



HOWE RACE CAR FOR CAMARO CUP, TA2, GTA, V8



Camaro Cup Racing Bryntesson Motorsports - Mantorp Park, Sweden.



SCCA Pro/ Trans Am TA2 Drivers Bob Stretch and Pete Halsmer at Mosport Park, Ontario.

Howe makes it affordable to own a purpose built road racing car with professional level looks and performance. Every part of the car is made with ease of maintenance and repair in mind. This is not a recycled oval track car; it is a dedicated road racer based on the cars that we build for Europe's Camaro Cup and DNRT V8. The car can run well balanced without ballast as low as 2700 lbs. with driver. To compete in the GTA or Trans Am 2 class ballast is added to meet 2880 lbs.. The car can also be fitted for V8 Stockcar in the GTA Class or the SPO class with any engine.

Key Components

Body— The Howe Camaro look body is currently the only style available. A Howe Mustang look body and Ford Engine are currently under development and will be available for 2012. The Camaro is made in a narrow version for Europe and a wide version for the U.S. The body is fiberglass with a choice on the front fascia of polypropylene or fiberglass. The grill and headlights are decals with the mirrors being the only production parts. The silhouette of the body is identical to a stock 2011 Camaro. The wheelbase is shortened to create long crush zones ahead of and behind the tires. Bodies are painted black on the inside and are unpainted on the exterior. Chassis are powder coated gray with custom colors available on request. A tear-off film is applied to the outside of each mar resistant Lexan windshield.

Wheels and Tires — For GTA / TA2 the car is equipped with 15" x 10" black painted racing wheels with a 5x5 bolt pattern . Tires are your choice of TA2 Spec Goodyear tires or Hoosier tires at market prices.

Steering — The made for racing rack and pinion steering allows the speed and power assist to be tailored to your driving preference.

Cooling— The Howe radiator includes a surge tank to improve efficiency. Oil, Power steering and transmission coolers are located in the air duct ahead of the radiator. The transmission cooling pump is activated by a thermostat or manual switch.



The monotube frame is purpose built for racing. It is designed to perform and meet all safety specification.



The cockpit includes gauges for oil pressure and temp, water temp, fuel pressure, fuel level and trans temp. Switches for engine and brake fans, trans pump, defrosters, tail lights, fresh air system and windshield wipers.

Rear Suspension – The rear suspension is the three-link type with an adjustable panhard rod.

Shocks – All cars are made to use coilover springs and 1/2" bearing mount racing shocks. You have a choice of the brand and model with the Penske 7500 series aluminum body rebuildable shocks standard. You can choose a lower cost fixed valve shock or upgrade to single or double adjustable.

Exhaust – The exhaust system includes Howe headers with stepped primaries. The headers and system are ceramic coated to reduce under hood temperatures. The standard Howe muffler reduces the sound level below 100 db at 100'. The underside of the aluminum interior is shielded from heat with high temperature resistant heat insulation.

Rear Axle – We use a reliable Tiger low friction quick change with a Detroit locking differential and an integral cooling pump and external cooler.

Brakes – The master cylinders are Howe with remote reservoirs. The standard brake system includes Wilwood six piston front calipers. 12.19" AP J-hook front rotors are used to meet the TA2 rules. The rear calipers are 4 piston with 11.75" rotors. A pair of 3" brake cooling ducts are standard with optional auxiliary ducts and blowers.

Engine – A sealed Howe/Schwanke EFI dry sump LS3 engine is standard. The LS3 engine is restricted to 475hp for TA2 at the 6800 rpm limit. For open raing it can produce over 525hp unrestricted. The optional V8 Stockcar GTA legal LS1 is near 475 hp unrestricted and is also allowed in TA2. The chassis will accept almost any V8 engine including all of the carbureted engine options allowed under the GTA Specification.

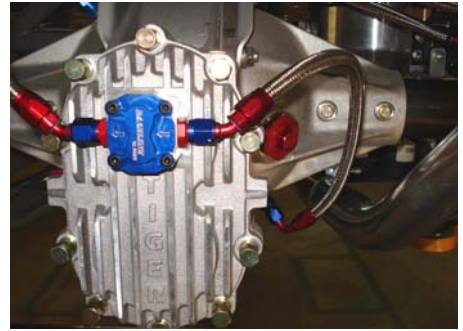
Fuel Cell – The shorter rear of the Camaro body requires a special dimension 22 gallon ATL fuel cell. The EFI engine cars are equipped with an internal fuel pump.

Fire System – The baseline car includes a 5 pound Fire Bottle brand fire suppression system. The system is automatically triggered by heat or can be manually activated by course workers from the left side window. The system is installed to disperse only in the drivers compartment. Additional dispersal point require a larger system.

Gear Box – The GTA spec limits the transmission to a "stock car type" non-sequential 4 speed transmission with an H pattern shifter. A custom built Jerico with a Long brand competition shifter is standard. Optional transmissions include a G-Force T101 or an Emco EGB44. A fluid circulation pump and cooler are included. The Emco has an internal pump, the others are external electric.

Clutch – The clutch we recommend is a Quartermaster 7.25" three disc clutch housing with two special thickness "Rally" discs. This clutch is part

KEY COMPONENTS



Tiger quick change rear end with pump and cooler.



Using off-the-shelf aftermarket components provides affordable choices that don't change with model year.



Pictured with the sealed Howe/Schwanke EFI dry sump LS3 engine.



Fresh air system with helmet blower and cool shirt.



LED tail and brake lights and SCCA legal tow loops front and rear.

OPTIONS

of a package that includes an aluminum bell housing with a reverse mounted starter for added ground clearance.

Summary

We have the capacity to produce over 100 specialized race cars per year in addition to manufacturing and stocking all parts needed for maintenance and repair. Complete manuals are supplied with each car. Itemized pricing that details the cost and specification of each component is available on request.

Time and Production

Delivery time from deposit is seasonal and is typically 6 to 10 weeks. January to April are traditionally the busiest months for car orders.

Terms

Car orders require a minimum deposit of 50% prior to production with the balance due upon completion. All prices are F.O.B. our plant.

Options

To simplify ordering and pricing we have created a baseline package car that is complete and running less your seat. You may purchase a car in any form and may add or subtract components, options and assembly.



AP and PFC Brake Options.



Penske double adjustable shock option.



Opening top left door.



Optional factory Camaro Grill.



Optional Hinged hood with Schwanke LS3 Engine.



Rear spoiler for the V8 Stockcar GTA Division.



Vinyl wrap option with Graphics custom designed by Image FX.



Sparco seat Installed.



Cars may be ordered with the new Mustang look body in July of 2012 .



The "GT" Package is a TA2 car gone wild. You pick the upgrades to suit your use and budget. Most aftermarket racing component will fit the chassis. Driver Paul Stetchley is pictured here with 18" wheels, LS7 Schwanke engine and a Derhaag Motorsports TA1 wing at Spring Mountain, Nevada. All GT Package cars are quoted individually.



SCCA Pro/ Trans Am TA2 Driver Chris Liesfield at Lime Rock Park

PRICING

The base price includes all recommended options and is built for the USA to TA2 or GTA specifications turn key track ready less your seat, tires and exterior paint or vinyl. You can select from the listed upgrades and/or deductions or request a custom quote in any state of completion. If you already have a compatible drive line you can buy the car less any items that you do not need. Complete cars are built to order and completion times vary. Replacement and repair parts are in stock.

*Base prices are for the USA version only. European classes require different options as standard. Specifications vary according to regulations. If you are looking for a car for the Camaro Cup Series in Europe will need to contact Performance Automotive Scandinavia, Kassör: Tony Bryntesson
Email: t.bryntesson@bryntessonmotorsport.com
Tel: 070 555 33 08



Camaro Cup Driver Jan Magnussen - Denmark



SCCA TA-2 Driver Kurt Roerhig - Mosport Park.



SCCA Pro/ Trans Am TA2 Drivers Mike Miller - Mid Ohio.



BASE PRICE*

Base Price TA2	\$72,500.00
Base Price V8 Stockcar GTA (less splitter, wing and 75hp)	\$70,300.00

UPGRADE EXAMPLES

Sparco Seat Installed	+\$1,620.00
Richardson Speedway Seat Installed	+\$2,400.00
Trans Am Head Restraints Installed (required for Pro Racing)	\$350.00
Fresh Air System with Helmet Air and Vest Circulator Installed	\$1,278.00
Rain Package: Wiper, Defogger, Inner Fenders and Rain Lights	+\$1,192.00
Penske Double Adjustable Canister Shocks	+\$1,380.00
Auxiliary Brake Coolers with Fans	+\$413.00
Opening Top Left Door	\$425.00
Hinged and Proped Hood Option	\$365.00
AP Calipers for Wilwood - GTA, TA2 Legal	+\$200.00
PFC Calipers, Hats, Rotor and Pads Option	+\$2666.00
APGT Brake upgrade - Not GTA, TA2 Legal	\$4,100.00
GT, SPO Wing Upgrade - Not GTA, TA2 Legal	\$1,190.00
Full Vinyl Wrap (includes 4 hours of design)	+\$2,800.00
Exterior Body Paint - Single Tone	+\$2,800.00
Chrome Wheels in place of Painted	\$200.00
G-Force4 Speed T101 Transmission in place of Jerico	+0.00
Emco EGB44 4 Speed Transmission in place of Jerico	\$2,525.00
Set of New Goodyear or Hoosier Tires (market price) estimated	+\$560.00
Track Kit Includes: 3 Alternate Final Drive Gears, 4 Alternate Suspension Spring, Alternate Sway Bar, Car set of Brake Pads	+\$1469.00
GT Upgrade Package	Call for Price

DEDUCTIONS EXAMPLES

Less LS3 Engine, Transmission, Clutch, Oil System, Headers TA2	-\$22,500.00
Less LS1 Engine, Transmission, Clutch, Oil System, Headers V8	-\$21,000.00
Pro Shock Aluminum Body Non-Adjustable Shocks	-\$648.00
Kit Option: Chassis with Interior, Parts and Body not Installed	-\$5,622.00



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