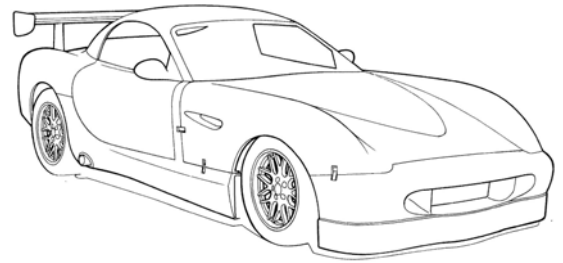


PANOZ ESPERANTE GTS

Competition Rules



Definition

One design, fixed specification, purpose built GT road racing vehicle. Cars are packaged and sold by Panoz Auto Development Company. All replacement parts are supplied through Panoz Auto Development via Panoz Dealer Body and shall be official Panoz GTS parts except where noted.

Safety Requirements

Car will be delivered from the manufacturer with approved safety equipment unless optioned to be delivered without drivers seat and safety harness. The seat may be replaced by any other that conforms to the GCR Section 9.4.4.E. Seats brackets must be mounted to the original seat bracket mounting holes. The safety harness may be replaced by any other that conforms to the GCR Section 9.

Maintenance and Repairs

It is permitted to perform routine maintenance and repairs as long as existing parts are in no way modified and replacement parts are official Panoz GTS parts. If any Panoz seal is broken, by accident or intent, the parts will need to be inspected and certified as original parts.

Chassis

NO MODIFICATIONS ALLOWED except as noted in these rules.

- Painting: The chassis may be painted any color(s).
- Aluminum parts may be polished, anodized, coated or painted.
- Engine Mount Brackets (L&R) may be gusseted to increase strength.



Surface finishes such as plating or coating may be applied for corrosion protection. Any piece that is a closed assembly (i.e., upper control arm) shall have a 1/8" DIA. Hole drilled in a non-critical location to allow flushing of any entrapped plating fluids.

Post plating bakeout of four (4) hours at a temperature of 375 degrees F is recommended to prevent hydrogen embrittlement. Any chassis part may be plated except for Suspension springs, and front and rear sway bars.

Bodywork

NO MODIFICATIONS ALLOWED except as noted in these rules.

- a. Bodywork crash-damage may be repaired, but exterior dimensions, shapes, thickness, and profiles shall remain unaltered. The addition of material to increase rigidity and/or the weight is prohibited.
- b. Body opening modifications are forbidden with the following exception.
 1. Front Fender scallop, flat area, may be trimmed. The radius of the indentation must remain.
- c. The car may be painted any color(s), except primer.
- d. It will be required that all cars display the following:
 1. The SCCA field logo on the front and both sides of the car.
 2. Four (4) inch high "GT2" class designation on both sides.
 3. The Panoz logo on the front and both sides of the car.
 4. Panoz reserves the right to specify logos of related series sponsor.
- e. Ballast plates may be manufactured or purchased providing:
 1. They are mounted on the passenger side floor, utilizing the existing seat mount threaded holes.
 2. They shall be fastened securely with four 3/8"x 18 bolts, nuts, and lock washers.
- f. All cars may use a standard safety glass windshield, as delivered with the car, mounted in the stock location and at the stock angle. In addition to any other method of retention, the windshield shall be secured using the factory installed tabs/clips. Windshields of alternate material (i.e. Lexan MR-5/MR-7) are permitted. Alternate windshields must be of 6mm minimum thickness. Alternate material windshields must be identical in size and curvature to the original glass component. Alternate material windshields must have in addition, three (3) inner (two if 10mm or thicker material) supports to prevent the windshield from collapsing inward. These supports must be 0.75" by 0.125" minimum straps of aluminum. Spacing between these inner supports must be eight (8) inches minimum.

Engine and Drive Train

a. Engine

THE ENGINE IS A SEALED UNIT. NO MODIFICATIONS ALLOWED. It is not permitted to lighten, balance, or modify in shape, by any mechanical or chemical means, the standard, optional, or alternate components of the engine. All systems are subject to test procedures and must conform to OEM/Panoz specifications.

Panoz seals on the engine and other components shall remain in place at all times. Any tampering or counterfeiting of the seals will render the engine illegal for competition. Panoz Auto Development will not be under any obligation to return the engine to legal condition.

Engine maintenance, which is permitted, includes the replacement, but not modification of external engine and engine systems parts. No machining allowed.

At any time during an SCCA sanctioned event it is possible that technical or scrutineering personnel will randomly remove and replace engine, electrical, and fuel components with other competitors' components or components that the technical or scrutineering personnel will provide.

Engine and Drive Train cont.

All hoses, wiring harness routing and attachment is per Panoz assembly instructions

1. Accusump oil accumulators are allowed (see accessory items)

b. Induction System

NO MODIFICATIONS ALLOWED except as noted in these rules. All inducted air shall pass through the throttle venturis.

- Carburetor spacer is allowed, not to exceed 1" thick.
- Fresh Air Intake Air Cleaner Housing – Panoz Part Number GTS9-3348
- ProForm Carburetor Throttle Body – ProForm #67100C – Panoz Part Number GTS6-3349 (refer to Panoz GTS Tech Guide for Identification).

c. Transmission and Differential

THE TRANSMISSION AND DIFFERENTIAL ARE SEALED UNITS. NO MODIFICATIONS ALLOWED except as noted in these rules.

Transmission/drivetrain work, which is permitted, includes replacement but not modification of axles, axle bearings, U-joints, drive shaft, clutch disc, pressure plate, flywheel, throw-out or pilot bearing. No machining allowed.

Any tampering or counterfeiting of the seals will render the transmission or differential illegal for competition. Panoz Auto Development will not be under any obligation to return the transmission or differential to legal condition.

Suspension

NO MODIFICATIONS ALLOWED. Adjustments are permitted within the limits of the suspension components.

Brakes

NO MODIFICATIONS ALLOWED.
Current Brake System, as of January 1, 2002, is the Brembo System.
The previous AP/Coleman system can be run until January 1, 2005.
No substitution of parts allowed for either system.

Shock Absorbers and Springs

NO MODIFICATIONS ALLOWED. All shock absorbers are sealed. All shock absorbers must be rebuilt and sealed by Panoz Auto Development or authorized re-builder.

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Steering

NO MODIFICATIONS ALLOWED. The steering wheel is unrestricted. The steering wheel center web, flange, and rim shall be of a one-piece construction. "Butterfly" steering wheels are not allowed.

Wheels

NO MODIFICATIONS ALLOWED. Only wheels supplied by Panoz Auto Development are allowed. No machining is allowed. All wheel bearings shall be run with grease (not oil), no special coating of the bearings is allowed, and the bearing grease seal shall be intact (unmodified). Only the Panoz OEM wheel spacer, part number GTR8-5405 is allowed. Only one wheel spacer per wheel is allowed.

Fuel System

NO MODIFICATIONS ALLOWED.

Fuel Pump:

Alternate fuel pumps are allowed, to compensate for the 2005 engine updates. Increase fuel line size and pump.

Carburetion:

Carburetor jets may be changed. Carburetor may be blueprinted following A-Sedan rules in the SCCA GCR, **ProForm throttle body (part number 67100C, Panoz Part number GTS6-3349) allowed – August 2006.**

Electrical System

NO MODIFICATIONS ALLOWED.

Wiring harnesses, routing and attachments as per Panoz assembly instructions. Except for Coil relocation.

The electrical system and ignition system is subject to testing procedures and must conform to OEM Panoz specifications. Ignition coils maybe relocated to driver's compartment.

Weight

The car shall weigh **2880** lbs. Minimum, including the driver.

Updates

Provisions will be made for updates on all safety and mechanical improvements. Such updates will be effective when authorized by Panoz Auto Development, and approved by the SCCA National Office and published in Fastrack.

Vehicle Logbook

The Vehicle Logbook for each SCCA Panoz GTS remains the property of SCCA and will contain not only the record of technical inspections, but also the major maintenance performed and all transfers of ownership. The Vehicle Logbook number will be the same as the factory chassis number that is stamped on the cover. When the vehicle is sold, traded, or scrapped, the logbook shall be sent to Panoz Auto Development, 1101

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Highway 124, Hoschton, GA 30548. The logbook will be reissued to the new owner. When the logbook has been filled, a new one shall be requested from Panoz Auto Development.

The logbook shall be presented at scrutineering for each event entered. All SCCA Panoz GTS cars are subject to normal safety inspection. Each entrant is required to have in his possession at every race, a Panoz assembly book to aid scrutineers in identifying parts and correct configurations for each car. Additionally, scrutineers will check each official seal. A competitor may not be barred from competing at a specific event if a seal is broken, or damaged, but the part may be considered suspect and will be treated as such and will be noted in the logbook by the Scrutineer. If engine manifold, valve cover, timing chain cover, or oil pan seals are broken, damaged, or missing, the engine shall be removed and sent to Panoz Auto Development for testing and resealing at the competitor's cost prior to the next event.

Seals

Panoz Auto Development seals are required on all Panoz GTS engines and drivetrain components.

Panoz seals are required on the engine and drivetrain components for all races. Any competitor who runs an event without all proper seals in the required locations shall have his engine and/or drivetrain components removed and shipped to Panoz Auto Development for testing and sealing after that event. The competitor will be responsible for all cost incurred by this procedure regardless of the findings, and subject to penalty by the SOM if the engine or drivetrain component is found to be not as specified.

Any counterfeit seal found by an authorized representative of Panoz Auto Development shall immediately render that engine or drivetrain component illegal for further use, without need of dyno testing or inspection. Panoz Auto Development will not be under any obligation to bring an illegally sealed engine or drivetrain component back to legal condition.

Penalties

If a competitor refuses to submit his engine and/or drivetrain component for testing per a request of the Chief Steward / Series technical administrator, the following penalties will automatically be imposed:

- a. Vehicle logbook will be impounded.
- b. Disqualification from the event.
- c. Suspension of SCCA competition privileges for thirty (30) days.
- d. The car and drivetrain are suspended from competition until the unit(s), specified by the Series Technical Administrator, is replaced.

In a case where a competitor does comply with the Chief Steward's / Series Technical Administrator request to have an engine and/or drivetrain component tested and the impounded unit(s) are found legal, the SCCA will stand all the costs incurred for the testing, including shipping. Should the impounded unit(s) be found illegal, the following penalties will be imposed:

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- a. Disqualification from the event.
- b. A fine of \$250.00
- c. Competition privileges will be suspended immediately, and the suspension will continue for a minimum of thirty (30) days after the date when all fines and costs are paid in full and the license is received by the Chairman, SOM or the SCCA National Office.
- d. For a second illegal drivetrain offense, the competitor will be permanently disqualified from further SCCA Panoz GTS competition.

Panoz GTS Drivetrain Protest

- a. Protests shall be filed per the [GCR](#)
- b. Protestor will specify the rule and items suspected (i.e., transmission or engine). The teardown bond to remove the engine and transmission is in three (3) parts:
 1. Remove and replace motor and transmission - \$800.00. To be done by a CSR or other shop that is equipped for this type of work and will be paid directly.
 2. Ship engine to Panoz Auto Development and test - \$800
 3. Protest fee of \$500.00
- c. Panoz Auto Development or Authorized Builder will inspect the engine, (item 2), and will notify the Chairman SOM as soon as possible as the results.
- d. Panoz Auto Development shall retain the evidence, and shall retain the fee, (item 3), until the period for appeal has passed.
- e. The Chairman SOM is required to inform Panoz Auto Development of the protest using the Panoz GTS Protest Form.

If the protest proves to be valid and any appeal fails, the protest fee, (item 3), will be returned to the protestor. Also, the protestee will be required to reimburse the protestor the remaining fees (\$1600). The protestee will not be allowed to compete again until all costs are paid. If found legal, protestor forfeits fee (items 1 and 2) above.
- f. If found illegal, competition privileges will be suspended immediately, and the suspension will continue, as determined by SOM, after all costs are paid in full.
- g. For a second illegal drivetrain offense, the competitor will be permanently disqualified from competing in SCCA Panoz GTS competition.

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Accessory Items

- a. Chassis/Engine data gathering systems may be installed. The data gathering system must have a separate wiring harness with visible wire tracing ability.
- b. Seats. The driver's seat may be replaced with a seat suitable for racing that conforms to GCR Section 9.4.4.E.
- c. Passenger seat. An additional seat and harness may be installed on the passenger side, utilizing the OEM mounting positions. The seat must be suitable for racing that conforms to GCR Section 9.4.4.E.
- d. Two-way radios may be installed in the car. All components shall be securely attached and approved by Tech inspection.
- e. Racers tape may be used to repair crash damage or as a precautionary means of securing the body retaining latches. Crash-damage is defined as having occurred during the current event and the tape should be of an appropriate color if possible. Tape cannot close body seams.
- f. All gauges may be replaced with those of alternate manufacture. Replacement gauges shall fit in the existing dash and attach to the spec harness. Additional gauges may be added and shall fit in the existing dash, with all wiring inside the body, easily traceable, and separate from the existing harness.
- g. Rod ends may be replaced with rod ends having specifications equal to or greater than the OEM supplied rod ends. Replacement rod ends shall be capable of being installed with no modifications to any original components.
- h. The exhaust system may be thermal-coated and/or wrapped.
- i. Spark plug wires may be fire shielded.
- j. It is forbidden to re-groove or sip tires.
- k. It is permitted to insulate engine compartment fluid hoses using heat sleeve or wrap.
- l. Spark plug wire looms are allowed.
- m. Accu-sump engine oiling systems may be added. Separate wiring required if applicable
- n. Adjustable power steering assist control valve. This valve maintains the integrity of the power steering pump. It's only purpose is to change the amount of power assist felt by the driver, through the steering wheel.

PANOZ GTS SPECIFICATIONS CHASSIS & BODY

- a. Vehicle weight: **2880** lbs., minimum with driver.
- b. Body panels: Lightweight, damage resistant ABS plastic panels
- c. Wheels: Panoz 18 x 10 inch front and rear
Approved Vendors include...
BBS RGR Aluminum forged 18 x 9.5 inch front and rear
BBS RK Aluminum 18" x 10" front and rear
BBS RSGT Aluminum 18" x 11" Rear Only
CCW aluminum 3 piece 18" x 10" front and rear
CCW aluminum 3 piece 18" x 11" Rear Only
Panoz/BBS RX Aluminum 17 x 9 inch front and rear
- d. Tires: **Any tire with a diameter of 17" or 18" may be used provided the tire does not exceed a maximum cross section width of 11.5" in the front and 12.5" in the rear.**
- e. Shock absorbers: Penske 7500 series. Sealed
- f. Springs: Eibach: Front 600 lbs. P/N: 1000.250.0600 or 500 lbs. P/N: 1000.250.0500, Rear 350 lbs P/N 1000.250.350
- g. Wheelbase: 107.6 inches
- h. Track: 64.0 inches front, 67.8 inches rear

ENGINE

- a. Ford Motorsports 5.8 liter, 16 valve with aluminum Edelbrock Performer (P/N 60399) or Ford Motorsports GT-40 heads.
- b. Ports: No porting, polishing, or matching, etc.
- c. Flywheel: Quarter Master Part# 512300, NO MODIFICATION or Ford part # M-6375-1302, NO MODIFCATION
- d. Clutch disc: Quarter Master Part# 185009051 or Ram # 309M
- e. Pressure plate: Quarter Master Part# 212600 or Ram # C1924, NO MODIFCATION
- f. Spark plugs: Motorcraft # AGSF-32C or equivalent
- g. Spark plug wires: Only Ford Racing # M-12259-C301
- h. Oil filter: Motorcraft # FL-1HP or equivalent
- i. Air cleaner: Only K&N # 60-1280 or #66-3040 X-Stream

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- j. Air cleaner element: Only K&N # E-1650
- k. Ignition: MSD 6ALN ignition control with MSD Coil # 8202
- l. Carburetion: Holley 4 bbl., 750cfm Double Pump, Holley # 0-4779C
ProForm 67100C Throttle Body allowed Panoz part number GTS6-3349
1" spacer allowed, only two gaskets allowed
Jets and power valves may be changed.
- m. Distributor: MSD 85805 w/steel gear or Ford Racing # M-12122-D351
- n. Headers: Hedman Husler, Part# GTS3-3602 or Ford Motorsport Number (M-9430-SSC)

TRANSMISSION

- a. Tremec 5 speed manual # TCET-4617 or TCET-1377

Gear Ratios	4617	1377
1 st	2.87:1	3.27:1
2 nd	1.89:1	1.98:1
3 rd	1.28:1	1.34:1
4 th	1.00:1	1.00:1
5 th	0.82:1	0.82:1

DIFFERENTIAL

- a. Ford 9 inch with True-Trac
- b. Final drive ratio: 3.50:1 or 3.89:1