



AMERICAN HOT ROD ASSOCIATION

P.O. Box 309
Lascassas, Tennessee 37085
615-580-3137



GT CLASS RACING RULES .400 HEADS UP

The GT Classes are an entirely NEW form of affordable class racing developed to put the skilled sportsman back behind the wheel of a cost effective and simple racecar that can be built at home using basic welding skills and hand tools. The classes are designed to use the same vehicle from the slowest to the fastest class. The class was developed with a touch of original Pro Stock and Modified Production rules as guidelines. If you own an unhacked factory production body made after 1962 you are almost there!

GT1 and 2 Class Engine Size Limitations

Class Designator A= 7.0 Liters Max
Class Designator B= 6.0 Liters Max
Class Designator C= 5.0 Liters Max
Class Designator D= 4.0 Liters Max

Minimum Class Weight

2600 lbs without driver
100 lbs Ballast Maximum
55% weight distribution to the rear maximum

Body

Any post 1962 two wheel drive vehicle from any manufacturer production passenger car permitted. The use of fiberglass components is limited to hood, decklid/liftgate and bumpers. Lift off is permitted. Sports cars, roadsters, full size SUVs and full size trucks are not permitted. Exact stock exterior appearance is required. No chopping, stretching, sectioning or lowering of the body on the chassis permitted. The exact vehicle production body will be used including floors and wheel wells. Firewalls will be retained in the factory location and configuration with the only allowance for firewall modification is the patching or filling of holes to accommodate firewall effectiveness. Roll cages, bars and safety equipment are required for the speeds the vehicle is capable. Bumper brackets, bracing or internal structures can be completely removed as long as the vehicle retains the exact factory outward appearance and bumper shells. Lightweight materials can be used to replace bumper brackets on vehicles with external bumpers.

Hood Scoop

Permitted, however hood scoops may not extend more than 7" above the height of the original hood surface as measured from the base of the hood scoop. Scoops that impair driver visibility will not be allowed and are subject to the tech inspector's judgement.

Suspension/Steering

Stock type suspension for the vehicle make and model must be used from the factory suspension pick up points. Lightweight components can be used as long as it is the exact factory style for the model. For example; different spring rates and shocks with rates for drag racing can be used. Sway bars can be removed and lightweight A-arms are acceptable. Coil over springs can be used with the factory front suspension components. Vehicles not originally available with MacPherson struts cannot replace the front suspension or re-engineer the type of suspension. If a torsion bar suspension was used from the factory, the torsion spring can be removed and coil over used in its place as long as the factory pick up points are utilized. Lightweight K-members are permitted. Poly or spherical solid bushings or heim joints are permitted in lieu of rubber bushings. Factory type steering linkages and boxes for the make and model will be used but can be aftermarket upgrades. For example; if cross steering type linkage was used, you are limited to cross steering linkage. If rack and pinion was only available, rack and pinion must be used. Manual boxes and racks are permitted regardless of year of vehicle. Electric or electro-mechanical types of steering are allowed if the vehicle was so equipped from the OEM. Frame ties, subframe connectors and frame stiffeners are permitted. Each vehicle in the class is limited to the rear factory type of suspension delivered from the manufacturer. Spring rates, shocks and suspension components can be upgraded to lightweight racing components but will be limited to bolt on types of upgrades. Factory suspension pick up points will be utilized without relocation. Strengthening and bolstering of the factory points is permitted. Added components are allowed to aid in traction but are limited to anti-roll bars, ladder bars, pan hard rods and traction/slapper bars. Adjustable upper and lower control arms are permitted and must be off the shelf types available for the make and model. Rear springs must be of the factory type used and in the stock location. Vehicles are limited to one shock per wheel which may be single adjustable. Front end travel limiters or straps are permitted. **Wheelie bars are NOT permitted.**

Windshield/Windows

Full OEM safety glass is required. No exotic or lightweight windows permitted. Windows need not be operable.

Wheelbase

All vehicles are limited 1% of the stock wheelbase.



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Rear End

Any rear end acceptable.

Brakes

Four wheel brakes mandatory.

Tires

A maximum of a 9" X 30" Sportsman Slick and nothing wider or taller can be used on the drive wheels. The reduction/removal of inside wheel well lip is permitted for safety purposes only. Body modification or wheel well modification beyond such is not permitted. Tire is allowed to extend no more than 2" outside of the wheel opening. Drag Radials are permitted as long as they meet the 9" X 30" maximum limitation. Regardless of manufacturer claims or imprint on the tire itself, if the width of the contact patch exceeds 9" or the tire exceeds 30" in diameter it is not permitted.

Transmission

Any OEM type automotive transmission is acceptable. Transmission must remain in conventional location. If a manual transmission is used, the clutch must be cycled for gear engagements or changes.

Engine

Engine must have a cooling system, be self-starting, naturally aspirated (all motor) and of the same make of the vehicle.

Induction

GT1 is limited to 2000 cfm of induction. GT2 is limited to 1000 cfm of induction. Carburetor(s), Electronic Fuel Injection or Mechanical Fuel Injection is permitted with 4150 or 4500 standard openings.

Fuel

Automotive type of Racing Gasoline.

Exhaust System

Open exhaust with headers is permitted.

Electronics

2-Step Ignition and Transbrake permitted. Electronic Fuel Injection controlling or reading any other function than engine operation (Fuel Pressure, Oil Pressure, Engine Temperature, Spark/AFR) is not permitted. No Data Logging capabilities or equipment permitted or installed during eliminations, regardless of type or function.

****This information is limited to GT Class Rules only; refer to the General Safety Regulations section of the current AHRA Rulebook to determine the possibility of other rules which may apply to your particular vehicle in relation to the ET/speeds for which it is capable or Safety Requirements that may further apply.****