

Rafa Matos - 2018 TA2 Champion, and Winner at Atlanta, Homestead, Detroit, Mid Ohio and Watkins Glen.



Gen 6 Camaro

Russell Wright - International Driver Exchange Car, Circuit of the Americas



Gen 6 Mustang

Ashley Jarvis - 2018 TA2 Racing Australia Champion



Gen 6 Camaro

Howe introduced this class of cars in 2010 starting with the Scandinavian based Camaro Cup and has since produced over 300 cars of this class worldwide.

Howe has benefited from the input of drivers including Pete Halsmer, Shane Lewis, Tommy Archer, Nic Jonsson, Tommy Kendall, Rafa Matos and Jan Magnussen. The class continues to expand around the globe. The cars built for the U.S. are produced in different forms; SCCA Pro TA2, SCCA GT2, Club or Custom. International divisions include: V8 Thunder Car, Danish Thunder Car, TA2 Australia, TA2 Asia and TAE. Components vary but all share a common chassis.

The Club equipped car has the most cost effective combination of components. It is the same chassis, horsepower and suspension geometry as a pro car. TA2 Pro cars include all of the required components and latest innovations and as a result, the cost of a Club package is lower. Any options from one car can be added to any other car.

Howe built cars have won the majority of TA2 races and six out of seven national championships including 2017 Champion Gar Robinson and 2018 Champion Rafa Matos. Howe chassis are built on site and all replacement parts are in inventory. Howe representatives are on hand to support Trans Am Tour events and tech bulletins precede each event.

Bodies

Four different bodies are currently available; Camaro Gen 5 and 6, Mustang Gen 6 and Challenger. The bodies are fiberglass with a poly propylene nose option on the Gen 6 Camaro and Gen 6 Mustang made by Five Star.



Challenger

Ethan Wilson - 2018 Rookie of the year and 3rd in points, Stevens-Miller Racing



All versions share a common chassis.

COMPONENTS

Transmission - TA2 rules allow an H pattern 4 speed, options are open for club cars.

Standard 4 speed G Force GF4A transmission with Thundercar shifter. Requires external electric pump.



Optional 4 speed Andrews A431 transmission includes internal, mechanical pump.



OPTION

Standard Wilwood GN6 calipers rotors and pads.



Optional Stop Tech or newly approved Alcon calipers with Pagid pads.



OPTION

Howe 6:1 floor pedal.



Optional adjustable Howe Pro pedal or Pro System steel pedal.



Standard Howe Dial brake adjuster.

New larger 4" brake ducts without fans are standard.



Optional SRS Brake Fans with 3" outlet for small circuits.



OPTION

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Engines – TA2-USA legal cars are quoted with engines built by Prefix but are also available from Wegner or Katech. With the TA2 legal restrictor, engines are limited to about 490 hp with a 6800 rpm limit, without the restrictor they are about 540 hp. Cars that are not competing in TA2-USA use the GM/Prefix Global LS3 engine for comparable performance at a much lower cost. The Global engine produces 475 hp with the supplied intake restrictor or 525 hp unrestricted. Custom cars can be built with more powerful engines by special order. Engines and bodies interchange on the same chassis.



Clutch – All TA2 legal cars are fitted with a Quartermaster 7-1/4" V-drive clutch. The Quartermaster clutch is used with a matching aluminum bell housing and reverse mounted starter. A 5.5" is available but not recommended. The Global LS3 engine comes with a C6 Corvette clutch, steel bell housing and block mounted starter.

Oiling System – All current engine combinations use a 10 quart dry sump system. The oil tank is located on the forward right of the car for short lines and improved the weight balance. A sight glass allows you to quickly check the oil level.

Cooling – A Howe aluminum radiator with a surge tank is standard and may be upgraded to a dual plane radiator. There are independent coolers for engine oil, steering and transmission.

Steering – The rugged Woodward rack and pinion and servo allow the steering quickness and feel to be tailored to your preference.

Exhaust – The exhaust system is ceramic coated. Mufflers are not required in TA2 -USA but are available as required elsewhere. The underside of the aluminum interior is protected with high temperature insulation. Stainless steel headers are available as a Premium option.

Rear Axle – A standard TA2 car comes with a **Tiger quick change** equipped with an integral cooling pump and an external cooler. A Gleason differential is standard for TA2 with an optional Detroit Locker at a reduced cost. Ford 9" rear ends are available for club or export.

Rear Suspension -The rear suspension is the three-link type with an adjustable watts linkage.



Controls and Instruments - Standard switches for the engine and brake fans, trans pump, defogger, tail lights, fresh air system and wipers. You have a choice of analog gauges or digital data systems from AIM or Motec. A windshield defogger fan is standard while the wiper and rain fenders are optional.

Shocks and Springs - Your choice of Howe or Penske shocks to meet the TA2 legal \$850 cost cap. Each set of shocks is custom assembled at Howe to match your application. Open competition cars may use canister shock with single or double adjustment.



AIM - MX5



Front Suspension - The front suspension is a double wishbone type with coilover shock and adjustable strut type lower control arms.

Fire System - The Pro car comes standard with two independent five pound fire systems mounted on the right side. Two systems gives the driver the option of activating one under the car and a separate system in the cockpit. The in cockpit system is installed with a manual or automatic heat activated trigger. A single system is available at a lower cost.



Fuel Cell - The standard cell is a 24 Gallon Pyrotec brand Fuel Cell with a high tensile strength flexible bladder, surge tank and internal electric fuel pump. A fuel level sender is no longer standard in the TA2 Pro package as they are not needed and displace capacity. A fuel pump out port and switch are optional and recommended for Pro competition.

Restraints - Pro classes in the USA require the restraint to the right of the driver seat. These are more necessary when using a non-containment seat.

Seats - Seats are not included in standard pricing. Pre-made seat are available from Race Tech or custom containment seats from Richardson or Lajoie. A cool suit system is a popular option for warm weather and longer races.



New Fuel Pump Out Option.

Opening Door - It is your choice to have a hinged door or a removable hatch. Many of the top teams in TA2 use the hatch design to save weight even though the hinge is more convenient.



Tires and Wheels - 15" x 10", 5x5 steel Basset wheels are standard. TA2 - USA cars use a Pirelli Radial that requires rear camber and cambered drive flanges. All other cars come with Hoosier bias ply tires. Larger wheels and tires are available on custom car orders.



PACKAGE CARS

Cars can be purchased in any form. For easy reference, we have provided TA2 Legal and Club examples. Request and complete a TA2 order questionnaire and we will provide you with an exact price.

CUSTOM CARS

You can custom order your car with a mix of components. We build to any stage of completion. Call to price a custom car order. Prices are quoted as an accumulation of all of their parts.

TERMS

Some cars are in stock but most are built to order. Completion times on custom cars are seasonal and range from 6-12 weeks. A minimum deposit of 50% is required prior to production, the balance due on completion. Prices are F.O.B. our plant.

SPARES

Spare and replacement parts are kept in stock and are supported at many of the Trans Am events.

TA2-USA EXAMPLES

LESS DRIVELINE	
Unassembled Kit, Less Driveline	\$65,000
Complete Less Driveline	\$74,300
Add for Mustang or Challenger	+\$1,500
COMPLETE WITH DRIVELINE	
TA2 Approved Camaro	\$111,000
TA2 Approved Mustang or Challenger	\$118,800

CLUB EXAMPLES*

LESS DRIVELINE	
Unassembled Kit, Less Driveline	\$62,500
Complete Less Driveline	\$66,900
COMPLETE WITH DRIVELINE	
525 hp with Global Engine, Gen 6 Body	\$99,500.00



Gen 6 Mustang - Narrow

Casper Jensen

2018 Danish Thundersport Champion



Gen 5 Camaro

Henri Tuomaala - 2017-18

V8 Thunder RY Champion, Finland



Gen 6 Mustang

Trans Am Euro Racing (TAE) in Central and southern Europe.



TA2 Asia Racing in Thailand and Malaysia

Australian TA2 Racing is one of the fastest growing racing classes in the world after two successful seasons.



AEM Infinity Ignition System

The AEM system is required for competition in Trans Am TA2 and is supplied with the engine. If you do not intend to race in Trans Am, a lower cost or different system may be used.

OPTIONS

Chrome Basset Wheels in place of Painted	+\$250
Race Tech Seat Installed	+\$2,090
Richardson or Lajoie Custom Fit Speedway Seat Installed	+\$2,660
5 or 6 point Harness Installed	+\$448
Fresh Air System with Helmet Air and Vest Circulator Installed	+\$1,278
Windshield Wiper	+\$529
Exterior Body Paint - Single Tone	+\$3,200
Stainless Steel Exhaust	+\$1,700
Pro Brake Pedal	+\$209
Andrews Transmission	+\$4,000
Fuel Pump Out Option	+\$1530
Fuel Level Sender	+\$150
Dual Plane Radiator Option	+\$312
Upgrade standard MXL2 Data System to MXG	+\$600
Subtract for Detroit Locker in place of Gleason	-\$675
Subtract for plastic nose option, Gen 6 bodies	-\$900
Spare Prefix, Wegner or Katech Chevy LS3 TA2-USA	\$25,000
Spare Prefix or Wegner Ford Engine TA2-USA	\$34,000
Spare GM/Prefix Global Engine	\$15,950

Prices are for the USA version only. Each country requires different options as specifications vary according to regulations.

Northern Europe contact

Performance Automotive Scandinavian, AB

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HOWE CARS HAVE WHAT OTHERS DON'T:

When comparing TA2 builders, consider these features.

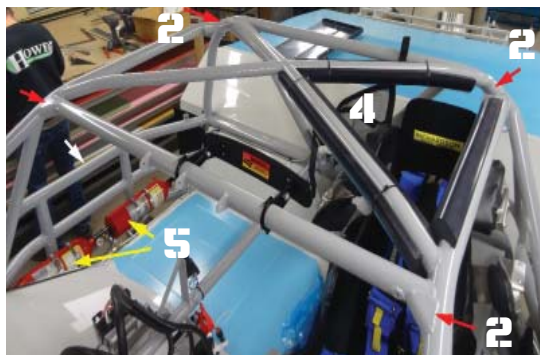
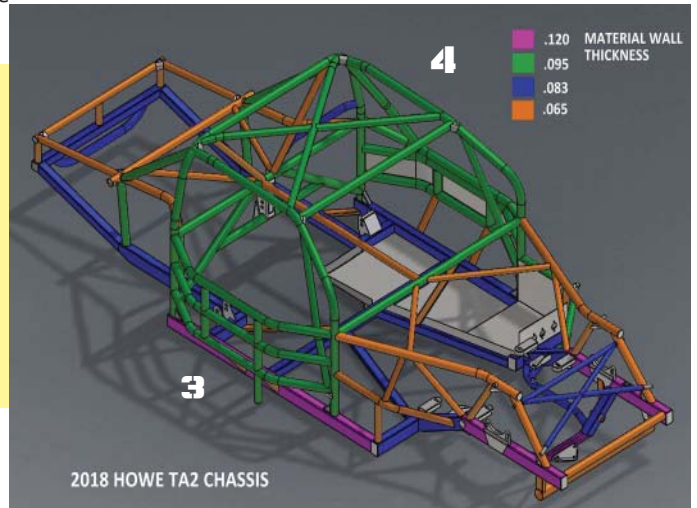
1 Howe has performed destructive testing with GM Racing and coauthored an SAE paper on force deflection. This experience is incorporated throughout the chassis design and construction.

2 Saddle gussets are used in critical locations throughout the chassis. The FIA configured roll cage has continuous 1-3/4" x.095 d.o.m. tubing from the main roll bar to the frame rail, not a stock car type halo and a post design. Howe chassis are built by Howe, not sub contracted. The Howe roll cage is made with a closer fit to the body providing larger openings for entry and escape and increased leg protection. A shoulder protection bar is added for strength.

3 The right side of the cage has three 1-3/4" x .095 door bars for added protection and right side weight. Fire bottles are securely mounted to the extreme right. The battery is protected inside of the right frame rail.



4 The Howe roll cage is built with an FIA style X member that provides greater stiffness and cage strength. The front of the roll cage is reinforced up to FIA specifications. The entire roll cage meets SCCA Appendix J roll cage specifications for tubing size and thickness to be legal to compete in GT2, not all other TA2 chassis are.



5 Two five pound fire systems are standard in Pro cars. The driver triggered system provides suppression in the engine bay and fuel cell area. The second system covers the cockpit by both a manual trigger for safety workers and an automatic thermal activation trigger located near the driver's seat.

6 The Howe windshield wiper uses a motor that will not stall at high speeds. The wiper motor is located to the right with a rocker linkage to keep it away from exhaust heat. The defroster is effective with a fan and heated duct under the dash. Every complete Howe car leaves with a layer of protective window film standard. This saves the expensive mar resistant poly carbonate from pits and scratches.

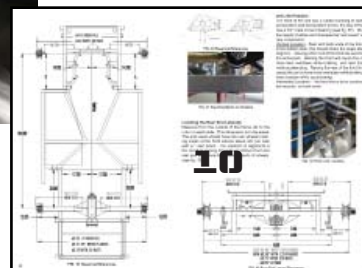
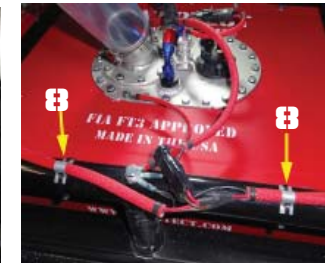


7 No holes are drilled into the chassis tubes. Flanges are welded to the chassis to attach the interior sheet metal.

8 All wires and lines are attached externally. Other chassis builder drill dozens of holes into critical bars. The holes greatly weaken the chassis and can cause the accumulation of water and corrosion.

9 Sturdy integral tie down lugs front and rear save time and add security in transport.

10 Each Howe chassis comes with a comprehensive owner's manual. The manual is 65 pages of instructions, schematics and specs. The book covers set-up and handling adjustment as well as maintenance procedures, torque specs, recommend spare parts, required tools and gear/speed charts. Monthly technical bulletins are emailed to active TA2 teams during the racing season.





2019 TA2 Style Chassis Order Questionnaire

Customer: _____ Serial Number: _____

Phone: _____ Email: _____

CHASSIS

- Body : CamaroG5 CamaroG6 MustangG6 Challenger None
- Chassis: Symmetrical Suspension Points Big Man Option (1/2" offset, +1% right).
2 Seat Option Tall Man 2" Extended Footbox
Adjustable Front and Rear Shock Mounts - Not Recommended
- Chassis Powder Coat: Gray - Standard USA Optional Gun Metal/Anthracite
Optional Black Custom Color: _____, Bare Chassis Only
- Suspension: Installed In Kit No Suspension
- Interior: Flat Black Gray Gloss Black
Custom Color (Upcharge) : _____
Installed Uninstalled Kit No interior
- Front Sway Bar : Square Drive Standard
2.25 x.25 Std, 2.08 x.25", .217 x.25, 2.10 x.25", .210 x.375, 2.25x.375
Optional Splined Bar: 2", 1-3/4", 1-5/8"
No Front Sway bar
- Rear Sway Bar: None Standard, Optional
3/4" dia. mounted ahead of axle (with front oil tank)
Optional 3/4" dia. mounted behind axle (Ford 9" Only)
- Panhrd : Watts Link - Standard Optional Panhard Bar

SUSPENSION

- Front Hubs: Steel - Standard Aluminum - Lighter, less durable
Rotor Hats - Standard Solid Mount - Cheaper but less rotor life
- Rear Hubs: Aluminum - Lighter Steel - Heavier, more durable
Rotor Hats - Standard Solid Mount - Cheaper but less rotor life
- Shocks, Front: Penske 7500 series with high speed shafts - TA2 Legal - Standard
Penske 8300 series double adjustable - TA2 Legal - Optional
Howe 50 series front with Rebound Adjustable - TA2 Approval Pending
No shocks Other: _____
- Shocks, Rear: Penske 8300 series double adjustable - TA2 Legal - Standard
Penske 7500 series front with high speed shafts - Optional TA2 Legal
Howe 50 series front with Rebound Adjustable - TA2 Approval Pending
No shocks Other: _____

Options: Two Way with HS shaft s- Not TA2 Legal No Adjust -less cost

BODY

- Splitter : TA2 Legal Splitter with Adjustable Rear Mount - Standard
Optional High Speed Aluminum Reinforcement Plate Added above splitter
No Splitter
- Hood: Hood Pins Hinges (Option on Gen 5 Body only).
- Doors: Left Opening Hinged - Standard Left Lightweight Hatch Door - Optional
Right Opening - Optional for 2 seat cars
- Window: Screws - Standard Dzus Fastners - Option VHB Adhesive - Not Removable
1Tear-off, Front - Standard 2nd Tear-off - Optional
- Paint: No Exterior paint Exterior paint, Color:_____

ENGINE - TRANSMISSION

- Engine Fit: TA2 Chevy LS3 TA2 Ford TA2 Hemi Global LS3
- Engine Install: Yes No Supplied Purchased from Howe
- Builder: Prefix Wegner Katech Other:_____
- Radiator: Single Plane, Single Fan, to match engine type - Standard
Dual Plane, Twin Fans - Option
- Oil Cooler: Internal Heat Exchanger - Std Air to oil cooler - Optional Both
- Headers: Howe Coated Conventional to match engine - Standard
Customer Supplied Stainless - Optional
None Supplied
- Muffler: No Muffler, Short System - TA2 Muffler to match application
- F. Cell: 24 gallon Pyrotech - Standard None
Other:_____
- Oil Tank : Front Mount - Standard Optional Rear Mount None
- Trans : G Force GF4A with Electric Pump and Cooler None
Andrews with Internal Pump Other:_____
- Pro Ratios: 1.87,1.43,1.18,1- Std. Club: 2.51,1.59,1.23,1 - Option
Other:1st:_____ 2nd:_____ 3rd:_____
- Clutch: 7.25" Quartermaster - Standard GM Corvette - (CCR Engine Only)
5.5" Quartermaster - Optional
- Intake: SLR Box, Flat Filter - Standard TA2 Spectre Plenum for Ford or Carb Engines
No Intake or Filter
- Battery: Optima Red Top - Standard No Battery - Optional

REAR END

- Rear End : Tiger quick change with pump - Standard
Winters Aluminum Ford 9" Steel housing Ford 9"
- Differential : Gleason - Standard Detroit Locker - Optional
Spool - Optional Light Weight Gleason - Tiger Option
- Ford 9" Pump : Optional pump/cooler No pump or cooler
- Drive Shaft: Steel - Standard None

- Axle Snouts: Bolt On Changeable - Standard Solid - Optional
Camber: 0 degree - Hoosier Std, 2 degree - Pirelli Std, 1 deg, 1.5 deg
- Drive Plates: Howe Cambered - Standard QM Cambered - Option Straight - Option

BRAKES

- Calipers: WilwoodGN6 - Standard Stop Tech - Optional Alcon - Optional
- Masters Cyl: Howe 7/8, 1 - Wilwood Compatible Howe 7/8, 7/8 - Stop Tech
 Tilton 7/8, 1 - Wilwood Compatible Tilton 7/8, 7/8 - Stop Tech
- Brake Pads: Wilwood - DTC30 (Std Wilwood) Pagid - RST
- Rotors: Wilwood Stop Tech Pro Systems AP (Not TA2 Legal)
 12.188" Front - TA2 Legal 13" Front - TAE, Australia, Asia
 1.25 Wide Rear - Standard .810 Rear - Optional (Lighter)
 AP 355mm x 36mm (not TA2 Legal)
- Brake Pedal: 6:1 Cast - Standard 7:1 adjustable Pro - Optional (+\$)
 6:1 Pro Systems - Option (+\$\$)
- Brake Ducts: Ducts Only 4.5 to 4 - Standard Pro Sys. Fans 4.5 to 3 - Optional None

STEERING

- Rack & Pin: GE236CC1825 Woodward with Separate Servo - Standard
 HE236-1825 Woodward Integral Servo - Option with CCR or other Raised Engines
 Sweet instead of Woodward
 Optional Ratios: faster 2.62, slower 2.09
- PS Pump: Turn One Steel - (when Available) Aluminum (when Steel not Available)
 No Pump
- Steer Wheel: MPI 13" Flat Suede-Standard, MPI MPI 14" Flat Suede-Optional
 MPI 14" Deep Offset High Grip Radio Button
 14" Economy (oval track) wheel Other: _____

COCKPIT

- Dash: AIM MXS Data System with 5" color display (+\$700) - Standard
 AIM MXG Data System with 7" color display (+\$700) - Optional
 Motech Data System - (Individually Priced) - Premium Option
 Configured for Customer installed Data System
 Analog Gauges Blank Instrument Panel No Instrument Panel
- Seat : Yes No Purchased from Howe Customer Supplied Mounts Only:
 Race Tech/Sparco Richardson Custom Containment Lajoie Containment
 Installed: TA2 Required Leg Extensions
 Other Seat Brand: _____, Seat Model: _____
- Driver Height: _____, Driver Weight: _____, Driver inseam: _____
- Harness : Yes No Team Tech Pro Customer Supplied Other: _____
- Fire Extinguisher: Two 5# systems, manual/automatic Single 5 lb Manual System
 Mounts only Kit not installed No Extinguisher

- Rain: Defogger, Wired for Wiper - Standard
 Install Complete Wiper - Optional Inner Fenders - Optional
 No Wiper No defroster
- Driver Cooler: Cool Shirt System (less shirt) None

Note: Completed car and chassis orders are allowed 30 days of free storage following notification of completion. After 30 days a \$10 per day storage fee will be added until the car or chassis is picked up. We are not trying to make money, we are trying to make space due to the high volume of cars and limited amount of heated storage available.

SPECIAL INSTRUCTIONS: