking type hubs and wheels may be used if vehicle is supplied with them from the manufacturer. If vehicle is not supplied with center-locking type wheels they may be used in conjunction with an adapter that bolts onto the OEM, or approved, hub.

- If a single wheel nut is used, a safety spring must be in place on the nut whenever the car is running and must be replaced after each wheel change. Alternatively, another method of retaining the wheels may be used provided it is FIA approved.

### **15.6.2: Tires**

**15.6.2.1:** All TA3 class cars must compete on Pirelli tires as listed in the Pirelli "TRANS-AM SERIES - DIMENSIONAL DATA & PRICING" product guide. The product guide is available from the TA3/4 TECHNICAL MANAGER, or at [gotransam.com](http://gotransam.com). Tires must be ordered through the Trans Am series process.

**15.6.2.2:** As viewed from above at the centerline of the wheel; the fender shall completely cover the "tread" portion of the tire. Only the tire sidewalls may be visible.

### **15.6.3: Brakes**

**15.6.3.1:** Rotors may be 1 or 2 piece ferrous rotors that do not exceed 355mm in diameter or 33mm in thickness are permitted. Maximum brake rotor diameter of 380mm is permitted with a 50 pound addition to the base weight. (Aston Martin/Maserati/Ferrari TBD)

**15.6.3.2:** Calipers may be OEM or any caliper with 6 or less pistons may be used. 4-piston calipers may use a maximum of 4 pads per caliper. 6-piston calipers are limited to 2 pads per caliper. Titanium piston inserts are permitted. Calipers must be mounted in the same location and orientation as the OEM calipers. OE caliper mounting tabs may be modified or removed to facilitate installation.

**15.6.3.3:** Brake pad friction material is free.

**15.6.3.4:** Original equipment master cylinders and pedals may be replaced.

**15.6.3.5:** The balance of braking forces between the two wheels on an axle shall be equal and non-adjustable. The balance of braking forces between the front and rear axles may only be adjusted by the driver through direct intervention on the position of the center of the joint, on the linkage lever of the master cylinders of the front and rear circuits, or direct intervention on a proportioning valve in which the intake pressure is adjusted through a pre-loaded spring.

**15.6.3.6:** Power assisted braking systems are permitted.

**15.6.3.7:** Any OEM Anti-lock brake system (ABS) is allowed. This includes the ABS valve body and electronics. Porsche Bosch ABS M4 Kit (997.1 and 997.2 GT3 Cup and 991 GT3 Cup only) allowed with an addition of 75 lbs to the base weight.

**15.6.3.8:** ABS units not available for public sale are prohibited.

**15.6.3.9:** Use of a proportioning valve in conjunction with ABS is allowed.

**15.6.3.10:** Brake lines may be relocated, and rubber lines may be replaced with stainless steel braided brake lines. Brake proportioning valves may be used provided that they are of the in line, pressure limiting type. Non-pressurized brake fluid lines and master cylinders need not be metal, metal shielded, or bulkheaded. Pressurized brake fluid lines must be metal, metal shielded, or bulkheaded.

**15.6.3.11:** Hand brake assemblies may be removed. Backing plates and dust shields may be modified, ventilated, or removed.

**15.6.3.12:** Brake duct inlets incorporated in the front spoiler as standard, or in light openings, other than headlights, may be used to duct air to the front brakes. Additionally, brake ducts may be fitted into the intermediate mounting surface of a permitted splitter.

**15.6.3.13:** Water spray brake cooling systems are permitted. The amount of water carried for injection into the brake duct is free. Water-cooled calipers are forbidden.

**15.6.3.14:** Wheel fans are not permitted.

## **15.7: DRIVETRAIN**

**15.7.1:** Alternate flywheels and clutches are permitted. Flywheel material shall be ferrous or aluminum and the ring gear diameter must be the same as the OEM flywheel. Clutch and pressure plate design is free. Carbon clutches are permitted, .

**15.7.2:** Transmissions and ratios are free. Forward gears are limited to six speeds or the number of speeds in the OEM transmission if it exceeds six. All cars with sequential shift and/or paddle shift transmissions shall increase the required minimum weight by 100 lbs. Cars delivered with sequential transmissions, but without paddle shift systems, may install a paddle shift system with an addition of 100 lbs to the base weight.

**15.7.3:** Alternate differential housings are permitted from the same model of vehicle. Differential may be open, locked, or of a limited-slip type. The internals of limited-slip type differentials may be modified to change the amount of slip limiting. Differentials with external, or electric, adjustability are prohibited.

**15.7.4:** Transmission and/or differential coolers are allowed. Vent and/or breather lines may be added to the transmission and/ or differential.

**15.7.5:** Driveshaft and half-shafts may be aftermarket, but shall be the OEM-type and use the same types of materials as stock. Two piece drive shafts may be replaced by one piece drive shafts. One piece driveshafts may be replaced by two piece drive shafts.

**15.7.6:** A minimum of two steel 360-degree driveshaft hoops shall be installed. The hoops must be a minimum of 2 inch wide. The minimum thickness must be 3/16 inch for the front hoop, and 1/4 inch for the rear, and designed to contain the driveshaft and protect the driver in case of u-joint or driveshaft failure. The hoops shall be located within twelve (12) inches of the front u-joint and as close as practical to the rear u-joint. Floor materials, torque tubes and cross members may also be utilized to provide additional protection.

**15.7.7:** Traction Control/Launch Control is permitted, but must operate solely through the engine managements system (ie: spark and fuel control) and cannot interface with, or affect, the braking system or throttle control.



## 15.8 ENGINES

*Only naturally aspirated, engines are allowed. Supercharging or turbocharging is not allowed.*

### 15.8.1: Allowable Engine/Vehicle Combinations

YEARS	MAKE	MODEL	ENGINE	DISPL (liters)	RESTRICTOR (millimeters)	BASE WT. (lbs)	NOTES
2009-2013	Aston Martin	Vantage GT4		4.7 V-8	none	2900	OEM
1995-2006	BMW	M3 E36 & E46	S52 S54 S65 S85 S85	3.2 I-6 3.4 I-6 4.0 V-8 5.0L V-10 5.0L V-10	none none none none 70 (2 used) AB	2550 2600 2850 3000 3000	OEM
2008-2013	BMW	M3 E92	S65	4.0L V-8	none	3150	OEM
1997-current	Chevrolet	Corvette (C5 & C6 & C7)	LS6 LS2 LS3 LS3 LT1 LT1 LS7 LS7	5.7 V-8 6.0 V-8 6.2 V-8 6.2 V-8 6.2 V-8 6.2 V-8 7.0 V-8 7.0 V-8	75FP 73FP 74FP 71FP 74FP 71FP 70FP 65FP	3000 3000 3000 3250 3250 3250 3250 3250	See note 1  OEM  OEM  OEM
2010-2015	Chevrolet	Camaro	LT1 LT1 LS7 LS7	6.2 V-8 6.2 V-8 7.0 V-8 7.0 V-8	none 80TB none 75TB	3450 3450 3450 3450	OEM  OEM
2016-current	Chevrolet	Camaro	LT1 LT1	6.2 V-8 6.2 V-8	TBD 80TB	TBD TBD	OEM
2008-2010	Dodge Viper	ACR	Hybrid Gen 4 Gen 4 Gen 4	8.3 V-10 8.4 V-10 8.4 V-10 8.4 V-10	None none 55 (2 used) FP 50 (2 used) FP	3300 3400 3400 3400	See note 2 OEM  See note 4
2010	Dodge Viper	ACR-X	Gen 4	8.4 V-10	None	3400	OEM
2006	Dodge Viper	Competition Coupe	Gen 3 Hybrid	8.3 V-10 8.3 V-10	60 (2 used) FP 55 (2 used) FP	3500 3500	OEM See note 2
2006-2011	Ferrari	430 Challenge		4.3L V-8	none	2950	OEM
2005-2014	Ford	Mustang	Coyote Rd. Runner Aluminator Voodoo	5.0 V-8 5.0 V-8 5.0 V-8 5.2 V-8	none none none none	3450 3450 3450 3450	See note 3 OEM OEM OEM
2015-current	Ford	Mustang	Rd Runner Aluminator Voodoo	5.0 V-8 5.0 V-8 5.2 V-8	none none none	3450 3450 3450	OEM OEM OEM
2017	Ford	Mustang	Shelby FP350S	5.2 V-8	TBD	3450	OEM
2012-current	Lamborghini	LP 570-4 Super Trofeo		5.2L V-12	TBD	TBD	OEM
2008/2016 spec	Maserati	GranTurismo MC Trofeo GT4		4.6 V-8	none	3100	OEM
1998-2005	Porsche	996 GT3 Cup		3.6 F-6	none	2775	See note 6
2006-2009	Porsche	997.1 GT3 Cup		3.6 F-6 3.6 F-6 3.8 F-6 3.8L F-6 4.0 F-6	none none none 70TB 60TB	2825 2900 2900 2900 2900	See notes 5,7 See note 6 See note 5 See note 6 See note 6
2010-2014	Porsche	997.2 GT3 Cup		3.8 F-6 3.8 F-6	None 70TB	2900 2900	See note 5 See note 6
2014--2016	Porsche	991.1 GT3 Cup		3.8 F-6 3.8 F-6	65TB 60TB	3000 3000	See note 5 See note 6
2005-current	Porsche	Cayman X51		3.8 F-6	none	2975	See note 6
2016-current	Porsche	Cayman GT4 Club Sport		3.8 F-6	none	2975	See note 5

**NOTES:**

1. LS6 engine must run OEM 75mm throttle body & intake manifold, or may run 90mm OEM throttle body and intake manifold with a 75mm flat plate restrictor.
2. Hybrid update including Mopar Performance Part #P5156137 and 8.4L mechanical throttle body is allowed.
3. Cobra Jet intake manifold, part # M-9424-M50CJ; Electronic throttle bodies, part #'s M-9926-CJ65 (dual Bore 65mm), M-9926-SCJ (mono blade oval); Cold air inlet for Cobra Jet manifold, part # M-9603-M50CJ allowed.
4. Maximum valve lift 0.625 inch
5. Engines sealed by the factory.
6. Unsealed engines and/or open exhaust.
7. Alternate transmission ratios allowed for Daytona – TBD
8. FP is a “Flat Plate” restrictor installed on the secondary side of the throttle body. TB is a restrictor installed on the primary side of the throttle body.

**15.8.2: Restrictors**

**15.8.2.1:** All air box (AB) restrictor plates must be made of aluminum, and must be a minimum of 0.375 inch thick and a maximum of 0.500 inch thick. The maximum inlet radius must be 0.375 inch. The remainder of the restrictor bore must maintain the required diameter. No other radiusing, tapering or chamfering is allowed. It must be mounted directly in front of the air box air inlet.

**15.8.2.2:** All throttle body (TB) restrictor plates must be made of aluminum, and must be a minimum of 0.375 inch thick and a maximum of 0.500 inch thick. The maximum inlet radius must be 0.375 inch. The remainder of the restrictor bore must maintain the required diameter. No other radiusing, tapering or chamfering is allowed. It must be mounted directly in front of the inlet (primary) side of the throttle body.

**15.8.2.3:** All flat plate (FP) restrictors must be made from a flat metal plate with a minimum thickness of 0.060 inch. The holes must be straight cut with no radius or chamfer on the inlet or outlet sides. A spacer, to provide throttle blade clearance, may be placed between the throttle body and the restrictor plate. The spacer, if used, must be no thicker than 0.750 inch, and must be the same diameter as the throttle body

**15.8.2.4:** Competitors must supply their own restrictor plates. Trans Am reserves the right to change restrictor plate size requirements at any time to balance performance. The restrictor plate must be in place during all practice, qualification, and race sessions.

**15.8.3: Weight Modifiers to Base Weight**

Brake rotors > 355 mm	+50 lbs
Live rear axle (non-adjustable for camber/toe)	-75 lbs
Live rear axle adjustable for camber and/or toe (ie: Cortex)	-25 lbs
Lowered Front Suspension	+50 lbs
Altered Rear Suspension	+50 lbs
H – Shift converted to sequential or paddle shift	+100 lbs
Sequential shift converted to paddle shift	+100 lbs
Porsche IMSA front splitter	+50 lbs
997.1 allowed Porsche 997.2 fender flares	+25 lbs
Porsche Bosch ABS M4 Kit (997.1, 997.2 GT3 Cup and 991 GT3 Cup only)	+75 lbs

**15.8.3.1:** Weights are the minimum with the driver, as the car exits the track at the end of a practice, qualification, or race session. Trans Am reserves the right to change minimum weights and/or restrictor plate dimensions at any time to balance performance.

**15.8.3.2:** Trans Am reserves the right to change restrictor sizes or weights at any time.

**15.8.3.3:** OEM engines must be “as produced” by the manufactures. Competitor must have factory manuals available at each Trans Am event for use by the Technical Department. Manuals must list all engine specifications and part numbers.

**15.8.3.4:** Engines not listed as OEM may run other engine components, but must still meet the following TA3 specifications:

- Max Valve Lift = 0.600 inch
- Max Compression Ratio = 12:1
- Maximum Displacement (from 15.8.1 Table)

#### **15.8.4: Engine: Mechanical System**

***Sealed engines must be as delivered by the factory.***

**15.8.4.1:** Competitors must have, in their possession at the track, a copy of the factory shop manual for both the drivetrain and the chassis for use by the TA3/4 TECHNICAL MANAGER. Shop manuals may be paper or electronic.

**15.8.4.2:** OEM engine blocks must be used. Blocks may be sleeved to repair cylinder walls. Engines may be bored to a maximum of .040 inch over standard bore size.

**15.8.4.3:** Engines must retain their original cylinder head(s). The compression ratio is limited to a maximum of 12.0:1. To adjust the compression ratio, the bottom of the head may be machined, alternate pistons may be used, and/or pistons may be machined. Head gaskets may also be used to adjust compression ratio.

**15.8.4.4:** The cylinder head intake and exhaust ports may be ported. The valve guide may be machined as part of this porting.

**15.8.4.5:** The crankshaft must be a stock OEM part or an aftermarket part as long as it is of identical dimensions and material as the OEM part for the specific engine. The crankshaft may be balanced. The maximum weight reduction allowance for balancing of the crankshaft is 0.5 lbs. The maximum weight reduction allowance for the balancing of the reciprocating assembly is 15 grams. Alternate connecting rods are permitted, but must be made from ferrous material unless OEM supplied.

**15.8.4.6:** Engines must retain their original intake manifold, and throttle body. All air entering the engine must pass through the throttle body and restrictor plate (if required).

**15.8.4.7:** Removal of air conditioning hoses, condenser and compressor is allowed.

**15.8.4.8:** The intake manifold may be port matched to the head(s), provided no material is removed further than one inch in from the manifold to head mounting surface(s).

**15.8.4.9:** Cars produced with an electronic throttle body may use the OEM electronic throttle body. The OEM electronic throttle body may be converted to manual actuation and the actuation cam on a manual throttle body may be changed to alter the opening/closing rate of the butterfly.

**15.8.4.10:** The air cleaner and all components upstream of the throttling body are free. Porsche airbox body must be retained in original location and must remain OEM dimensions.

**15.8.4.11:** Alternate camshafts on the non-OEM engines are allowed. Valve lift is limited to 0.600 inch Camshaft timing is free.

**15.8.4.12:** Variable cam timing and variable length intake manifolds may be partially, or wholly, disabled. Variable cam timing systems that use multiple cam lobes for each valve(s) may remove lobes from the camshaft(s) that are not being used.

**15.8.4.13:** Rocker arm, lifter, follower, pushrod, valve spring, keeper, retainer, guide, seat, and valve are free; Titanium is not permitted, except for retainers or OEM parts. The head may be machined to fit valve train components.

**15.8.4.14:** Replacement gaskets and seals are free, including head gaskets. Replacement gaskets and seals may not perform any other functions.

**15.8.4.15:** Alternate pulleys for water pumps, alternators, crankshaft, and/or power steering are unrestricted. The crankshaft vibration damper is unrestricted.

**15.8.4.16:** All engines must be mounted in the stock location (height and set-back). Engine and transmission mounts may be modified or replaced. This includes the use of “torque plates”.

**15.8.4.17:** Engine parts, including, but not limited to, heads, intake manifolds may be cleaned using usual methods (e.g., bead blasting, soda blasting, Scotch Brite pads) as long as part dimensions are not altered.

#### **15.8.5: Engine: Electrical System**

**15.8.5.1:** The ignition system is unrestricted, however only the Porsche factory OE DME for Year, Make and Model is allowed.

**15.8.5.2:** A programmable ECU is permitted. Engine calibration (spark and fuel) is free.

**15.8.5.3:** The remainder of the electrical system, including the battery is free.

#### **15.8.6: Engine: Fuel System**

**15.8.6.1:** The use of a fuel cell is required unless the stock fuel tank is located between the axle centerlines and within the main chassis structure (ie: frame rails, etc.). All fuel cells must comply with APPENDIX H: Safety Fuel Cell Specifications. Proper bracing to protect the fuel cell in the event of a rear-end crash is required. If a fuel cell is installed in the rear hatch/rear trunk area, the OEM floor pan in that area may be replaced with metal in order to make it easier to mount the fuel cell and close out the area around the fuel cell.

**15.8.6.2:** There must be a metal bulkhead completely separating the cockpit from the compartment containing the fuel cell. This does not negate the requirement that the fuel cell bladder be contained in a metal container.

**15.8.6.3:** Fuel injectors and fuel rails must maintain the original number and mounting locations, but are otherwise free. Fuel pumps and fuel filters are free in type, size and number.

**15.8.6.4:** The location and type of the fuel pressure regulators are free provided they are mounted within the engine compartment or the OEM location.

**15.8.6.5:** No fuel cooling devices are permitted in the car.

**15.8.6.6:** All TA3 cars must compete with VP C20 (unleaded) racing fuel. This applies to all official practice, qualifying and race sessions. No other fuel or fuel additives are allowed. The use of Nitrous Oxide or similar compounds or systems is not allowed. Fuel must be ordered through the Trans Am series process. Complete VP C20 fuel specifications are available at [vpracingfuels.com](http://vpracingfuels.com)

#### **15.8.7: Engine Lubrication System**

**15.8.7.1:** The oil pan and oil pickup may be baffled, modified, or replaced. The OEM oil pump may be modified, or replaced with an OEM-style oil pump. Cars using a wet-sump oil system shall safety wire or in some other way secure the oil drain plug.

**15.8.7.2:** Dry sump systems are allowed. The dry-sump system is limited to 5 stages. It shall consist of 1 pressure stage and a maximum of 4 scavenge stages. If the OEM style pressure pump is used it shall count as the one permitted pressure stage. There may be a maximum of 2 two-port scavenge stages, or a maximum of 4 single-port scavenge stages, or any combination such that oil is not being scavenged from more than a maximum of 4 locations.

**15.8.7.3:** Accusump-type (accumulator) systems may be used.

**15.8.7.4:** Vents, breathers, and oil filters may be added, or substituted. All emission control devices may be removed and the resulting holes plugged

**15.8.7.5:** Engine oil coolers are free in number, type and location.

#### **15.8.8: Engine Cooling System**

**15.8.8.1:** The stock method of cooling the engine must be retained. Beyond that requirement, the cooling system is free, including cooling fans. The radiator must remain in the approximate OEM location. The radiator mounting angle may be changed.

**15.8.8.2:** No line containing engine coolant may pass through the cockpit.

#### **15.8.9: Engine Exhaust System**

**15.8.9.1:** Exhaust systems may be modified, or replaced.

**15.8.9.2:** Outlets must be located rearward of the midpoint of the wheelbase.

**15.8.9.3:** The exhaust pipe may not protrude more than 3.0 inches at the point where it exits the bodywork. If the exhaust pipe(s) exit the bodywork at the widest part of the body such that any extension of the exhaust pipe(s) beyond the body would make pipe(s) the widest point, the exhaust pipe(s) must be trimmed flush (+/- 0.5 inch) with the bodywork at the point that they exit the body. Minor body modifications are permitted to accommodate exhaust systems. Modifications shall serve no other purpose. The underbody rocker panels may be modified for the installation of the exhaust system, but these modifications may only serve to provide clearance for the exhaust system. The exhaust system must be adequately isolated from the driver's compartment.

**15.8.9.4:** If the exhaust system is routed in such a way that damage to it could cause hot exhaust to contact any part of the fuel system, there shall be a metallic heat shield protecting the fuel system components. This heat shield shall be located at least 3.0 inches away from the exhaust system, and there shall be at least 3.0 inches between the heat shield and the fuel system components.

## **15.9: CHASSIS DYNAMOMETER**

**15.9.1:** Competitors must have the current year horsepower and torque determined on an approved Dynojet® chassis dyno prior to their first event of each season. The results are valid for the entire race season. However, if any modifications are made that could affect the power and/or torque at the rear wheels, the car must be re-tested and the new results submitted to the TA3/4 TECHNICAL MANAGER.

**15.9.2:** Information from the dynamometer testing will not be directly used to establish minimum weights. However, the dynamometer testing described above is required of all TA3 vehicles.

### **15.9.3: Dynojet® Dynamometer Testing**

- The dynamometer testing must conform to the procedures found in the "TRANS AM 3 DYNAMOMETER TEST PROCEDURES".
- Dynamometer tests must be conducted at a commercial facility that offers testing as part of their business, and is open to the public.
- All competitors must have the dyno facility operator complete the Trans Am "DYNO TEST DATA and VEHICLE SPECIFICATIONS WORKSHEET", and print out copies of the horsepower/ torque graphs from the test. A copy of the worksheet and graphs must be sent to the TA3/4 TECHNICAL MANAGER prior to the competitor's first event of the year.
  - The electronic Dynojet® data file, for each of the three required dyno runs, must also be sent to the TA3/4 TECHNICAL MANAGER.
- The required Trans Am dyno inspection procedures and worksheet are available from the TA3/4 TECHNICAL MANAGER, or at the [gotransam.com](http://gotransam.com).
- Any restriction device placed in the air intake system, used to keep the power and/or torque in the required range, must be clearly identified as such and marked to indicate its dimensions. A drawing or photo of the device must be provided to the TA3/4 TECHNICAL MANAGER.
- The Trans Am series may conduct unannounced chassis dynamometer tests at any time at the track, or require a competitor to re-test the car, with a series official in attendance, at any time and any location after the race.
- Competitors must run their car in the exact same configuration as reported on their "TA3 VEHICLE DECLARATION" form, and that was used during the dynamometer test reported on their "DYNO TEST DATA and VEHICLE SPECIFICATION WORKSHEET"

**Failure to comply with this provision may result in severe penalties including: additional minimum weight, disqualification, suspension or exclusion from future Trans Am Events**

## **ARTICLE 16: TRANS AM 4 CLASS RULES**

### **16.1: CLASSIFICATION**

**16.1.1:** The Trans Am 4 class is intended for recent model Camaros, Challengers, and Mustangs.

**16.1.2:** All cars must be "Production Based" but competitors can create an aftermarket sourced configuration to enhance performance.

### **16.2: COST CONTROL**

**16.2.1:** At the present time there are no cost caps in place. In the future cost control methods may be instituted.

**16.2.2:** All teams must submit a current year "TA4 VEHICLE DECLARATION" form prior to the team's first race of the season. The form is available from the Trans Am TA3/4 TECHNICAL MANAGER, Trans Am CHIEF REGISTRAR, or at the gotransam.com website.

### **16.3: WEIGHT**

#### **16.3.1: Weight**

See minimum weights for each vehicle make/model in Article 16.8.1.

### **16.4: BODY**

**16.4.1:** The following vehicles are eligible in TA4:

<b>YEARS</b>	<b>MAKE</b>	<b>MODEL</b>	<b>GENERATION</b>
2010-2015	Chevrolet	Camaro	5
2016-current	Chevrolet	Camaro	6
2008-current	Dodge	Challenger	3
2005-2014	Ford	Mustang	5
2015-current	Ford	Mustang	6
2017	Ford	Mustang Shelby FP350S	6

**16.4.2:** All vehicles/body styles must be certified by the United States Department of Transportation for street use at their date of manufacture. Original Equipment Manufacturer (OEM) and aftermarket "Body in White" type vehicle shells are allowed, provided the body style is the same as the DOT certified vehicle from the manufacturer.

**16.4.3:** "OEM" for purposes of these rules is defined as Ford Motor Company, General Motors, and Fiat Chrysler Automobiles. OEM also includes tuner/racer package cars such as Shelby, Roush, Saleen, and others, provided the body meets the rules herein. OEM does not include scaled down cars that dimensionally differ from their original OEM product.

**16.4.4:** The vehicle must retain its stock front clip, floorpan, and subframe, but modifications are allowed to reinforce roll cage attachment points.

**16.4.5:** No full tube frame or tube frame chassis conversions are allowed.

**16.4.6:** Only OEM (or the equivalent replacement parts of same type and material) body panels may be used. OEM body parts (ie: valances, fascias, bumper covers, rocker panels) from other models within the same make and generation may be used. Composite hoods, hatchbacks, trunk lids, front fenders, fender flares, doors, and bumper covers are allowed. Examples of composites include Fiberglas, plastic, carbon fiber or similar materials. Glass roofs are not allowed. All body parts must fit within the dimensional limits listed in other parts of Article 16.

**16.4.7:** Sunroofs and moon roofs must be removed and replaced with a metal or composite panel covering the opening. The panel must be securely attached to the vehicle. The panel must follow the OEM shape of the roof. The panel cannot be an aerodynamic element, or form a lip, "Gurney", or vertical fence.

**16.4.8:** Polycarbonate material may replace windshield, rear glass and rear side windows. Polycarbonate windows are not allowed on either the driver or passenger front doors. The windshield must be stock OEM type safety glass, or a 3/16 inch minimum thickness polycarbonate replacement, mounted in the stock location, at the stock angle and maintaining the stock profile. Safety glass windshields must have at least 4 windshield safety clips installed. Polycarbonate windshields and rear glass may use safety clips/straps, or may be mounted with multiple fasteners, evenly spaced around its perimeter.

**16.4.9:** Fender wheel openings may only be modified a minimal amount for the purpose of tire clearance. When viewed from above, the fender must cover the scrubbed contact area at the top of the tire. Fenders must resemble OEM parts, but may have vents and/or louvers.

**16.4.10:** Interior modifications are allowed, provided that the modifications do not conflict with any other rules contained herein. The dash pad may be modified in order to run the roll cage tubes through the dash area as long as the dash pad is modified only enough for roll cage fitment. The dash pad shall maintain the stock profile. The dash pad may be made of any material. If necessary, the dash pad may be parted to ease installation around roll cage. Any such parting shall be done in such a way as to minimize the appearance that they have been separated once pieces of dash pad are installed.

**16.4.11:** Acid dipping or lightening of body components is not allowed.

**16.4.12:** All holes in floors and firewalls must be sealed.

**16.4.13:** Front splitters are allowed. The splitter shall not extend more than 5 inch beyond the outline of the front bumper of the car as viewed from above. The overall width may not exceed the width of the leading edge of the front fender wheel opening. All splitters must end at, or in front of, the front axle centerline. Dive planes are not allowed.

**16.4.14:** Any rear wing must consist of a single element with a maximum cord length of 12 inches and a maximum width of 68 inches. The rear wing element must not extend rearward beyond the rear bumper as viewed from above at the center of the bumper. The rear wing element height (not including the endplates) may not exceed the height of the highest point of the roof.

**16.4.15:** Any rear diffuser structure must be no wider than the width between the inside of the rear tires. It may not extend in front of the rear axle centerline, and must end at a maximum of 1.5 inches behind the rear bumper as viewed from above at the center of the bumper.

**16.4.16:** No aerodynamic devices may be mounted between the inside edges of the tires between the front and rear axle centerlines. Flat bottoms are expressly prohibited.

**16.4.17:** All protruding aerodynamic elements must have a minimum of a 1.5 inch radius to minimize tire cutting and crew injury.

**16.4.18:** All aerodynamic components must be ridged and mounted securely. They must remain in a fixed location when the car is on the track.

**16.4.19:** No body streamlining is allowed (windshields, radiator grills, headlights, etc.).

**16.4.20:** Body seams may not be taped for practice, qualifying, or race sessions. Exceptions may be granted by the TA3/4 TECHNICAL MANAGER for the temporary repair of damaged parts, or in the case of inclement weather. If permission is granted, the tape must be clear, or match the color of the area of being taped.

**16.4.21:** A minimum of two (2) hood pins are required. Rear deck pins are recommended to secure the trunk lid, or hatchback. It is recommended that all removable pins be tethered.

**16.4.23:** Driver and passenger side mirrors, providing adequate visibility to the rear of both sides of the car are required. Stock OEM mirror housings (make, model, and body generation specific) must be run, and must be mounted in the stock location.

**16.4.24:** Cars must have neat and clean appearances. All panels must fit properly and be free of sharp edges. All panels must be painted. No vehicle may enter an event with obvious body damage or unpainted body panels.

## 16.5: CHASSIS/SUSPENSION

### 16.5.1: Wheelbase\*

YEARS	MAKE	MODEL	WHEELBASE*
2010-2015	Chevrolet	Camaro	112.3"
2016-current	Chevrolet	Camaro	110.7"
2008-current	Dodge	Challenger	116.0"
2005-2014	Ford	Mustang	107.1"
2015-current	Ford	Mustang	107.1"
2017	Ford	Mustang Shelby FP350S	TBD

\*Tolerance +/- 1.0" and must be equal from side to side +/- 1/2"

### 16.5.2: Overall Width at Tires\*\*

YEARS	MAKE	MODEL	WIDTH**
2010-2015	Chevrolet	Camaro	79.0"
2016-current	Chevrolet	Camaro	79.8"
2008-current	Dodge	Challenger	TBD
2005-2014	Ford	Mustang	77.5"
2015-current	Ford	Mustang	79.1"
2017	Ford	Mustang Shelby FP350S	TBD

\*\* Overall Width at Tires will be measured as follows:

- Two aluminum plates, similar to the Longacre #79500 toe plates will be used. The plates will be placed flush against the tire (not perpendicular to the ground). The measurement will be made in a slot 3 inch above the ground. The thickness of the plates will be subtracted to obtain the Overall Width at Tires measurement. The measurement used for compliance will be the average measurements taken at the front of the metal plate and the measurement taken at rear of the metal plate.
- The car will be measured "as raced" with driver.
- Tires will be inflated to 25 PSI.

**16.5.3:** Minimum ride height is 3.5 inches, to be measured with driver as raced. Measurement to be taken at the lowest point of the rocker panel, and include welded seams. The welded seams may not be flattened or modified in any way. Splitters, exhaust, torque arms, side body skirts or other components are not included. Ride height will be measured with a handheld "calibrated stick" held vertical like a feeler gauge. Rocker panels may not be modified from OEM. Isolated rocker panel damage may be corrected to prevent erroneous ride height readings.

**16.5.4:** The entire tub, floorpan, firewall, and frame assemblies including the cowl and windshield frame must remain in the stock position and may not be relocated. "Cowl" is defined as the metal structure installed by the factory between the firewall and base of the windshield. "Frame" and "frame rail" are defined as the parallel boxed metal rails running the length of the car that form the basis of the unibody or frame. "Floorpan" is defined as the sheet metal forming the floor and trunk floor of the car. Cars may not be "channeled" to raise the floor within the body or lower the body below the frame rails. Rear frame rails may not be "notched" for suspension clearance.

The following modifications are allowed to facilitate:

- Plumbing or electrical installation and/or access.
- Transmission fitment and/or access.
- Fuel cell or fuel tank installation and/or access.



- Exhaust clearance. (Exhaust components may not run through the firewall)
- Ignition and induction components installation and/or access.
- Three-link type suspension installation and/or access. (Modification of the floorpan is limited to cutting a hole that allows the “third link” to pass through the floorpan to the attachment point in the cockpit. All components that intrude into the cockpit must be covered)

Modifications not listed above, are specifically not allowed. No secondary purpose for a modification is allowed.

**16.5.5:** Radiator core supports may be removed or modified but frame rails must remain intact. Frame rails inside the engine compartment (behind the radiator core support) must remain intact. Frame rails and/or front bumper supports (in front of the radiator core support) may be removed or modified.

**16.5.6:** OEM front and rear shock towers must remain in the same location as stock. The towers may be modified to install shock mounts, reinforcements, or spacers but the OEM assembly must remain in place. Attachment of camber or caster adjusting devices is unrestricted. Cars must utilize the OEM rear shock towers for rear shock attachment. Aftermarket short/long arm (SLA) front suspension systems are allowed, but must remain within the original front shock tower.

**16.5.7:** The roll cage must comply with the roll cage standards found in Appendix I. However, a roll cage may also provide additional chassis stiffening through the use of alternative mounting points. The roll cage mounting points are unrestricted. The roll cage may also pass through the firewall and attach to the front shock towers. Additional bracing may also be welded to the front of the shock tower and extend forward and down to the forward most part of the original frame rail. This bracing may not pass through the shock tower and must not form the upper mounting point for an aftermarket front suspension SLA system. Interior body panels and sheet metal may be bent or altered to accommodate the roll bar design.

**16.5.8:** The Chevrolet Camaro, Dodge Challenger, and 2015 and newer Ford Mustang may use the OEM independent rear suspension (IRS). That suspension is defined as: “the unmodified OEM installed rear IRS cradle that attaches to the chassis and serves as a mount for the center differential and uprights, the uprights, and the differential housing”. Control arms and bushing material are unrestricted, but the location of the cradle cannot be changed in relation to the OEM mounting point. The OEM brackets must remain in place and the IRS cradle must mount to the chassis using those points in the OEM location. Bushing material for the brackets and mounts is unrestricted, but the stock mounts must be used.

**16.5.9:** Straight axle cars (non-IRS) will receive a 75 pound vehicle base weight reduction. Straight axle cars having the provision for adjustable camber and/or toe will receive a 25 pound base weight reduction.

**16.5.10:** Ballast must be solidly mounted and attached in such a way that tools are required for its removal. All ballast must be painted white and include the car number. The location/configuration of any ballast shall not perform a function that is not otherwise approved in these rules.

**16.5.11:** Steering wheel locks must be removed.

**16.5.12:** All cars equipped with air bags must have their systems removed or disabled.

**16.5.13:** On-board fire extinguisher systems must comply with Appendix B.

## **16.6: WHEELS/TIRES/BRAKES**

**16.6.1:** The wheel diameter is 18 inches. Wheel width is 10.5 inches. However, wheels may be a maximum of 11.0 inch wide with an addition of 50 pounds to the vehicle base weight. Competitors must still comply with 16.5.2: Overall Width at Tires, and notify the TA3/4 TECHNICAL MANAGER of wheel size selected.

**16.6.2:** Cars must compete on Pirelli tires as listed in the current year Pirelli Racing Tire, “TRANS-AM SERIES - DIMENSIONAL DATA & PRICING” product guide. This applies to all official practice, qualifying and race sessions. The product guide is available from the Trans Am TA3/4 TECHNICAL MANAGER, or at gotransam.com. Tires must be ordered through the Trans Am series process.

**16.6.3:** Water cooling or other liquid cooling of brakes is not allowed. Air cooling is allowed and recommended. Brake fluid recirculation systems are allowed.

**16.6.4:** Brake rotors must be iron with a maximum diameter of 14 inches. If a brake rotor diameter exceeds 14 inches, the car must add 25 pounds to its base weight.

**16.6.5:** Calipers are unrestricted.

**16.6.6:** Any OEM Anti-lock brake system (ABS) is allowed. This includes the ABS valve body and electronics.

**16.6.7:** Non-OEM ABS units or ABS units not available for public sale are prohibited.

**16.6.8:** Use of a proportioning valve in conjunction with ABS is allowed.

## 16.7: DRIVETRAIN

**16.7.1:** Rear axle assemblies may be modified in any manner, however the center section of axle housing and gear carrier on solid axle cars must be of ferrous material.

**16.7.2:** Cars must use synchromesh-type transmissions with synchros as delivered from the vendor on all forward gears. Transmissions must be available for public sale. Non-synchro transmissions are not allowed.

**16.7.3:** A steel 360-degree drive shaft safety loop is required to retain the front end of the drive shaft in the event of a universal joint failure. The loop must be a minimum of 2 inches wide. The minimum thickness must be 3/16 inch, and designed to contain the driveshaft and protect the driver in case of u-joint or driveshaft failure. The loop shall be located within 12 inches of the front u-joint. Floor materials, torque tubes and cross members may also be utilized to provide additional protection. A suitable torque arm safety loop is recommended to retain the torque arm in the event of a torque arm mount failure.

## 16.8: ENGINES

### 16.8.1: Allowable Engine/Vehicle Combinations

YEARS	MAKE	MODEL	ENGINE	DISPL (liters)	RESTRICTOR (millimeters)	BASE WT (lbs)	NOTES
2010-2015	Chevrolet	Camaro Gen 5	LS3	6.2L	60RTB	3500	OEM
			LS3	6.2L	55RTB	3450	Modified
2016-current	Chevrolet	Camaro Gen 6	LT1	6.2L	none	3450	OEM
2008-current	Dodge	Challenger Gen 3	Hemi	6.4L	none	3500	OEM
2005-2014	Ford	Mustang Gen 5	Coyote	5.0L	none	3400	OEM
			Boss 302	5.0L	60RTB	3450	OEM
			Boss 302	5.0L	56RTB	3450	Modified Note #1
			Boss 302	5.0L	53RTB	3450	Modified Note #2
2015-current	Ford	Mustang Gen 6	Boss 302	5.0L	60RTB	3450	OEM
			Boss 302	5.0L	56RTB	3450	Modified Note #1
			Boss 302	5.0L	53RTB	3450	Modified Note #3
2017	Ford	Mustang Gen 6	Shelby FP350S	5.2L	TBD	3500	Note #4

#### Notes:

1. Ford Boss 302 Roush World Challenge GTS specifications allowed with dry sump.
2. Ford Boss 302 Roush World Challenge GTS specifications allowed with wet sump (-25 lbs.)
3. Ford Boss 302 with modified camshaft allowed with dry sump.
4. Ford Mustang Shelby FP350S must remain as delivered from the factory.
5. Modified engines are limited to the stock displacement (+ max 0.040" overbore), a maximum compression ratio of 12.0:1, and a maximum valve lift of 0.525".
  - RTB is a restrictor with a radius that is installed on the primary side of the throttle body (see 16.8.2.1, 16.8.2.2, and 16.8.2.3 for restrictor plate design requirements).

### Weight Modifiers to Base Weight

Brake rotors > 14"	+25 lbs
Live rear axle (non-adjustable for camber/toe)	-75 lbs
Live rear axle adjustable for camber and/or toe (ie: Cortex)	-25 lbs
11" wide wheels	+50 lbs
Roush Boss 302 WC GTS w/wet sump	-25 lbs
Headers	+50 lbs
Aftermarket ABS	+50 lbs

#### 16.8.2: Engine: Air Intake & Restrictor Plates:

**16.8.2.1:** All restrictor plates must be made of aluminum, and must be a minimum of 0.375 inch thick and a maximum of 0.500 inch thick.

**16.8.2.2:** The maximum inlet radius must be 0.375 inch. The remainder of the restrictor bore must maintain the required diameter. No other radiusing, tapering or chamfering is allowed.

**16.8.2.3:** The restrictor plate must be in place during all practice, qualification, and race sessions. It must be mounted directly in front of the inlet (primary) side of the throttle body. (See 16.8.1: Allowable Engine/Vehicle Combinations).

**16.8.2.4:** The air cleaner and all components upstream of the throttle body are free. The inlet tube inside diameter must match the outside diameter of the throttle body inlet. Absolutely nothing can be located inside the tube, with the exception of an air temperature sensor or a mass air flow sensor. No devices, or strategies that attempt to alter the air flow are allowed.

**16.8.2.5:** All engines with required air inlet restrictor plates must be able to pass a stall test as detailed in Article 17.8.

**16.8.2.6:** Competitors must supply their own restrictor plates. Trans Am reserves the right to change restrictor plate size requirements at any time to balance performance.

**16.8.2.7:** Only V-8, naturally aspirated engines are allowed. Supercharging or turbocharging is not allowed.

#### 16.8.3: Engine: Mechanical

**16.8.3.1:** All iron blocks for cars must be OEM or OEM equivalent (ie: Dart, Ford Motorsport, GM Performance Parts, etc.). Cars may not use non-OEM aluminum engine blocks, but OEM aluminum blocks are allowed. [Examples of excluded aluminum engine blocks would be the World Products for Ford Motorsport aluminum blocks. Examples of allowed aluminum engine blocks would be the Ford 5.0 L, GM LS3. Later model engines may be installed into earlier model cars and vice versa. Vehicles must be fitted with engines from their parent company. (ie: Ford engines may not be installed in GM Vehicles)]

**16.8.3.2:** Engines may have dry-sump oiling systems.

**16.8.3.3:** Replacement gaskets and seals are free, including head gaskets. Replacement gaskets and seals may not perform any other functions.

**16.8.3.4:** Alternate pulleys for water pumps, alternators, crankshaft, and/or power steering are unrestricted. The crankshaft vibration damper is unrestricted.

**16.8.8:** All engines must be mounted in the stock location (height and set-back). Engine and transmission mounts may be modified or replaced. This includes the use of "torque plates.

**16.8.3.5:** Engine parts, including, but not limited to, heads and intake manifolds, may be cleaned using usual methods (e.g., bead blasting, soda blasting, Scotch Brite pads) as long as part dimensions are not altered.

#### **16.8.4: Engine: Fuel System**

**16.8.4.1:** Fuel safety cells are not required but highly recommended. If a fuel cell is used it must comply with Appendix H for certification, and installation. Proper bracing to protect the fuel cell in the event of a rear-end crash is required. If a fuel cell is installed in the rear hatch/rear trunk area, the OEM floor pan in that area may be replaced with metal in order to make it easier to mount the fuel cell and close out the area around the fuel cell.

**16.8.4.2:** There must be a metal bulkhead completely separating the cockpit from the compartment containing the fuel cell. This does not negate the requirement that the fuel cell bladder be contained in a metal container.

**16.8.4.3:** Fuel pumps and fuel filters are free in type, size and number.

**16.8.4.4:** The location and type of the fuel pressure regulators are free provided they are mounted within the engine compartment or the OEM location.

**16.8.4.5:** No fuel cooling devices are permitted in the car.

**16.8.4.6:** TA4 cars must compete with VP C20 (unleaded) Racing fuel. This applies to all official practice, qualifying and race sessions. No other fuel or fuel additives are allowed. The use of Nitrous Oxide or similar compounds or systems is not allowed. Fuel must be ordered through the Trans Am series process. Complete VP C20 fuel specifications are available at [vpracingfuels.com](http://vpracingfuels.com)

#### **16.8.5: Engine: Exhaust System**

**16.8.5.1:** The exhaust system may be modified, or replaced. Installation of aftermarket headers requires an addition of 50 pounds to the base weight.

**16.8.5.2:** Outlets must be located rearward of the midpoint of the wheelbase.

**16.8.5.3:** The exhaust pipe may not protrude more than 3.0 inches at the point where it exits the bodywork. If the exhaust pipe(s) exit the bodywork at the widest part of the body such that any extension of the exhaust pipe(s) beyond the body would make pipe(s) the widest point, the exhaust pipe(s) must be trimmed flush (+/- 0.5 inch) with the bodywork at the point that they exit the body. Minor body modifications are permitted to accommodate exhaust systems.

Modifications shall serve no other purpose. The underbody rocker panels may be modified for the installation of the exhaust system, but these modifications may only serve to provide clearance for the exhaust system. The exhaust system must be adequately isolated from the driver's compartment.

**16.8.5.4:** If the exhaust system is routed in such a way that damage to it could cause hot exhaust to contact any part of the fuel system, there shall be a metallic heat shield protecting the fuel system components. This heat shield shall be located at least 3.0 inches away from the exhaust system, and there shall be at least 3.0 inches between the heat shield and the fuel system components.

#### **16.8.6: Electronics**

**16.8.6.1:** Competitors may use data acquisition systems.

**16.8.6.2:** Traction control or other systems or devices that allow modification of engine or brake performance are not allowed. These include active or passive systems that are driver or crew actuated. Factory installed units must be disabled. The burden of proof that unit is disabled lies with the competitor. (ie: switch disabled, computer indication, etc.) The TA3/4 TECHNICAL MANAGER may use data acquisition or other "snooping" and/or "mirroring" tools to police the use of prohibited controls.

***Failure to comply with this provision may result in severe penalties including disqualification, suspension or exclusion from future Trans Am events.***

## 16.9: CHASSIS DYNAMOMETER

**16.9.1:** Competitors must have the current year horsepower and torque determined on an approved Dynojet® chassis dyno prior to their first event of each season. The results are valid for the entire race season. However, if any modifications are made that could affect the power and/or torque at the rear wheels, the car must be re-tested and the new results submitted to the TA3/4 TECHNICAL MANAGER.

**16.9.2:** Information from the dynamometer testing will not be directly used to establish minimum weights. However, the dynamometer testing described above is required of all TA4 vehicles.

### 16.9.3: Dynojet® Dynamometer Testing

- The dynamometer testing must conform to the procedures found in the “TRANS AM 4 DYNAMOMETER TEST PROCEDURES”.
- Dynamometer tests must be conducted at a commercial facility that offers testing as part of their business, and is open to the public.
- All competitors must have the dyno facility operator complete the Trans Am “DYNO TEST DATA and VEHICLE SPECIFICATIONS WORKSHEET”, and print out copies of the horsepower/ torque graphs from the test. A copy of the worksheet and graphs must be sent to the TA3/4 TECHNICAL MANAGER prior to the competitor’s first event of the year.
  - The electronic Dynojet® data file, for each of the three required dyno runs, must also be sent to the TA3/4 TECHNICAL MANAGER.
- The required Trans Am dyno inspection procedures and worksheet are available from the Trans Am TA3/4 TECHNICAL MANAGER, or at the [gotransam.com](http://gotransam.com).
- Any restriction device placed in the air intake system, used to keep the power and/or torque in the required range, must be clearly identified as such and marked to indicate its dimensions. A drawing or photo of the device must be provided to the TA3/4 TECHNICAL MANAGER.
- The Trans Am series may conduct unannounced chassis dynamometer tests at any time at the track, or require a competitor to re-test the car, with a series official in attendance, at any time and any location after the race.
- Competitors must run their car in the exact same configuration as reported on their “TA4 VEHICLE DECLARATION” form, and that was used during the dynamometer test reported on their “DYNO TEST DATA and VEHICLE SPECIFICATION WORKSHEET”

**Failure to comply with this provision may result in severe penalties including: additional minimum weight, disqualification, suspension or exclusion from future Trans Am events.**

## **ARTICLE 17: TECHNICAL PROCEDURES**

### **17.1: INSPECTION PROCESS**

**17.1.1:** Tech Inspection and the official scales will be available as specified in the event schedule. The official scales, and any other measuring tools/equipment, will be available for team use during the times listed in the event schedule. TA2 teams must bring their cars to inspection area at the designated time published for a mandatory pre-technical inspection. TA, TA3, and TA4 teams may voluntarily bring their cars to the inspection area at any time during the published hours. Tech inspection hours will be published in the event schedule. Teams may request that any part of the car be inspected by the TECHNICAL DIRECTOR.

**17.1.2:** At the conclusion of each qualifying and race session, all cars must return directly to their assigned pit boxes. No work, with the exception of tire temperature and air pressure may be done by the team. The hood may not be opened.

**17.1.3:** One or more cars in each class will be selected by the TECHNICAL DIRECTOR for inspection. An announcement of the car numbers selected for each class will be made on the Race Control channel. Teams will also be notified by their Pit Lane Official. At that time, all selected cars must be taken directly to the impound area. No work may be done on the way to, or in the impound area. Once the car is in the impound area, all team members must exit the area, unless requested to stay by a Series Official. When directed, the team must move the car to the inspection area.

**17.1.4:** The TECHNICAL DIRECTOR will determine the items that will be inspected, and what tools/equipment/ procedures will be used. The team may be requested to provide assistance during the inspection process. If disassembly of the car or components is required, the entrant is responsible for disassembly and reassembly.

**17.1.5:** The TECHNICAL DIRECTOR may require entrants to submit cars, parts, or equipment for analysis of performance capabilities. Entrants shall take all necessary steps to enable such tests. The TECHNICAL DIRECTOR may also seal or impound: cars, parts, and/or equipment for this purpose. The Trans Am series and SCCA Pro Racing are not responsible for any loss or damage resulting from such analysis, sealing or impounding.

**17.1.6:** In the event that component parts are selected for further verification, which may entail a delay in determining compliance, the prize money to the car's entrant will be held in abeyance pending results.

**17.1.7:** The TECHNICAL DIRECTOR controls admittance to the impound area and the area in which technical inspections are being conducted. During post-session inspections, a maximum of three crew persons, from the specific car being inspected, shall be allowed in the inspection area.

**17.1.8.:** Non-compliant parts/components are subject to seizure by Trans Am Racing and may not be returned.

**17.1.9:** In questions of compliance or configuration, the burden of proof rests with the entrant.

**17.1.10:** The TECHNICAL DIRECTOR will make final determination of technical conformance, including interpretation of rules and specifications. The TECHNICAL DIRECTOR is the final authority in enforcing all technical regulations. The decisions of the TECHNICAL DIRECTOR are final and may not be protested or appealed.

**17.1.11:** If the TECHNICAL DIRECTOR determines that a car does not comply with the applicable technical specifications, the TECHNICAL DIRECTOR will advise both the team and the CHIEF STEWARD that the car has been found to be non-compliant. The report will include details of the determination. The CHIEF STEWARD will take appropriate action.

### **17.2: FUEL TESTING**

**17.2.1:** Fuel will be tested for color, specific gravity, dielectric constant, reagents, and any other method deemed appropriate by the TECHNICAL DIRECTOR.

**17.2.2:** The TECHNICAL DIRECTOR may also request that VP conduct a chemical analysis of any fuel samples.

### **17.3: WEIGHT, ANGLE, HEIGHT MEASUREMENTS**

**17.3.1:** Technical Inspection of a car's weight, angles, and component heights will be made on a level surface, and will include the driver, and driver's equipment, in the normal seated position.

**17.3.2:** Tire pressure must be adjusted to 25 psig.

### **17.4: COMPRESSION RATIO AND DISPLACEMENT MEASUREMENTS**

**17.4.1:** Initial compression ratio measurement will be done using the Katech Whistler. For TA2, non-compliance found using the Whistler will result in disqualification. For TA3 and TA4, non-compliance found using the Whistler will result in engine tear down for internal inspection.

**17.4.2:** Initial displacement measurement will be done using a "P&G" type pump. Non-compliance found using the pump will result in engine tear down for internal inspection.

### **17.5: VIDEO/DATA/VOICE MONITORING**

**17.5.1:** On-board data, and voice communication may be monitored by the Trans Am series and used for promotion of the series and rules compliance.

**17.5.2:** Teams Members/Drivers must not interfere with the operation of any monitoring system.

### **17.6: CHASSIS DYNAMOMETER TESTING**

**17.6.1:** All cars in TA3 and TA4 are subject to chassis dynamometer testing at any time.

**17.6.2:** Selected cars must be presented for testing in the same condition/ specification as they appeared on the track.

**17.6.3:** An outside vendor will conduct the test under the supervision of the TECHNICAL DIRECTOR, and or the TA3/TA4 TECHNICAL MANAGER

**17.6.4:** All data collected in the test will be proprietary, and will be used only by the technical staff.

### **17.7: STALL TESTING**

**17.7.1:** All cars in TA2, TA3, and TA4 classes must have all of the intake air pass through the throttle body and, if applicable, the inlet restrictor plate(s).

**17.7.2:** All cars in these classes must be able to pass a stall test where the air inlet is totally blocked off, and the engine must stall.

**17.7.3:** The stall test will consist of the following:

- The test is conducted on the engine as raced (no adjustments allowed).
- Any pressure sensor(s) in the intake system must be disconnected.
- The engine will be set to 2500 RPM.
- The inlet air block-off device will then be placed on the throttle body or restrictor plate.
- The engine must stall within 3 seconds.

**17.7.4:** The intake system will also be visually inspected for devices or designs that could result in the induction of additional air that does not pass through the restrictor plate. Introduction of any air behind the downstream of the restrictor plate, by any means is prohibited.

**17.7.5:** The intake system may also be inspected for air leaks by using propane, starting fluid, or other materials.

### **17.8: COMPONENT DISASSEMBLY AND/OR REMOVAL**

**17.8.1:** As part of the technical inspection process, all entries are subject to component removal, and/or disassembly. Components or individual parts may also be impounded by Trans Am and taken to an off-track site for additional inspection.

**17.8.2:** The decision to require disassembly and/or removal of components and, when necessary, impound parts or components, will be made by the Trans Am TECHNICAL DIRECTOR.

**17.8.3:** Teams are responsible to disassemble and/or remove the components as directed by the TECHNICAL DIRECTOR. Teams must be equipped with the necessary equipment and tools to complete the disassembly and/or removal of components.

## **17.9: ON-BOARD VIDEO CAMERAS**

**17.9.1:** On-board HD video cameras are required.

**17.9.2:** At least one camera must be securely mounted, facing forward, recording anytime the vehicle is in motion and configured so as to record the entire session to one video file. Memory cards must remain in the respective camera until car clears tech, and available at least until Official results are posted.

**17.9.3:** All externally mounted cameras must be tethered and have the car number on the camera.

**17.9.4:** Replay XD is recommended by Trans Am. Trans Am Race Company keeps Replay XD cameras, mounts, and wiring in-stock at events. Other HD video systems are acceptable at this time. However, the video chip from the Replay XD camera is the preferred chip for submission for inclusion in any TV production.

**17.9.5:** Any Trans Am Official, at the request of the CHIEF STEWARD or TECHNICAL DIRECTOR, may at any time during or after the event, require that videos from any cars be submitted in person or by email.

**17.9.6:** Failure to present memory cards, or presenting a blank card, will result in a penalty (see Article 9.2).



# APPENDICES

## APPENDIX A: ANNUAL INSPECTION

- The following general items (A.1 through A.14), along with the specific items (A.15 through A.24 that refer to Appendices B through K), will be inspected prior to the first race of the season. Once the inspection is complete, and all items are in compliance, a SCCA Pro Racing Annual Vehicle Inspection decal, with serial number, will be placed on the front/left side of the roll cage, where it is visible through the windshield or left side door window. This decal must remain visible at all times. A Driver Safety Equipment decal will also be applied to the left side of the driver helmet once the items in Appendix K have been approved.
- A copy of the Trans Am “ANNUAL VEHICLE INSPECTION”, and the “ANNUAL DRIVER SAFETY GEAR INSPECTION” forms that will be used for the inspections at the first event are available from the TECHNICAL DIRECTOR.

**A.1:** Eligibility for class.

**A.2:** The proper display of all required decals and patches.

**A.3:** Complete bodywork and tires appropriate for series.

**A.4:** Engine compartment shall be clean with no fluid leakage visible.

**A.5:** Intake and exhaust systems shall be in good condition and securely mounted.

**A.6:** Battery securely mounted and hot leads insulated.

**A.7:** Operating brake and rain lights. (LED lights are recommended in all Trans Am classes).

**A.8:** Suspension, steering, and braking system in good condition, securely mounted, and without excessive free play.

**A.9:** Clear, un-tinted windows, without obstructions or damage, cracks, and properly mounted

**A.10:** Firewall, floor, bulkheads and enclosures provide appropriate protection, separation and prevent accumulation of fluids.

**A.11:** Cars must have towing eyes or straps, front and rear, which do not dangerously protrude from the bodywork. The towing eyes or straps must be strong enough to tow the car from a hazard such as a gravel trap. The eyes or straps must be easily accessible without the removal or manipulation of body work or other panels. Towing eyes inside diameter must be at least 2 inches. There must be an arrow that contrasts strongly with the vehicle paint scheme, pointing to each tow eye/strap/cable.

**A.12:** If a single nut wheels are used, safety springs or approved locking devices must be used whenever the car is on track.

**A.13:** Drivers must demonstrate their ability to get out of their car in 20 seconds. Exit time will be tested with the driver buckled in, all of his driver's equipment on, all ancillary systems connected (radio, cool suit, etc.), Electrical system turned on, the steering wheel in place and the window nets in place. When the inspector gives the signal, the driver turn off the master electrical, switch, touch the fire system actuator, remove the steering wheel, undo the window net and/or harness, disconnect all ancillary systems, and exit the car.

**A.14:** 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. No oil or fuel line located to the rear of the engine firewall shall be located in an enclosed, or otherwise restricted area which also contains any component of the exhaust system.

**A.15:** On board fire extinguisher system per Appendix B.

**A.16:** Master electrical cut-off switch per Appendix C.

**A.17:** Scatter shield per Appendix D (if required).

**A.18:** Oil and coolant catch tanks per Appendix E.

**A.19:** Driver's restraint system per Appendix F.

**A.20:** Window and right side nets per Appendix G.

**A.21:** Fuel cell per Appendix H. (if required)

**A.22:** Roll cage per Appendix I. (TA/TA2: Main hoop rear bracing may extend past the shock towers).

**A.23:** Seat and headrest per Appendix J.

**A.24:** Drivers personal safety equipment per Appendix K.

**NOTE:** *The items in this inspection (A. 1-A.24) do not include the technical regulations that apply individually to each Trans Am class (TA, TA2, TA3, and TA4). Teams can request inspection of any specific technical specification at each event during all listed Technical Inspection hours. Mandatory inspection of selected cars will occur after each qualifying and race session. Selected cars, and items to be inspected, will be determined by the Trans Am TECHNICAL DIRECTOR.*

## **APPENDIX B: FIRE EXTINGUISHER SYSTEMS**

All cars must have an on-board fire extinguishing system. The bottle must be mounted so that it can be removed easily for verification of full charge by weighing. A nozzle outlet must be directed into the driver compartment, but must not be pointed directly at the driver. There shall also be a nozzle outlet in the fuel cell compartment and in the engine compartment. If the fuel cell compartment is under the car, or the stock fuel tank is being used, the third nozzle shall be pointed at the point where the fuel lines come into the cockpit. If no fuel lines enter the cockpit, the nozzle shall point at where the fuel/sender lines come off fuel tank, or fuel cell, or at the OE fuel tank access panel.

All fire systems shall be serviced and recertified by the manufacturer every two years. The proof of this service shall be printed on the exterior of the bottle. Only fire extinguisher systems specifically approved by SCCA Pro, those systems approved by the FIA on Technical List No.16, or those meeting SFI spec 17.1 will be permitted in new cars. Cars that have a previously approved fire extinguishing system installed may wait until it is time for their current extinguishing system to be serviced and recertified before changing over to one of the new systems.

### **B.1: APPROVED FIRE EXTINGUISHER SYSTEMS**

- Those approved by the FIA on Technical List No.16
- Those systems having been certified to SFI spec 17.1

**NOTE:** *while FIA technical list No.16 lists the systems approved by the FIA, section 3 of FIA Technical List No.6 lists the minimum amounts of extinguishant needed depending on the type of extinguisher system being used. As a minimum, teams shall use the minimum amount of extinguishant listed for the cockpit and engine of Category N, A, B cars.*

### **B.2: INFORMATION THAT MUST BE VISIBLE ON THE CONTAINER**

- Capacity
- Type of extinguishant
- Weight, or volume, of the extinguishant
- Date the extinguisher must be checked, which must be no more than two years after the date of filling, or the date of the last check.
- All systems must be equipped with a means of checking the pressure of the contents.  
This does not apply to non-pressurized systems with a Co2 propellant cartridge.

**B.3:** All extinguishers must be adequately protected and must be situated within the survival cell. In all cases, their mountings must be able to withstand a deceleration of 25 g. All extinguishing equipment must withstand fire.

**B.4:** Any triggering system having its own source of energy is permitted, provided it is possible to operate all extinguishers should the main electrical circuits of the car fail. The driver, when seated normally with the safety belts fastened, and the steering wheel in place, must be able to activate the fire system by means of a spark proof breaker switch, or a manual push/pull apparatus. This switch/apparatus must be located on the dashboard, or center console, and must be marked with a letter "E" in red, inside a white circle of a least 10 cm diameter, with a red edge.

**B.5:** If the fire system activation switch used by the driver is located within 12 inches of one of the front door window openings a second fire system activation switch is not necessary. Otherwise, a second fire system activation switch/apparatus must be fitted for external access. It also must be marked with a letter “E” in red, inside a white circle of a least 10 cm diameter, with a red edge. The approved locations for the second switch are; along the A-pillar, along the B-pillar, or on the windshield cowl. The second fire system switch shall be located in close proximity to the second master electrical cut-off switch.

**B.6:** The system must work in any position, even when the car is inverted.

**B.7:** The nozzles shall be of the same number and type as those specified by the manufacturer for use with the type of extinguishant being used in the system. Additionally, the nozzles shall be in the locations specified by the manufacturer.

**B.8:** The firing safety pin(s) shall be removed before the vehicle leaves pre-grid.

## **APPENDIX C: MASTER ELECTRICAL CUT-OFF SWITCH**

**C.1:** The driver, when seated normally with the safety belts fastened, and the steering wheel in place, must be able to cut off all the electrical circuits, except the circuit for the fire system, by means of a spark proof breaker switch. This switch must be located on the dashboard, or center console, and must be clearly marked by a symbol showing a red spark in a white edged blue triangle.

**C.2:** If the master electrical cut-off switch used by the driver is located within 12 inches of one of the front door window openings a second electrical cut-off switch is not necessary. Otherwise, a second cut-off switch must be fitted which must cut all electrical circuits (ignition, fuel pumps, alternator, lights, battery, etc., but not the fire extinguisher system). It also must be clearly marked by a spark symbol on a blue triangle. The approved locations for the second switch are; along the A-pillar, along the B-pillar, or on the windshield cowl. The second electrical cut-off switch shall be located in close proximity to the second switch/apparatus for the fire extinguishing system.

**C.3:** Any exposed electrical contacts on the switch(s) shall be covered.

## **APPENDIX D: SCATTERSHIELD**

A scattershield, or explosion-proof bell housing, is required on all cars where the failure of the clutch, and/ or flywheel, could create a hazard to the driver, fuel system, steering system, or brake system. Scattershield material can be added to the fire wall and/or transmission tunnel. Minimum material specifications are:

- 0.125” SAE 4130 alloy steel plate
- 0.250” mild steel plate
- 0.250” aluminum alloy plate (not cast aluminum)
- SFI approved ballistic blanket or explosion-proof bell housing

## **APPENDIX E: OIL AND COOLANT CATCH TANKS**

**E.1:** Engine vent, or breather lines, must empty into a translucent oil catch tank with a minimum capacity of one (1) quart.

**E.2:** Transmission, and/or differential, vents, or breather, lines shall be designed to avoid leakage.

**E.3:** The cooling system must be a closed system, or its overflow lines must run to a translucent one (1) quart minimum capacity catch tank.

**E.4:** The coolant system and oil systems must empty into individual one (1) quart catch tanks, or they may empty into a single catch tank having a capacity of two (2), or more, quarts.

**E.5:** These containers cannot be mounted in the driver/passenger compartment.

**E.6:** In lieu of translucent catch tanks, a sight tube may be used on the side of the catch tanks.

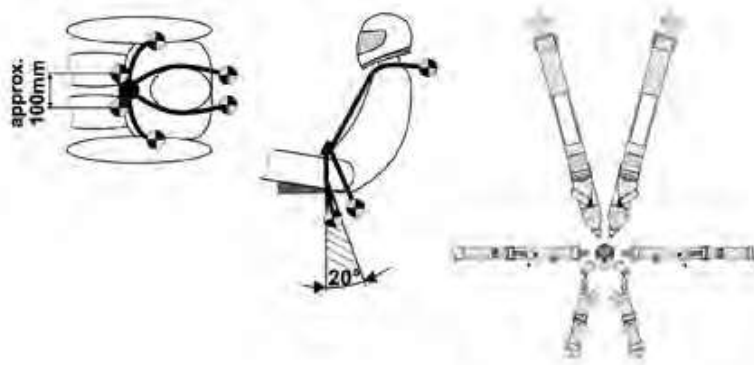
## **APPENDIX F: DRIVER RESTRAINT SYSTEM**

All drivers in SCCA Pro events must utilize a six point restraint harness with a two inch or three inch lap belt meeting the following specifications at all times during practice, qualifying, and the race.

**F.1: Standard Belt System** – A six-point system for automobiles with an upright (to 30 degrees) seating position (Figure 1). A six-point system consists of a two-inch or three-inch lap belt, three-inch shoulder straps (two-inch allowed with HANS®), or two-inch shoulder straps with three-inch wide professional padding (padding NOT allowed with HANS®), and two approximately two-inch leg straps. The buckles for the lap and shoulder straps must be of metal-to-metal quick-release type at the locking mechanism (e.g. camlock).

The dual leg straps have a single metal-to-metal connection to the locking mechanism and a separate mounting point to the floor or roll cage for each leg of the anti-submarine strap. Leg straps must pass through the sub-strap hole provided in the race seat located immediately in front of the crotch. Both leg straps go through the sub-strap hole. Locate the mounting points by following the plane of the shoulder belts as they pass over the chest extending the plane to intersect the floor and then measure a 20 degree angle rearward. This is the center point. Measure 2-3 inches left and right of the center to locate each mounting point for an eyebolt or direct bolt. If the legs are wrapped, the center point is the center of the webbing for each strap.

**FIGURE 1**



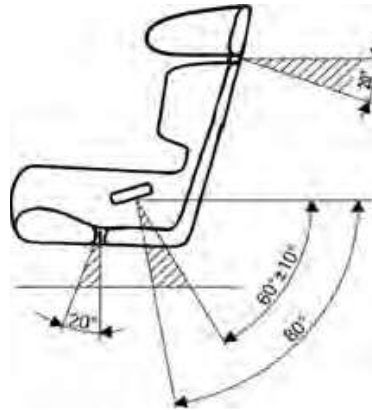
**F.2: TWO INCH LAP BELTS**

Two-inch lap belts are strongly recommended. Two inch lap belts have been shown to provide faster loading of the lap belt resulting in lower loads to the chest, head, and neck. Fitment around the pelvis is better allowing the belt to be worn tighter while being more comfortable and easier to adjust. The smaller adjusters are less likely to get caught up in the small lap belt holes provided in most seats.

**F.3: LAP BELT MOUNTING**

**F.3.1:** The lap belts shall be mounted rearward of the pelvis, between two lines drawn at 60-degrees, and 80-degrees, below the horizontal.

**FIGURE 2**

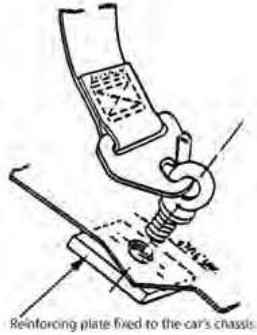


**F.3.2:** The lap belts shall pass through the seat, without interference, to the attachment points, pulling in plane with the mounting hardware without any visible twisting or edge loading on adjusters or mounting brackets. Mounting points must be as close to the side of the seat and must not rub on any seat brackets, rough, or sharp edges.

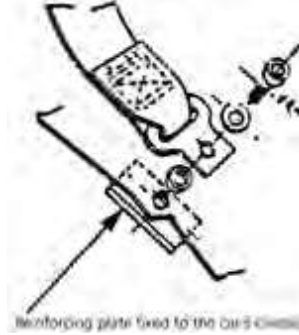
**F.3.3:** Lap belt mounting points must be integrated with the frame of the car or to specific welded mounting tabs on the roll cage. If mounting points are located on seat brackets, they must be certified by the bracket manufacturers specifically for such use. Mounting points created in the floor or transmission tunnel must be reinforced with backing plates of sufficient size to spread the load.

**F.3.4:** Lap belts with bolt on connections must allow bracket to pivot either by use of a machined sleeve or by backing the lock nut off just enough so that bracket can pivot. This is critical to prevent loading of one edge. Eye bolts must be aligned properly so that the snap-on connector is not twisted or loaded at an angle that might load one edge of the webbing while the harness is being used.

**FIGURE 3**



**FIGURE 4**



**F.4: SHOULDER STRAP MOUNTING**

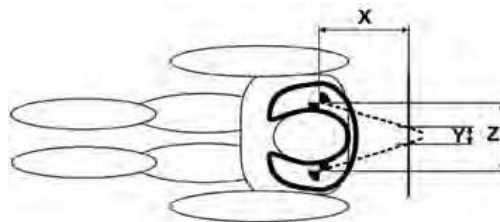
**F.4.1:** The shoulder harness shall be the over-the-shoulder type. There must be a single release common to the lap belt and anti-submarine straps. Only separate shoulder straps are permitted. (Y-type shoulder straps are not allowed.) "H"-type configuration is allowed.

**F.4.2:** The shoulder harness shall be mounted as closely behind the seat back as possible, not to exceed 12 inches.

**F.4.3:** The shoulder harness should be mounted at an angle of 0-degrees to -20-degrees from the horizontal plane measured from the top of the shoulder or the top of the HANS® (see figure 2). In no case shall the shoulder harness be mounted above the horizontal at shoulder height.

**F.4.4:** The shoulder straps shall pass over the driver's shoulders (or over the HANS®), through the seat, in a direct line to the attachment points without any interference caused by the seat back openings or other obstacles. The formula  $Y = Z - (X \cdot .40)$  can be used to determine the "ideal" distance between attachment points (see figure 5). Where the shoulder belts are wrapped around a harness bar, the "Y" dimension is measured from the center line of the webbing of each shoulder strap. Where the shoulder belts are bolted the "Y" dimension is measured center to center of each mounting bolt.

**FIGURE 5**



**F.4.5:** Proper alignment of shoulder straps, unencumbered belt routing, seat opening clearances, and optimum attachment locations will be inspected and verified with the driver seated in the car and wearing an approved head and neck restraint system, the harness belts, and a helmet.

**F.4.6:** Sternum straps are not recommended.

**F.5: ANTI-SUBMARINE LEG STRAP MOUNTING**

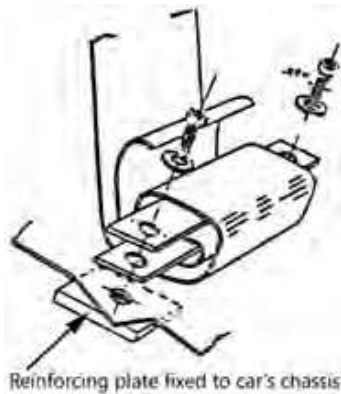
**F.5.1:** The double leg straps of the six-point system may be attached to the floor - to a purpose built element of the cage - or to purpose built mounting points in the seat as provided by an approved seat manufacturer.

**F.5.2:** A separate attachment point connection must be provided for each leg strap.

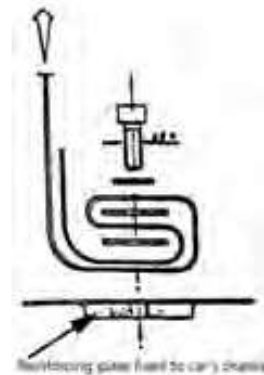
**F.5.3:** Attachment points may use bolts, eye-bolts with snap-on connectors, or wrap mounts to roll cage, seat, or chassis points designed for the sub strap loads.

**F.5.4:** Bolts and eye-bolts through the floor must be reinforced with backing plates provided by the harness manufacturer or large washers on the underside to spread loads.

**FIGURE 6**



**FIGURE 7**



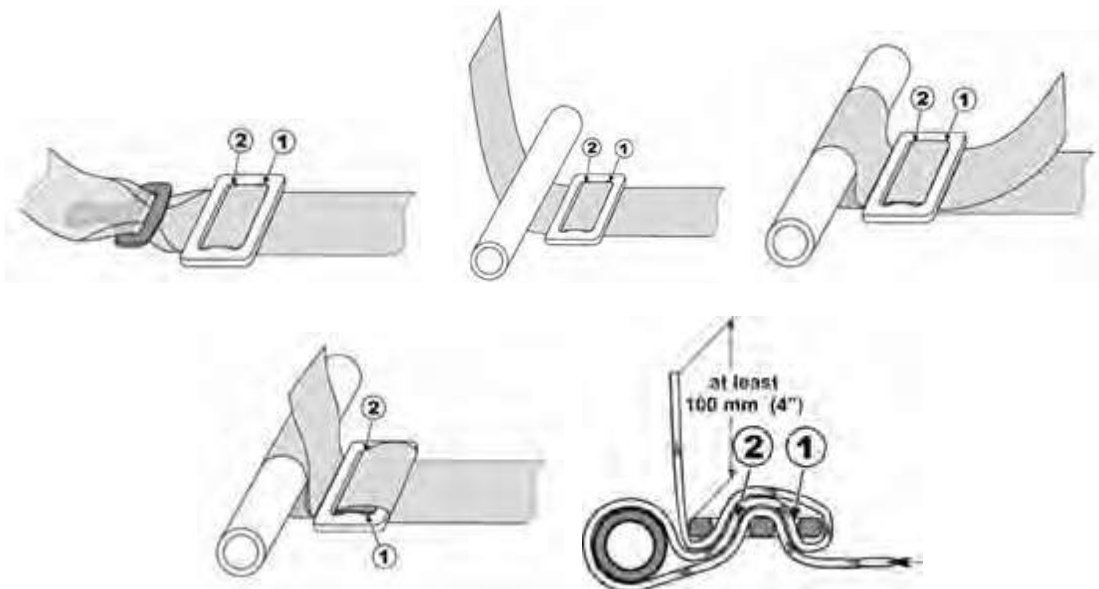
**F.5.5:** Wrap mounts to specific bars as part of the cage are allowed using only wrap mount hardware provided by the harness manufacturer following the manufacturers defined wrapping instructions.

**F.5.6:** Formula belt and Hybrid belt anti-sub leg straps may share the lap belt mounting point in rearward mounting installations providing there is a direct unencumbered routing as outlined in the belt descriptions.

### **F.6: THREE BAR ADJUSTERS**

Three bar adjusters may be used for wrap mounting shoulder belts around harness bars or leg straps around mounting bars. The adjusters can also be used to secure webbing wrapped through attachment hardware. When 3-bar adjusters are used, they shall be placed as close to the mounting points as possible. Figure 8 shows the proper wrapping technique.

**FIGURE 8**



**F.7:** The minimum acceptable bolts used in the mounting of all belts end harnesses are SAE Grade 5. Where possible, seat belt, shoulder harness, and anti-submarine strap(s) should be mounted to the roll structure, or frame of the car. Where this is not possible, large diameter mounting washers or equivalent should be used to spread the load. Bolting through aluminum floor panels, etc., is not acceptable.

**F.8:** SFI Certification - Harness systems may be certified to SFI spec 16.1 or 16.5, and shall bear the appropriate label(s). This certification shall expire on December 31st of the 2nd year, after the year of manufacture. The harness system may be sent to the manufacturer for re-webbing and recertification. FIA Certification - Harness systems may be homologated by the FIA to specification 8853/98, and shall bear the appropriate label(s). It is recommended that the harness system be replaced every three (3) years, but the mandatory replacement date is the 5th year after production. The expiration date, instead of the date of manufacture, is printed on the FIA label(s).

**F.9:** Regardless of the date of manufacture, the safety harness shall be replaced if the webbing is cut, frayed, significantly faded, or if any of the buckles are bent/cracked, or if the car has been in a severe impact. If any of these conditions exist, the TECHNICAL DIRECTOR shall cut the certification labels off of the harness. The team will then have to return the harness to the manufacturer for recertification. All belts in a harness set must be "in-date" to be used. Belts that share a common load such as the shoulder belts, or the lap belts, or the sub-straps shall be replaced/rewebbed together, and have the same date of manufacture.

## **APPENDIX G: WINDOW AND RIGHT SIDE NET**

### **G.1: WINDOW NET**

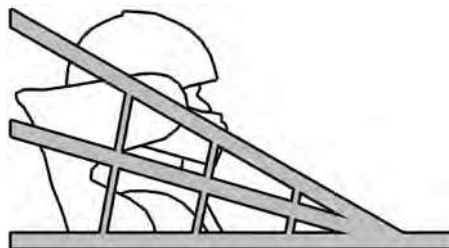
A window safety net, meeting SFI Spec 27.1., must be mounted in the window opening of the driver's door of all closed vehicles. The net must be fastened securely to the roll cage and/or chassis. The window net must be tightly tensioned to minimize movement of net upon contact by the driver's head. When released, the window net shall fall down, thus not having to be flipped up on the roof. Plastic buckles and elastic straps are not acceptable. In lieu of the window net, open top cars may use a head restraining net on the left side in conjunction with the right side head net.

### **G.2: RIGHT SIDE NET**

All production based cars shall install a right side net (Figure 10) running between the main roll hoop and the dash as seen in the figure. The lowest strand of the net must pass the shoulder and run horizontally from the cage to the dash. The upper strand should pass the center of gravity of the helmet in the side view. The net must run parallel to the longitudinal centerline of the car, +/- 15-degrees, and be as close to the seat as possible.

Teams should verify that the right side net will catch the shoulder and helmet as the driver's head and torso rotate forward in the case of an accident. The net should cover the area from just below the driver's sight line, down to approximately 8 inches below the shoulder. The net must be tensioned tightly and have a way to quickly disconnect it in case the driver needs to exit the right side of the car in an emergency. Metal collars, or some other equivalent method, should be used to keep the strands of the net from moving from where they are positioned on the roll cage. One of the commonly recommended mounting methods is to wrap the net strands around the back of the seat and attach them to the main hoop upright. However, teams should consult the net manufacturer to verify their recommended method of mounting.

**FIGURE 10**



## **APPENDIX H: SAFETY FUEL CELL SPECIFICATIONS**

Safety fuel cells shall consist of a fuel bladder enclosed in a container as follows:

### **H.1: FUEL BLADDER**

Only those bladders meeting and certified under FIA spec FT-3, *SFI-28.2* or higher, shall be allowed to be used in SCCA Pro Racing competition. SCCA Pro Racing reserves the right to disallow the use of a fuel cell model, or fuel cells produced by a manufacturer, if reason is found.

### **H.2: CONTAINER**

The fuel bladder shall be completely surrounded by a container to ensure rigid and secure mounting of the bladder and provide additional protection. A minimum of 20-gauge (0.036 inch) steel, 0.059 inch aluminum, is required for all vehicles. Fuel cells shall not be installed any closer to the ground than 6 inches (5 1/2 inches for TA2 class cars) unless enclosed within the bodywork.

**H.3:** Foam internal baffling is required where safety fuel cells are required in SCCA Pro Racing competition. This foam material shall fill all internal space within the fuel cell while not impeding the function of other fuel system components. In a class that allows the use of a stock fuel tank, foam may be inserted into the stock fuel tank.

**H.4:** A positive locking fuel filler cap (no Monza-style, flip-type) must be used, and fuel pick-up openings and lines, breather vents, and fuel filler lines shall be designed and installed so that if the car is partially or totally inverted, fuel shall not escape. The cap, filler neck, vents, and all fittings shall be isolated so in case of spillage, leakage, or failure, fuel will not reach the driver. If the fuel filler cap is located directly on the fuel bladder, a check valve shall not be required, provided the filler cap is a positive locking, non-vented type. Fuel cell breathers must vent outside the car.

- If the fuel filler cap is not located directly on the fuel bladder, it shall be a non-vented cap, shall not protrude beyond the surface of the bodywork, shall not incorporate an unchecked breather opening and there shall be a high quality, flexible, hose that is resistant to automotive fluids that shall link the two metal sections of the filler neck together. This is to allow for misalignment, without breaking the filler tube, which may be caused by accident damage.
- The minimum distance between the ends of the two pipe sections shall be 10 inches.
- The hose connecting the two pipe sections shall overlap each pipe section by at least 1 inch longer on each end where it connects to the two pipe sections.
- If the fuel filler cap is not located directly on the fuel bladder, a check valve must be incorporated in the fuel bladder to prevent fuel escaping if the cap and filler neck are torn from the bladder. A filler neck connecting the filler cap and the fuel bladder need not be bulkheaded.

**H.5:** All fuel cell bladders shall be replaced, or recertified, every 5 years from the date of manufacture. Proof of the date that the bladder was manufactured is marked on the outside of the bladder. Teams shall be prepared to expose the bladder for inspection.

## **APPENDIX I: ROLL CAGES**

Roll cages are required in all Trans Am vehicle classes. The roll cage must consist of a main hoop, a front hoop, side protection, and braces as specified in these rules. These specifications apply to all vehicles unless specified differently in class specific rules.

### **I.1: ROLL CAGE BASIC DESIGN**

**I.1.1:** The basic purpose of the roll cage is to protect the driver. It must be designed to withstand compression forces from the weight of the car coming down on the roll cage structure, and to take fore/aft, and lateral, loads resulting from the car skidding along on its roll cage structure.

**I.1.2:** A system of head restraint to prevent whiplash and prevent the driver's head from striking the underside of the main hoop is required. The head restraint must be padded with a non-resilient material and must be capable of withstanding a force of 200 lbs. in a rearward direction.

**I.1.3:** All portions of the roll cage subject to contact by the driver must be padded with approximately 1 inch minimum, non-resilient material that meets, or exceeds, SFI 45.1 (curved padding), SFI 45.2 (flat padding), or approved padding listed in FIA Technical List No 23.

**I.1.4:** Roll cage and chassis design must prevent intrusion into the driver compartment.



## I.2: GENERAL ROLL CAGE CONSTRUCTION

**I.2.1:** The radius of all bends in the roll cage (measured at centerline of tubing) shall not be less than 6 inches.

**I.2.2:** All joints of the roll cage shall be welded the full 360-degrees around the tube. This applies to both the required and any optional tubing elements. All welding must be of the highest possible quality; full penetration, no cold lap, no surface porosity, no crater porosity, no cracks, no whiskers, etc. It is recommended that gussets be used at all joints.

**I.2.3:** It is recommended that a certified AWS D1.1 welder do all welding.

## I.3: ROLL CAGE MATERIAL

**I.3.1:** Seamless, or DOM, mild steel tubing (SAE 1020, or 1025, etc.), must be used for all roll cage structures. ERW Tubing is not allowed.

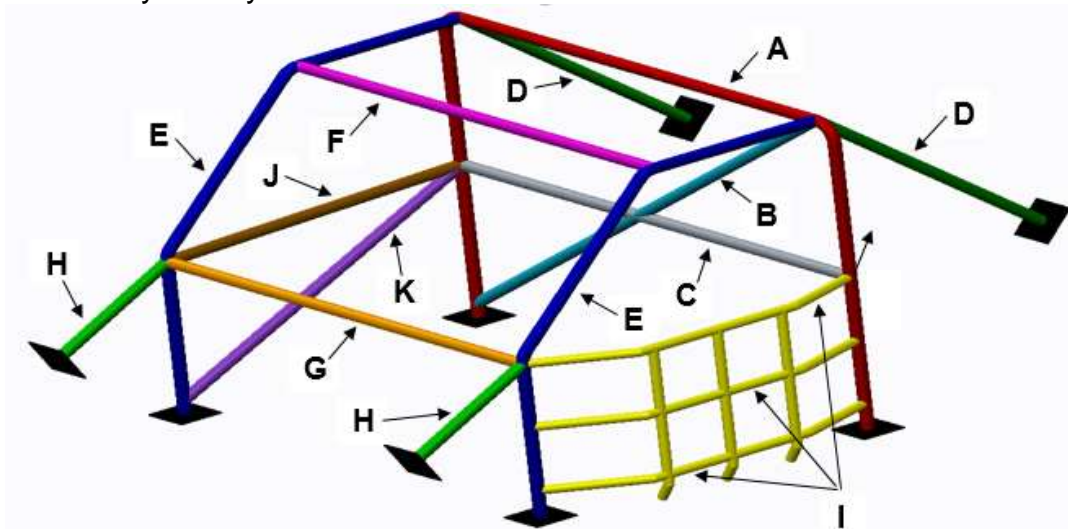
**I.3.2:** An inspection hole, between 3/16 inch and 1/4 inch diameters, may be required in a non-critical area of all required tubes to facilitate verification of wall thickness.

**I.3.3:** The minimum tubing size for all required roll cage elements (A-I, hoops and bracing) is 1.750 inches OD with a 0.095 inch wall thickness, or 1.500 inches OD with a 0.120 inch wall thickness.

**I.3.4:** If the tubing diameter used is at least .250 inch above the minimum diameter required, based on vehicle weight, the minimum wall thickness may be .080 inch.

**I.3.6:** The variance of tubing wall thickness, due to manufacturing tolerance, is limited to -0.010 inch.

**I.3.5:** The required tubing elements must meet the material minimums set forth above. Optional tubing elements may be any size.



## I.4: MAIN HOOP

**I.4.1:** Main hoop (behind the driver) (**A**) must be the full width of the cockpit for all cars. It shall be one continuous, length of tubing with smooth continuous bends and no evidence of crimping or wall failure. The main hoop shall maintain a single plane.

**I.4.2:** The main hoop must be as near the roof as possible.

The top of the main hoop must not be less than 2 inches above the driver's helmet.

## I.5: MAIN HOOP BRACING

**I.5.1:** The main hoop must incorporate either a single-diagonal brace (**B**), or a double-diagonal "X" brace in the plane of the main hoop to prevent lateral distortion of the main hoop.

**I.5.2:** The main hoop must incorporate a main hoop horizontal brace (**C**) at the approximate level of the driver's shoulders. This main hoop horizontal brace must intersect the required main hoop diagonal brace. If a double-diagonal "X" brace is used in the plane of the main hoop, a half-width horizontal brace may be used behind the driver's seat to be used to mount the seat back and shoulder harness.

**I.5.3:** The main hoop must have two braces extending to the rear (**D**), and attaching to the chassis. These braces must be attached as near as possible to the top of the main hoop (not more than 6 inches below the top), and at an included angle of at least 30-degrees. Main hoop rear bracing shall not extend rearward past the shock towers.

#### **I.6: FRONT HOOP**

**I.6.1:** Two side hoop (**E**) following the line of the A-pillars to the top of the main hoop may be used. These two side hoops are to be connected, by a horizontal bar (**F**) over the top of the windshield.

**I.6.2:** Alternatively, the front hoop must follow the line of the A-pillars to the top of the windshield, and be connected, by horizontal bars, to the top of the main hoop on each side (as close to the roof as possible).

**I.6.3:** Regardless of which one of the two approved tubing configurations listed above is used, there shall be a tube (**F**) connecting the two A-pillar tubes at the top of the windshield.

#### **I.7: FRONT HOOP BRACING**

**I.7.1:** The front hoop must incorporate a single horizontal brace (**G**) at the approximate level of the dashboard. The horizontal brace shall extend from the left side vertical legs to the right side vertical legs of the front hoop.

**I.7.2:** One tube (**H**) must extend forward from each front down tube, and be attached to the chassis. These tubes may extend through the firewall. The connecting point to the chassis can be no more than 12 inches forward of the front axle centerline.

**I.7.3:** Two additional tubes, one per side, may extend forward through the firewall from the front down tubes, or from the knee-level lateral tube, and connect at a point on the chassis, or cage, at or behind the front axle centerline.

**I.7.4:** If the pedal box is not mounted rearward of any angle of the floorpan/firewall, there shall be one brace extending from each of the front down tubes to protect the driver's legs. They must be integrated into the frame, or chassis, to provide substantial support for the front hoop.

#### **I.8: SIDE PROTECTION BARS**

**I.8.1:** All cars shall have NASCAR-type driver-side door bars (**I**). They must consist of a minimum of three bars 1.500 inches x 0.83 inch running fore/aft between the main roll hoop and the front cage down tube, and extending out to the outer door skin. A minimum of three vertical tubes must connect the three fore/aft tubes. It is recommended that the lower outer tube be tied into the chassis along the rocker box to further improve anti-intrusion protection.

**I.8.2:** The passenger side door may have NASCAR-type bars (**I**) as specified in I.8.1, or may have a minimum of two door bars, connecting the main and front roll hoops, across the opening of the passenger door. For this design there must be one horizontal (**J**) and one diagonal bar (**K**), or two horizontal bars. The minimum size for these two passenger side door bars is 1.75 inches OD with a 0.095 inch wall thickness.

**I.8.3:** Additional side protection attachment points may be added to strengthen the door bars, attach a crushable composite structure, or otherwise improve the driver's side impact protection.

#### **I.9: SUPPLEMENTAL ROLL CAGE BRACING**

**I.9.1:** Within the restrictions of the above sections of Appendix I, any number of additional tube elements are permitted within the boundaries of the minimum roll cage structure required.

**I.9.2:** If additional tubes, or gussets, are used behind the windshield opening to reinforce the connection points of the front down tubes to the lateral tubes above and below the windshield, the ends of the additional tubes, or gussets, shall not be positioned more than 8 inches from the corners of the cage.

**I.9.3:** Any optional tubes used do not need to meet the normal minimum material requirements.

#### **I.10: ATTACHING ROLL CAGE TO CHASSIS**

**I.10.1: Attaching Points** - The roll cage shall attach to the vehicle structure within the cockpit/trunk area in eight points. In addition to the eight attachment points, the A-pillar, B-pillar, and roof structure, may be tacked, seam, or stitch welded to the roll cage. Material may be added to bridge any gaps between the chassis and cage at these points.

**I.10.2: Mounting Plates** - All cage mounting plates shall be welded to the chassis

**I.10.2.1:** Mounting plates that are welded to the structure of the car shall not be less than .080 inches thick. The maximum area of each mounting plate shall be 144 square inches. Plates may be multi-dimensional.

**I.10.2.2:** Whenever possible, part of the mounting plate should be in compression and/or tension in lieu of only being in shear. An upside down, or sideways, "U-shaped" mounting bracket should be used when possible.

**I.10.2.3:** Whenever a tube passes through a chassis panel (e.g. firewall, transmission tunnel), the chassis may be welded to the perimeter of the tube to prevent the passage of debris. However, the chassis may not be reinforced in that area.

## **I.11: OTHER ROLLCAGES**

TA3 and TA4 class cars may also use roll cages that have been approved and meet the current technical regulations of the SCCA Pro Racing Pirelli World Challenge, or IMSA Continental Tire Sports Car Challenge series. In this case the competitor must provide appropriate documentation to the Trans Am TECHNICAL DIRECTOR

## **I.12: FIA HOMOLOGATED ROLLCAGES**

Trans Am may accept FIA rollcages installed by approved original equipment manufacturers in a chassis designated for motorsports use, and homologated to FIA specifications. Each team shall have documentation that their FIA roll cage(s) have been homologated with the FIA, and their vehicle chassis shall have an FIA identification tag on it. In this case the competitor must provide appropriate documentation to the Trans Am TECHNICAL DIRECTOR

## **APPENDIX J: SEAT AND HEADREST**

**J.1:** The driver's seat may be a FIA 8855/1999 or a SFI 39.1/39.2 certified seat and mount, or a racing type seat. FIA 8855/1999 seat certification is good for five years. SFI 39.1/39.2 seat certification is good for two years.

**J.2:** The seat may be a high-back, bucket-type racing seat that incorporates an integral headrest, or a low-back seat with shoulder support and a separate headrest capable of withstanding 200 lbs. of rearward force.

**J.3:** Seat and seat padding must be made from, or covered with, a fire-resistant material. The bottom of the driver's seat must be rigidly mounted to the structure of the car. If a FIA or SFI certified seat is used, it must be installed as required by the manufacture, using the specified mounting brackets and hardware. If a non-FIA or SFI certified seat is used, the seat back/shoulder support/headrest must be rigidly mounted to the roll cage, so as to provide aft and lateral support.

**J.4:** All cars shall have interior body panels or leg supports that limit side-to-side movement of the driver's legs in case of a side impact accident.

## **APPENDIX K: DRIVER SAFETY EQUIPMENT**

*The following is required during all on-track sessions:*

**K.1:** A full-faced safety helmet certified to one of the following standards;

- Snell Memorial Foundation SAH2010, SA2010, SA2015
- SFI Foundation - Spec 31.1
- FIA Standard 8860 2010 or later

**NOTE:** Accident-damaged helmets shall be given by the driver, or his representative, to the Trans Am TECHNICAL DIRECTOR. It will be forwarded to the certifying organization. Details of the accident should be included.

**K.2:** Drivers with facial hair must use a full-face helmet and shield, and a fire-resistant balaclava, or helmet skirt. Hair protruding from beneath a driver's helmet must be completely covered by protective, fire-resistant clothing.

**K.3:** Only one-piece driving suits made of fire-resistant material and certified to SFI spec 3.2A/5, or greater, or FIA spec 8856-2000, which effectively covers the body, including neck, ankles and wrists, will be accepted. Only multi-layer driving suits will be permitted. Single-layer suits are prohibited.

**K.4:** Fire-resistant underwear is required with all FIA spec 8856-2000 suits, and all suits with an SFI rating of less than 3.2A/10. Only fire-resistant underwear consisting of a long sleeve top and long pants are allowed.

**K.5:** Socks must be made of fire-resistant material, and shoes and gloves must be made of leather, or any approved fire-resistant material containing no holes, except those made by the manufacturer of the equipment.

**K.6:** Any corrective eye glass material used shall be of safety glass-type, and meet U. S. Government standards.

**K.7:** A head and neck restraint system certified to SFI spec 38.1. Webbing based systems and the webbing components of all systems shall be replaced every three years or sooner if specified by the manufacturer. Webbing based devices should be replaced if the webbing shows any signs of cuts, abrasions, or excessive fading. It is currently recommended that SFI 38.1 HNR devices be inspected and recertified by the manufacturer every five (5) years as per the SFI requirement. Please note that the SFI requirement does not apply to FIA 8858 HNR devices.

**K.8:** Once the driver's equipment has been checked out and he has been checked for proper fitment in the cockpit of his primary car, an annual sticker will be placed on the left side of the driver's helmet.

## **APPENDIX L: FLAGS USED DURING EVENTS**

The following flags shall be the official method to communicate with competitors during all practice, qualifying and race sessions. At night, or as otherwise required, flags may be replaced by lights and/or reflective panels. These shall have the same meaning as the flags. Flags are divided into two groups: advisory and mandatory compliance.

- Advisory flags are the green, black & white divided diagonally, blue w/ yellow diagonal (or solid blue), yellow w/ red stripes, white, and white at start/finish.
- Mandatory compliance flags are the black, black w/ orange disc in center, yellow, waved yellow, double yellow, red, and black & white checkered.

### **L.1: GREEN**

When displayed by the Starter, signals the beginning or resumption of a session and that the course is clear. The Starter may instead display the National Flag of the host country. The Operating Steward may also direct that it be displayed at a corner flag station following a Yellow Flag until the incident is cleared.

### **L.2: BLACK & WHITE DIVIDED DIAGONALLY**

Shown once only to the Driver with a number board from the Starter as a Warning for 'Unsportsmanlike Behavior'.

### **L.3: BLACK**

Shown to the Driver with a number board from the Starter and/or at designated flag station(s) on the circuit. Driver must report to Series Officials on Pit Lane for consultation and/or penalty within four (4) laps or face possible additional disciplinary actions.

### **L.4: BLACK WITH ORANGE DISC IN CENTER**

Shown to the Driver with a number board from the Starter and/or designated flag stations on the circuit to advise of a mechanical problem that may endanger the Driver or other competitors. Driver must report immediately to his assigned pit at reduced speed and may not rejoin the session until released by the Technical Director or his designate.

### **L.5: YELLOW**

Use caution; there has been an incident in the area covered by the flag. Reduce speed, be prepared to change direction, proceed past incident in single file. Passing is not permitted between the yellow flag and the incident.

## **L.6: YELLOW, WAVED**

Use great caution; there has been an incident(s) in the area(s) covered by the flag(s). The track may be partially or wholly blocked. Reduce speed, be prepared to change direction or stop, proceed past incident(s) in single file. Passing is not permitted between the yellow flag(s) and the incident(s).

NOTE: Competitors may encounter several yellow flags prior to reaching the incident(s). Passing is not permitted between the first yellow flag and the last incident.

## **L.7: YELLOW, DOUBLE**

Full course caution, slow down, use caution, no passing anywhere on the circuit. Displayed at all flag stations. May be used with or without a safety car. Gather single file behind the leader or safety car; prepare for restart. The course shall remain under the full-course caution until a green flag is displayed at start/finish and at the other flag stations around the course.

## **L.8: RED**

The session has been stopped. Use caution and proceed immediately to pit lane. Passing is not permitted. Be prepared to stop on the circuit only if so directed. During practice, work may only be performed on a car during a red flag if it is in its assigned pit box. During any qualifying segments or a race, no work may be performed on any cars until the session is resumed, except as directed by the CHIEF STEWARD. The pit exit will be closed during any red flagged period.

### **L.8.1:**

During practice and qualifying, any laps or lap times achieved after the call to display the red flag ANYWHERE on the racetrack has been issued to the corner marshals will be removed, regardless if there is a delay in announcing it over the Trans Am frequency. (IE: any lap that involves a red flag during the achievement of that lap will be disregarded).

## **L.9: SOLID BLUE OR BLUE WITH YELLOW DIAGONAL**

**L.9.1:** Motionless: another competitor is following you and may be trying to pass.

**L.9.2:** Waved: be aware that another competitor may be rapidly overtaking you.

**L.9.3:** Both: use caution and sportsmanship; allow racing room and do not make abrupt changes in direction.

## **L.10: YELLOW WITH RED STRIPES**

Caution, the racing surface may be affected by fluids or debris.

## **L.11: WHITE**

Caution, you are approaching a slow moving vehicle.

## **L.12: WHITE WAVED AT START/FINISH**

Indicates the last lap of a competition.

## **L.13: BLACK & WHITE CHECKERED**

Signals the completion of practice, qualifying or race. All cars shall exit the course once they have passed start/finish and received the checkered flag.

## **APPENDIX M: PADDOCK LOAD-IN & LOAD-OUT**

### **M.1: Paddock Assignment**

The following are the general guidelines used by Trans Am to assign paddock locations:

**M.1.1:** The venue's specific footprint is used to first determine the most appropriate locations for the Trans Am Technical trailer, next, the tire supplier's compound, followed by the fuel supplier's needs, the Trans Am Fan Interactive Midway and any other vendors that will be servicing Trans Am for that event.

**M.1.2:** First and foremost, the paddock layout and the arrangement of teams is based on showcasing the Trans Am Series' image in addition to the best use of available space.

**M.1.3:** Trans Am takes into consideration the grouping of teammates (in separate rigs), followed by the grouping of associated teams (or teams that have asked to be placed together).

**M.1.4:** Class Arrangement on a general basis is attempted, but teams with cars in multiple classes make implementation on a best efforts basis. The following is the general guidelines used as the load-in procedure:

## **M.2: Load-In Procedure**

The following are the general guidelines used as the load-out procedure:

**M.2.1:** Trans Am identifies a holding area in conjunction with the venue.

**M.2.2:** Trans Am attempts to arrange teams in load-in order when time permits.

**M.2.3:** Teams that have arranged to paddock together should arrive together so as to avoid delays.

**M.2.4:** Teams are asked to keep personal vehicles in overflow or car parking area to alleviate congestion while the load in is occurring.

**M.2.5:** At the commencement of load-in, teams are to keep the rig line moving.

**M.2.6:** Trans Am reserves the right to adjust the paddock map if a team is not present at the time of its load in. Trans Am will attempt to leave a space open for a missing team if that team's footprint is known in advance, the team has made its arrival time known, and that the layout and specific opening can accommodate a late arrival. Load in times are NOT guaranteed.

**M.2.7:** Teams are allowed to unload from a side door as soon as paddocked, as long as it does not impede the paddocking process.

**M.2.8:** Teams are allowed to unload from rear with gate when safe to do so (this will almost always be a row or area at a time) as to not impede the load-in process for teams still in rig line. Rows and/or areas will be released as quickly as deemed safe

**M.2.9:** Trans Am will mark paddock spaces with chalk paint to show competitors that arrive late at night where their paddock place is so they may begin unloading, providing the venue will allow such markings.

**M.2.10:** Trans Am encourages a constant line of communication with all team clients during the paddock process.

## **M.3: Load-Out Procedure**

The following are the general guidelines used as the load-out procedure:

**M.3.1:** Trans Am will notify entrants when they must be out of the paddock (information can be found in the Official Schedule).

**M.3.2:** Trans Am teams are required to leave paddock locations as they found them; including removing fuel barrels, used tires, etc.

**M.3.3:** Trans Am will attempt to identify items left behind

**M.3.4:** Trans Am will assist with any issue that may arise (lift gate, truck mechanical, etc.).