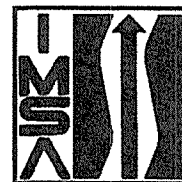


1971



IMSA CODE COMPETITION RULES

OF THE

**INTERNATIONAL
MOTOR SPORTS
ASSOCIATION, Inc.**

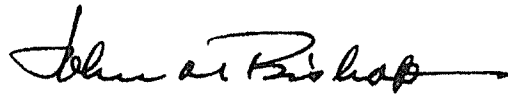
**P. O. Box 805
Fairfield, Conn. 06430
(203) 259-5233**

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official timepiece of the
INTERNATIONAL MOTOR SPORTS ASSOCIATION**

Foreword

The IMSA CODE is the association's general rules for competition. I think you'll find the code to be reasonable and clear. In keeping with the times and the climate we'd like to foster within IMSA, we've tried to avoid bureaucratic jargon and cumbersome procedures in favor of concise form and common-sense solutions. The IMSA CODE will work effectively if all participants cooperate fully. Please read the rules carefully, and by all means feel free to offer improvements to any aspect of our activities.

Wishing you a safe and successful racing season,



John M. Bishop
President, IMSA

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1. CONTROL OF COMPETITION

1.1 INTERNATIONAL CONTROL

The Federation Internationale de l'Automobile (FIA) is the international authority which makes and enforces rules for automobile competitions. It is the final international court of appeal.

1.2 National Control

The Automobile Competition Committee for the United States (ACCUS-FIA) is recognized by the FIA as the National Club (ACN) of the U.S.A. Under the terms of the International Sporting Code of the FIA (Code) ACCUS-FIA is the sole authority which controls international automobile competitions in the United States, its territories and protectorates.

1.3 IMSA Control

The International Motor Sports Association, Inc. (IMSA) has established these rules which govern its sanctioned speed events. Any FIA-listed events supervised by IMSA will be organized and conducted according to the FIA Code.

2. DEFINITIONS—TERMS

Standard nomenclature will be used wherever practicable in IMSA activities.

2.1 IMSA—International Motor Sports Association, Inc., P. O. Box 805, Fairfield, Conn. 06430, a national sanctioning organization formed to promote motor sports; to organize, sanction, supervise and conduct motor sports events; to promote uniform rules and safer standards; to collect and disseminate information relating to motor sports; to supervise and grant affiliation to other organizations with similar purposes, and to cooperate with such organizations; and to undertake any other activities to advance motor sports.

2.2 IMSA Code—The competition rules of IMSA

2.3 Automobile/Car

A self-propelled land vehicle running on at least four wheels not in a line which must always be in contact with the ground. At least two wheels must effect the steering and at least two the propulsion.

2.4 Pump Fuel

Any grade of automotive gasoline available at roadside stations, without additions of any nature except upperlube which must be added directly to the gasoline tank and not through any injection or drop oiler system, and which must not raise the octane rating.

2.5 Competition

A contest in which an automobile takes part and which is of a competitive nature or is given a competitive nature by publication of results.

2.6 Event

An entire program of competitions.

2.7 Sanction

The documentary authority granted by IMSA to organize and hold a competition.

2.8 Driver

A person named as the driver of an automobile in a competition.

2.9 Entrant

A person or organization whose automobile is accepted for competition.

2.10 Promoter

A person or body controlling a facility where events are organized, promoted and staged.

3. MEMBERSHIP—LICENSES

3.1 Competition License is required of drivers, entrants, chief officials, promoters, industry representatives; in other words, all key personnel directly involved in the conduct of race events.

3.2 Crew License is required of those who assist in organizing and staging events but who do not have key responsibilities, mechanics, crew members and others issued pit pass credentials.

4. EVENTS

4.1 Organization—An IMSA event may be organized by

- a. IMSA
- b. An Affiliated Organization of IMSA
- c. Other organizations or promoters approved by IMSA.

4.1.1 Approval

The name, service mark or emblem of IMSA may be associated only with activities and events which have been sanctioned or approved by IMSA.

4.1.2 Acknowledgement of Rules

Every driver, entrant, official, promoter or other participant in an

IMSA-sanctioned event, and every person who is issued an IMSA license, is deemed to be acquainted with the IMSA Code. It is assumed that he agrees without reservation to conduct himself in accordance with the IMSA Code, and renounces the right to any recourse or tribunal not provided for in the IMSA Code except with the consent of IMSA .

4.1.3 Sanctions

Every speed event with which IMSA's name, service mark or emblem is associated must be formally sanctioned by IMSA.

4.1.4 Supplementary Regulations (SR)—define for all participants the specific conditions for an event. SR usually are combined with entry forms sent to competitors and officials. Since SR accommodate local conditions, they may occasionally appear to contradict a provision of the IMSA Code; in such a case, the SR take precedence over the IMSA Code.

The SR contain this information:

- a. Name, location, dates, nature and classification of the event.
- b. IMSA sanction number and announcement:
"Held under the IMSA Code."
- c. Name and address of the promoter/organizer.
- d. Schedule and location of all activities and competitions, classes of automobiles eligible, etc.
- e. Entry deadline, fees, number of entries to be accepted and started in each competition.
- f. Schedule of awards and prizes.
- g. Other necessary information.

No changes will normally be made in the SR after entry deadline, except for reasons of safety or forces beyond the control of the responsible officials.

4.1.5 Insurance

IMSA requires that all events be covered by proper liability and participant accident insurance in these minimum limits:

EVENT LIABILITY:

Bodily Injury—\$500,000/\$1,000,000
Property Damage—\$100,000
or
\$1,000,000 Combined Single Limit

PARTICIPANT ACCIDENT:

Accidental Death—\$10,000
Medical Reimbursement—\$10,000
Weekly Indemnity—
\$60/week for 26 weeks
(7 day waiting period)

Event liability coverage for IMSA-sanctioned speed events must ordinarily be secured under the IMSA Insurance Program; otherwise,

the insurance policies must be submitted to IMSA for approval prior to the granting of final sanction. Promoters must also make insurance certificates available to the Race Director.

Participant Accident coverage must be secured without exception under the IMSA Insurance Program.

Every competitor, official, worker, mechanic and other individual who is issued a pit pass or other such credential must first sign a release and indemnity agreement.

4.1.6 Postponement, Abandonment, Cancellation

If an event is cancelled or postponed for more than 15 days, entry fees will normally be returned to those who have had no opportunity to compete.

4.2 Classification

IMSA will classify events according to the drivers and types of automobiles which will take part. IMSA will create and maintain championship series of events for specific purposes and automobiles.

4.3—Courses

No competition may take place other than on a course approved by IMSA's insurance broker.

IMSA may:

- a. Limit a course to certain event classifications.
- b. Restrict the number and classes of automobiles to be started at a course.
- c. Restrict the course to certain grades of drivers.

4.3.1 Course Measurement

The official length of a course is measured along the centerline of the road.

4.4 Timing, Scoring, Starts, Finishes, Results

Unless the SR of an event provide otherwise, the following definitions and procedures will be observed at IMSA events.

4.4.1 Starts

There are two types of starts:

- a. The standing start where the cars are stationary at the moment the starting signal is given, and
- b. The rolling start where the cars are moving at the moment the starting signal is given, in which case a pace car may be used to lead the field to the starting line.

4.4.2 Starting Line—

In a standing start, the starting line is the fixed position of each car prior to the starting signal.

In a rolling start, the starting line is the point on the course where timing begins.

4.4.3 Starting Positions

Cars will normally be placed in the starting line-up in order of their speed potential with the fastest to the front of the field.

Only the automobile-driver combination may qualify for starting position.

Pole position goes to the fastest qualifier. The pole is defined as the front row, inside position with respect to the first turn past the starting line.

4.4.4 Timing and Scoring

- a. For the standing start, the timing and scoring commence at the moment the starting signal is given; or, if automatic apparatus is used, at the instant it is operated.
- b. For a rolling start, the timing and scoring commence when the leading car crosses the starting line.
- c. First and subsequent laps are normally timed and scored when each car crosses the control line at the timing and scoring station.

4.4.5 Control Line

An automobile crosses a control line at the instant the center of its front wheels passes over that line, or at the instant the automatic timing apparatus is operated.

4.4.6 Starter

A driver is considered to be a starter in a competition only if he has been under the Starter's orders at any time during the competition, in his car and fully prepared to compete.

4.4.7 False Start

A false start occurs when a driver under the Starter's orders moves forward from his assigned position before the starting signal is given. The SR may define a penalty or the Race Director may assess a penalty for a false start.

4.4.8 Restart

If it should become necessary to stop a competition, the Race Director may restart the competition with competitors in their original starting positions, in single file according to their standings at the time the competition was halted, or as otherwise prescribed in the SR.

No work or replenishment may be done or assistance rendered to any car during the period after the competition is halted and restarted, unless specifically authorized by the SR or the Race Director.

4.4.9 Minimum Duration

If a competition is stopped at less than 50% of its scheduled time or distance and is not restarted, it will be considered incomplete, and organizers will not be normally obligated to distribute awards.

If more than 50% has been run, IMSA may call the competition complete.

4.4.10 Ties

In case of a tie (dead heat) the competitors concerned will share equally the sum of the prizes allotted for their positions.

4.4.11 Winner

The driver who completes the distance of the competition in the least time, or the greatest distance in the time set for the competition is the winner.

In competitions of a given distance, the checkered flag will be given first to the winner, then to the other finishers as they cross the finish line.

In competitions of a timed length, the checkered flag will be given first to the leading car as it crosses the finish line at or after the expiration of the specified duration, then to the other finishers as they cross the finish line.

4.5 Awards

As one of the conditions of granting sanction, IMSA may require a promoter to post the announced prize money prior to the start of the event, and that IMSA control the payment of these awards.

5. ENTRANTS—DRIVERS

Every person who enters a car in an IMSA-sanctioned event must possess a current IMSA Competition License, and every driver must possess a current IMSA Competition License.

In FIA-listed events, entrants and drivers must possess FIA entrant and driver licenses issued by their ACN.

An entrant or driver must show his IMSA license on demand of an official.

5.1 Entries

An entry submitted and accepted for an IMSA event constitutes a contract binding the entrant to take part in the competition entered unless prevented by forces beyond his control, and binding the organizers to hold the event in accordance with the IMSA Code and the published Supplementary Regulations.

5.1.1 Refusal

Organizers may refuse to accept an entry for any reason and they

are not obligated to give any reason. Such refusal is final and not subject to protest or appeal.

However, if an entry is refused, the organizers must advise the entrant as quickly as possible, and must return his entry fee.

5.1.2 Falsification

An entry which contains false information or incorrect statements may be considered null and void and the entry fee may be forfeit.

5.1.3 Scratch

An entrant may, with the permission of IMSA, scratch (withdraw) an entry by advising IMSA of such withdrawal prior to the entry deadline date, in which case his entry fee will be returned.

However, if an entrant or driver, properly entered in an event, fails to appear, his entry fee will be forfeit. If in addition he should take part in another competition on the same day, he will have violated these rules and may be penalized.

5.2 Conduct

Every entrant and driver at an IMSA-sanctioned event is expected to conduct himself as a gentleman and sportsman and in a manner which will enhance the good name of motor sports and IMSA. Failure to do so may be considered to be a breach of these rules.

5.3 Responsibility

Drivers are responsible for the conduct of their crews during a competition. Any offense by a crew member may be charged to the driver.

5.4 Alcoholic Beverages

It is forbidden to consume any alcoholic beverages during an event in the pits, paddock or any other portions of the premises under control of the officials.

5.5 Medical Responsibility of Drivers

An IMSA-licensed driver who suffers an injury or illness which affects his ability to drive shall refrain from taking part in an IMSA competition until he is again medically fit.

IMSA or the Race Director of an IMSA event may require a driver to be examined by a physician prior to issuance of a driver license or before taking part in a competition.

5.6 Safety Equipment

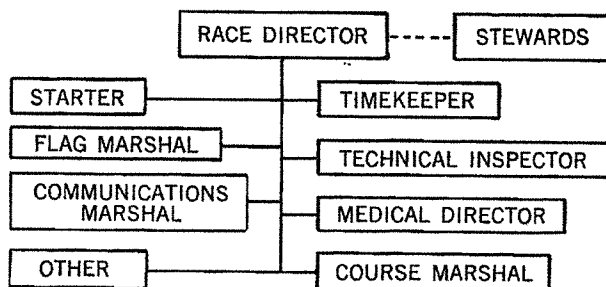
Drivers must equip themselves with the following safety equipment while taking part in an IMSA competition:

- a. Crash helmet certified to conform to ASAI Standard Z-90.1, or bearing the seal of approval of the Snell Foundation.
- b. Suit manufactured of Nomex or equivalent material and covering the body from the neck to the ankles and wrists, worn with

- full-length underwear of similar material.
- c. Gloves made of leather or fire-resistant material such as Nomex.
- d. Socks made of fire-resistant material such as Nomex.
- e. Goggles or face shields in open cars only.
- f. Hood or face mask of fire-resistant material.

6. OFFICIALS

The officials responsible for conducting an IMSA event are organized as follows:



Except for the Stewards, they may delegate part of their duties to assistants.

In FIA-listed events, the duties of the Race Director (Clerk of the Course) and the Stewards differ from those outlined in this chapter. (See the FIA Code, Chapter X).

6.1 Supervision

In addition to these officials, IMSA reserves the right to appoint a person to evaluate and report on the event.

6.2 Appointment of Officials

The Race Director and Stewards are appointed by IMSA. Other officials are appointed subject to approval of IMSA.

6.3 Conduct

Every official is expected to conduct himself as a gentleman, in a manner which will reflect credit on the sport of automobile racing and on IMSA. IMSA may remove an official's appointment and may penalize him if he fails to conduct himself properly.

6.4 Separation and Plurality of Duties

An official can have no responsibility or authority beyond that

attached to his appointment. However, except for the Race Director and the Stewards, a person may hold more than one official position.

6.5 Race Director (Chief Steward)

The Race Director is the chief executive at an event and is responsible directly to IMSA for the conduct of the event. Accordingly, he has the duty and authority to:

- a. Keep order in cooperation with civil authorities responsible for public safety.
- b. Execute the program of competitions and other activities punctually by directing the drivers and their cars, officials and their assistants, and other participants.
- c. Prevent ineligible cars and drivers from taking part.
- d. Order inspection of any car in order to verify its eligibility.
- e. Authorize changes of drivers or cars.
- f. Settle protests and disputes.
- g. Determine whether conditions are safe to continue the event, or else postpone a competition, modify the SR or alter the schedule for reasons of safety or forces beyond his control.
- h. Assess penalties in accordance with the IMSA-Code.
- i. Replace any official not able to perform his duties.
- j. Supervise the distribution of awards to eligible competitors.
- k. Compile a report on all aspects of the event as requested by IMSA.

6.6 Stewards

Stewards are appointed for their knowledge, experience, proven judgment and stature in the sport of automobile racing. In events not listed on the FIA calendar, Stewards act only in a judicial or advisory capacity, and have no executive responsibility, either singly or collectively. The primary functions of the Stewards are to:

- a. Act as a court of inquiry, when requested by the Race Director, to consider protests and other disputes. They may call and hear witnesses, consider evidence, and make recommendations to the Race Director for solving such disputes and assessing penalties.
- b. Advise the Race Director on any matters which they feel will improve the conduct or safety of the event.

6.7 Starter

The Starter operates directly under the Race Director and controls the competing drivers from the time the cars take their starting positions until the competition is ended and all cars have left the racing circuit.

6.8 Timekeeper (Timer and Scorer)

The Timekeeper and his staff are responsible for the accurate timing and scoring of the event. He prepares the official results,

maintains official qualifying times for competing automobiles, and furnishes timing and scoring information requested by the Race Director.

6.9 Technical Inspector (Scrutineer)

The Technical Inspector is responsible for checking all competing cars for safety and eligibility. He and his assistants will conduct inspections at the Race Director's request, and will report any cars which he finds are unsafe or ineligible.

6.10 Flag Marshal

The Flag Marshal is responsible for recruiting, training and assignment of race control personnel at corner stations.

6.11 Communications Marshal

The Communications Marshal is responsible for operation of the system used for transmitting and receiving information between central control and the corner stations.

6.12 Course Marshal

The Course Marshal is responsible for final preparation and maintenance of the racing plant, and other related duties assigned by the Race Director.

6.13—Medical Director

The Medical Director is responsible for staffing and operating the event medical establishment with qualified physicians, nurses and first aid personnel. His primary responsibility and purpose is the treatment and disposition of any injuries incurred by the participants in the event.

7. PENALTIES

Any driver, entrant, official or other participant who violates these rules or the SR of an event, attempts to bribe anyone connected with an IMSA event or activity, or is party to a fraud or other act prejudicial to IMSA and the good reputation of motorsports may be penalized according to the nature of the offense by IMSA, the Race Director of an event, or by a court convened by IMSA.

IMSA shall have the right to publish notice that it has imposed a penalty and the reasons therefor, and the person or body referred to in such notice shall have no right to act against IMSA or the person publishing the notice.

7.1 Range of Penalties

Penalties which may be imposed, in order of their severity, are:

- a. Fine
- b. Disqualification

- c. Suspension
- d. Loss of accrued points
- e. Expulsion

7.2 Fine

A fine of up to \$500 may be imposed by IMSA, the Race Director of an event, or a court appointed by IMSA. Fines must be paid within one week, and a member's competition privileges are automatically under suspension until the fine is paid. All fines must be remitted to IMSA, P. O. Box 805, Fairfield, Conn. 06430.

7.3 Disqualification

The Race Director may disqualify a driver, an entrant or an automobile from competition, in which case his rights to any awards in the competition are forfeit, and the official results will advance the next competitor accordingly.

7.4 Suspension

IMSA or a court appointed by IMSA may suspend a member's privilege to take part in competition for a definite or indefinite period.

7.5 Loss of Points

Loss of accrued points earned by a competitor may be imposed by IMSA or a court appointed by IMSA.

7.6 Expulsion

IMSA or a court appointed by IMSA may expel a member for serious offenses.

8. PROTESTS

Only an individual entrant or driver taking part in a competition may enter a protest in that competition. He may protest any irregularity, decision, act or omission of the promoter, official, entrant or driver which he considers to be a violation of the IMSA-Code or SR, except he may not protest the refusal of an entry.

8.1 Form

Protests must be made in writing, specifying the rule considered to have been violated, accompanied by a protest fee of \$50.00 and signed by the party making the protest.

8.2 Time Limits

Protests must be received by the Race Director within the following time limits:

- a. Against the validity of an entry, qualification of an entrant, driver or car: One hour prior to the start of the competition.
- b. Against handicap or starting position: Immediately upon their announcement.

- c. Against a mistake or irregularity during a competition: 30 minutes after the end of the competition.
- d. Against the results of a competition: 30 minutes after posting of the results.

8.3 Protests Against Cars

When a protest is made against a car's eligibility, the protestor must post with the Race Director, in addition to the forms and fees specified in 8.1, a cash bond adequate to cover the costs of any disassembly, inspection and reassembly required. The amount of this bond will be determined by the Race Director and Technical Inspector.

If the car is found to conform to the rules and the protest is disallowed, this bond will be forfeit and will be used to cover the costs involved.

If the car is found to be in violation of the rules and the protest is allowed, this bond will be returned to the protestor and the protested party will stand all expenses involved in the inspection, and additionally is subject to penalty assessed by the Race Director.

If an entrant or driver of a protested car does not allow inspection under these terms, he will be disqualified by the Race Director immediately.

8.4 Disposition of Protests

The Race Director will as soon as practicable either personally hear all parties and witnesses involved in the dispute, or else he may request the Stewards to conduct such a hearing to consider testimony and other evidence. The Race Director will dispose of the protest and will advise all parties concerned of his decision. If a decision cannot be made immediately, he will advise the time and place the judgment will be announced.

All parties concerned shall be bound by the judgment given, except in case of a valid appeal.

8.5 Awards

The prizes and other awards may be distributed when the protest period has elapsed, or at such time as all protests affecting the standings have been settled.

8.6 Malicious Protests

If a protest is judged to have been filed with malicious or spiteful intent or otherwise in bad faith, the protestor may be found guilty of violating Article 7 of these rules and may be penalized.

9. APPEALS

A person or organization may file an appeal against a judgment

affecting him and imposed by the Race Director of an event or by an IMSA first court, provided the appellant first gives notice of his intention to appeal to the Race Director or the court.

IMSA will decide whether or not an appeal will be considered and heard, and its judgment will be final. In case IMSA refuses to hear an appeal, the appeal fee will be returned.

9.1 Effect

Giving such notice of intention to appeal will not affect any penalty or judgment being appealed. The Race Director, however, may withhold payment of any prizes which will be affected pending the outcome of such appeal.

9.2 Form

Appeals must be in writing, signed by the appellant, accompanied by an appeal fee of \$100.00, and received at IMSA headquarters within ten days of announcement of the judgment being appealed.

9.3 Hearing

If IMSA decides to hear an appeal, a court will be named. All parties will be adequately advised of the time and place of the hearing and will be entitled to call witnesses, to represent themselves or be represented by advocates, and to present evidence in behalf of their cases.

9.4 Judgment

The court may uphold or deny an appeal, waive or increase penalties previously imposed, levy fresh penalty, and will determine disposition of the appeal fee.

The court shall not order any competition to be rerun.

IMSA shall have the right to publish the judgment of the court and to use the names of the parties involved. These persons shall have no right to act against IMSA or whomever publishes the judgment.

9.5 Malicious Appeals

IMSA may penalize the author of an appeal judged to be malicious, spiteful or who otherwise acts in bad faith.

10. AUTOMOBILES

IMSA will publish rules and specifications for various classes of cars eligible to compete.

10.1 Fuel

All cars must use only pump fuel as defined in Chapter 2, unless the SR of an event provide otherwise. IMSA may, at the request of a

race organizer, require all contestants to use the same kind of fuel, or the fuel provided.

10.2 Mechanical Condition

Each entered car must be inspected and approved by the Technical Inspector before it will be allowed to participate in competition or practice.

Cars damaged or altered after they have been approved at inspection are subject to reinspection and approval. Major body components must be maintained in normal position throughout the competition, questionable cars subject to decision of the Race Director.

10.3 Technical Inspection

Technical Inspection will cover:

- a. Eligibility under IMSA rules.
- b. Safety and design and construction per inspection form.
- c. Appearance—clean and neat, no old damage.
- d. Identification Numbers—legible to satisfaction of Timekeeper.
- e. Racing Tires—mandatory, unless SR provide otherwise.
- f. Leakage—not allowed.
- g. Driver safety equipment, per Art. 5.6.
- h. Compliance with sponsor advertising.

10.4 IMSA GT CATEGORY

1. Purpose

The IMSA GT Series is a schedule of professional endurance races for volume produced sports sedans and coupes recognized and prepared according to the international rule of the Federation Internationale de l'Automobile (FIA). The Series is designed to promote public and commercial interest by encouraging and emphasizing competition among drivers and manufacturers of cars.

2. Eligibility

Any car listed on the current FIA homologation list in groups one through four is eligible for the GT Series. Prize money and points are distributed for both overall finishing position and position in class. The class divisions are as follows:

- 1) GT cars (Sports cars — FIA Groups 3 & 4) Over 2.5 liter (GTO)
- 2) Touring cars (Sedans — FIA Groups 1 & 2) Over 2.5 liter (TO)
- 3) GT cars Under 2.5 liter (GTU)
- 4) Touring cars Under 2.5 liter (TU)

3. Configuration

Cars must conform to the FIA homologation papers for that particular model and must be prepared according to the FIA Appendix J rules for Group 2 cars. Homologation papers are available from ACCUS-FIA, 330 Vanderbilt Motor Pkwy., Hauppauge, N.Y. 11787. (Cost is \$5.00.) The papers should be brought to each event as it is the competitor's responsibility to prove legality of any questioned modification.

4. Additional IMSA Safety Requirements

- 1) Fuel cell is mandatory.
- 2) On board fire extinguishing system (Freon type) of at least 4 pound capacity is mandatory.
- 3) Mandatory driver restraint systems include an anti-submarine belt.
- 4) A strap must be installed under the front of the propeller shaft to prevent the shaft from drooping in case of failure of the front propeller shaft coupling.
- 5) Scattershields are required on all cars where the failure of the clutch/flywheel could create a hazard to the driver.
- 6) Full roll cages of approved design including a side bar on the driver's side are mandatory on all cars. It is recommended that the side bar reach to the outer skin of the door in which case the side window and regulator may be removed.

5. IMSA Waivers from FIA Rules

- 1) Fenders may be flared as long as the flares are aesthetically acceptable.
- 2) Convertible tops, headliner, passenger front seat, rear seats, and spare tire may be removed.
- 3) Bumpers may be removed provided they are not an integral part of the coachwork.
- 4) Stock differential housing may be modified to create a full floating rear axle.

10.5 IMSA SEDAN CATEGORY ('Baby Grands')

1. Purpose

This category is intended to promote interest in race competition for volume-produced cars familiar to the American public; to generate publicity for competing drivers, entrants and manufacturers; to encourage individuals to become active competitors and to enable them to compete in professional races with relatively modest investments and maintenance costs.

2. Eligibility

IMSA will recognize specific makes and models of cars eligible to compete in the Sedan Category. To qualify, a model must be:

- produced and marketed in sufficient volume so that its specifications are standard and may be easily checked, and so that cars and spare parts may be obtained easily.
- marketed in the U.S.A.
- able to seat 4 average-sized adults comfortably at the same time, as sold to the public.
- produced with an integral hardtop.

3. Configuration

IMSA Sedans must conform to standard production configuration. Except where these rules allow modifications or substitutions, all components of the cars must be identical to those produced and delivered to the public in the U.S.A. on the basic model. Standard appearance must be maintained strictly. Each model will have a recognized official weight which must be met or exceeded as raced with full tank of fuel but without driver.

4. Required Modifications

- A. Doors must be pinned or bolted shut, but may not be welded. Door pins must be visible from the exterior of the car, but in a position where the pin can be removed by the driver while seated in the car with restraint systems attached.
- B. Full roll cages of approved design including a side bar on the driver's side are mandatory on all cars. It is recommended that the side bar reach to the outer skin of the door in which case the side window and regulator may be removed.
- C. Driver restraint system of approved design must be installed and worn. This includes an anti-submarine belt.
- D. Passenger seats, seat backs, mats and other loose gear must be removed.
- E. Hoods and deck lids must be secured with pins or straps in addition to their normal latches.
- F. Steering lock mechanisms must be removed.
- G. Headlite bulbs must be protected against breakage or else removed and the socket covered with non-shattering material. Functional wiring must remain installed.
- H. Safety fuel cells are mandatory on all cars. Maximum size is 22 gallons for both Class A & Class B. Quick fill fuel fillers and breathers may be installed and bodywork modified accordingly. Check valves must be installed to prevent loss of fuel if car becomes inverted. Fuel cell must be located as close as possible to the standard tank location. Metal bulkheads must be installed, if none exist, to separate the driver's compartment from the fuel cell and engine compartment.

- I. As per FIA specifications, 11 cars must be equipped with a general electric circuit breaker which must be marked clearly by a spark in a blue triangle. Closed cars must be fitted with TWO circuits, one in the passenger compartment and one outside the car in an easily detectable location or ONE circuit clearly marked and accessible from inside or outside of the car.
- J. Fire extinguisher of at least 2¾ lb. capacity must be carried in the car. On board fire extinguishing system (Freon type) of at least a 4 lb. capacity is recommended.
- K. Scattershields are required on all cars where the failure of the clutch/flywheel could create a hazard to the driver.

5. Optional Modifications

A. Bodywork

- 1) Accessories, lights, gauges and switches may be added or removed, and other interior modifications made for the comfort and convenience of the driver, provided there is no effect on the car's mechanical performance. Driver's seat may be replaced.
- 2) Cables and lines may be rerouted and protected.
- 3) Undercoating may be removed.
- 4) Headliner may be removed, but bumpers (including all brackets), door panels, and functional windows must remain as original.

B. Chassis—Tires—Brakes—Wheels

- 1) Original springs may be modified but not replaced. Shock absorbers may be altered or replaced with others installed in original supports and brackets. Anti-sway bars, torque rods and similar axle-locating devices may be added or substituted. Heim joints are not permitted on suspension pivot points which are not normally adjustable. Standard riding height must be maintained within a tolerance of 1 inch as checked race ready with fuel, but without driver.
- 2) Original wheels may be strengthened but must remain of style, size and offset specified for that basic model. Spare wheel may be removed. All four road wheels (and tires) must be of the same dimensions.
- 3) Street approved radial ply tires as available to the public through a retail outlet and subject to IMSA approval must be used. No racing or recapped tires are permitted.
- 4) Standard brakes must be used, but may be modified as follows:
 - any dual master cylinders and pressure-equalizing devices may be used.
 - lining material is free.

— backing plates and dirt shields may be ventilated and air ducts installed provided no modifications are made in the bodywork. Twelve (12) square inches of brake ducting per side is permitted at the front of the car provide there is no effect on the handling characteristics of the car.

— hand brake may be removed.

C. Electrical System

- 1) Battery may be replaced with another of same voltage, similar size and weight, and installed in original location.
- 2) Any make of ignition coil, condenser, spark plugs, fuses, relays and regulators of original type may be used.
- 3) Any battery ignition system may be used.

D. Engine and Drive Train

- 1) Engine and drive train must be as produced in combination with body and chassis of each recognized make and model. Except where these rules allow modifications or substitutions, all components must be mounted in standard locations, conform to standard dimensions, with no mechanical extension or material added.
- 2) Cylinder head may be ported and polished; however, inlet and exhaust port sizes at the manifold face may not exceed the dimensions specified for the model engine concerned.
- 3) Engine may be clearanced (blueprinted) and balanced.
- 4) Pistons and piston rings are free. No overbore permitted.
- 5) The valve train (consisting of camshaft, lifters, followers, pushrods, springs, keepers, retainers and valves) is free; however, their basic type and the locations of valves and camshaft(s) may not be changed. (i.e. — solid lifters may not be replaced with roller tappets).
- 6) Emission control devices may be removed along with the choke mechanism. Float modification is permitted. Venturis may be modified. The carburetor base opening may not be enlarged nor any alteration made which changes the intrinsic design of the factory installed unit. Air filter may be removed or replaced with any other type except that velocity stacks or cold air systems are prohibited.
- 7) Exhaust manifold is free; exhaust emission devices may be removed and any resulting holes plugged.
- 8) Oil sump and oil pickup may be modified to increase oil capacity and to control surge, but no dry sump system may be used. Standard oil pump must be retained.
- 9) Vents, breathers and oil filters may be added or substituted but no oil cooler may be added.

10) Any radiator which will fit the standard location and does not alter the car's appearance may be installed and shrouded.

11) Fuel pumps are free in type, size and number.

12) Any ring and pinion ratio may be used provided the differential housing for the model is retained and not modified. Differentials may be modified to produce a limited-slip or locked action.

13) Heater may be removed.

14) Clutch may be replaced with one of the same type, size, weight and manner of attachment but of different manufacture. NO modification is permitted to the flywheel.

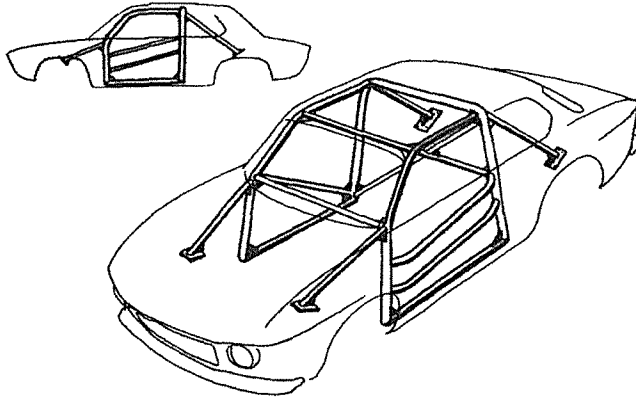
E. Non-Standard Components

The following components may be added or replaced with others of any origin:

- nuts, bolts, screws, washers and other fasteners, including safety wiring
- electrical wiring
- gaskets and seals
- fuel and brake lines
- any bearings of standard dimensions and type
- drive belts
- bushings

10.6 OTHER CARS

10.6 Other Cars—IMSA may conduct events or series of events for classes and categories of cars defined in the FIA Appendix J, or other rules. The SR for an event will always state clearly the car eligibility rules and references.



RECOMMENDED ROLL CAGE

Main Structure: 1½" x .120 Seamless Mild Steel
Tubing, Minimum
Secondary Braces: 1¼" x .090 Seamless Mild Steel
Tubing, Minimum

Gentlemen:

Send me more information about IMSA:

name

street

city state ZIP

I am particularly interested in:

GT Series

Baby Grand Sedans

Enclose membership application forms for:

Crew license

Competition license

detach and mail to:

**International Motor Sports Association
P.O. Box 805, Fairfield, Conn. 06430**