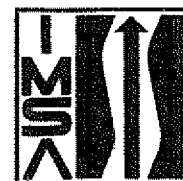


1972



IMSA CODE
COMPETITION RULES
OF THE
INTERNATIONAL
MOTOR SPORTS
ASSOCIATION, Inc.

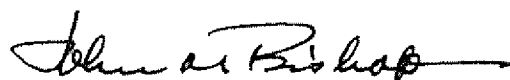
P. O. Box 805
Fairfield, Conn. 06430
(203) 259-5233

This edition of the IMSA CODE
was sponsored by
LONGINES-WITTNAUER,
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

CONTENTS

CHAPTER	ITEM	PAGE
1.	CONTROL OF COMPETITION	5
1.1	International Control	5
1.2	National Control	5
1.3	IMSA Control	5
2.	DEFINITIONS—TERMS	5
2.1	IMSA—International Motor Sports Ass'n., Inc.	5
2.2	IMSA Code	5
2.3	Automobile/Car	5
2.4	Pump Fuel	5
2.5	Competition	6
2.6	Event	6
2.7	Sanction	6
2.8	Driver	6
2.9	Entrant	6
2.10	Promoter	6
3.	MEMBERSHIP—LICENSES	6
3.1	Competition Membership	6
3.2	Participating Membership	6
4.	EVENTS	6
4.1	Organization	6
4.2	Classification	8
4.3	Courses	8
4.4	Timing, Scoring, Starts, Finishes, Results	8
4.5	Awards	10
5.	ENTRANTS—DRIVERS	10
5.1	Entries	10
5.2	Conduct	11
5.3	Responsibility	11
5.4	Alcoholic Beverages	11
5.5	Medical Responsibility of Drivers	11
5.6	Safety Equipment	11
6.	OFFICIALS	12
6.1	Supervision	12
6.2	Appointment of Officials	12
6.3	Conduct	12
6.4	Separation and Plurality of Duties	12
6.5	Race Director (Chief Steward)	13

6.6	Stewards	13
6.7	Starter	13
6.8	Timekeeper (Timer and Scorer)	13
6.9	Technical Inspector (Scrutineer)	14
6.10	Flag Marshal	14
6.11	Communications Marshal	14
6.12	Course Marshal	14
6.13	Medical Director	14
	PENALTIES	14
7.1	Range of Penalties	14
7.2	Fine	15
7.3	Disqualification	15
7.4	Suspension	15
7.5	Loss of Points	15
7.6	Expulsion	15
	PROTESTS	15
8.1	Form	15
8.2	Time Limits	15
8.3	Protests Against Cars	16
8.4	Disposition of Protests	16
8.5	Awards	16
8.6	Malicious Protests	16
	APPEALS	16
9.1	Effect	17
9.2	Form	17
9.3	Hearing	17
9.4	Judgment	17
9.5	Malicious Appeals	17
	AUTOMOBILES	17
10.1	Fuel	17
10.2	Mechanical Condition	18
10.3	Technical Inspection	18
10.4	Sedan Category ('Baby Grands')	18
10.5	International 100 Formula	23
10.6	Formula Vee	27
10.7	Formula Super Vee	31
10.8	Other Cars	34

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/Membership 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 *Participating Membership 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—
\$40/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 Finisher

To be considered a finisher, a car must complete at least half the time or distance of the competition unless the SR prescribe alternative requirements.

4.4.12 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 Entrant License, and every driver must possess a current IMSA Driver 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:

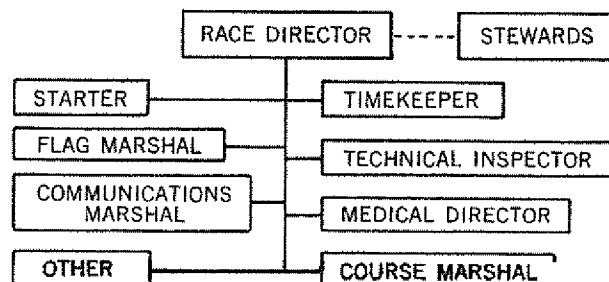
- a. Crash helmet certified to conform to ASA1 Standard Z-90.1, or bearing the seal of approval of the Snell Foundation.
- b. Suit manufactured of Nomex or equivalent material and covering the body from the neck to the ankles and wrists when

worn with full-length underwear of similar material. Durette (X-400) or Fypro suits may be worn without fire-resistant underwear.

- 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.

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 times and lap charts for all competing automobiles, and furnishes timing and scoring information requested by the Race Director.

6.8 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 \$250 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.

10.4 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. as 1968, 1969, 1970, or 1971 models;
—able to seat 4 average-sized adults comfortably at the same time, as sold to the public;
—produced with an integral hardtop.

3. Classes—By engine displacement, as produced:

- A—up to 2000cc (pushrod)/1600cc (overhead cam)
B—2000-4000cc (pushrod)/1600-2300cc (overhead cam)

4. Fuel

Pump fuel only must be used. The supplementary regulations for an event may require all competitors to use the fuel provided by the organizers.

5. 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. Standard appearance must be maintained strictly. Each model will have a recognized official weight which must be met or exceeded as raced, without fuel or driver.

6. Required Modifications

- A. Doors must be pinned or bolted shut, but may not be welded.
- B. Roll bars of approved design are mandatory in all cars.
- C. Driver restraint system of approved design must be installed and worn.
- D. Passenger seats, seat backs, mats and other such 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. Headlight bulbs must be protected against breakage or else removed and the socket covered with non-shattering material. Functional wiring must remain installed.
- H. Metal bulkheads must be installed, if none exist, to separate the driver's compartment from the fuel tank and engine compartments.

7. 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) Safety fuel tanks of an approved type may be installed in place of the original tank.
Maximum size — 15 gal for Class A
22 gal for Class B

If production tank is retained, standard filler opening and

attachment must be used. If safety tank is used, quick fuel fillers and breathers may be installed and bodywork modified accordingly, but check valves must also be installed to prevent loss of fuel if car becomes inverted. Safety tanks must be located in standard tank position.

- 4) Undercoating may be removed.

B. Chassis—Tires—Brakes—Wheels

- 1) Shock absorbers may be modified or replaced with others installed in the original supports and brackets, provided that riding height is not affected by more than 1" from standard. Anti-sway bars, torque rods and similar axle-locating devices may be added or substituted.
- 2) Original wheels may be strengthened but must remain of size and offset specified for that model. Spare wheel may be removed. All four road wheels (and tires) must be of the same dimensions.
- 3) Standard or replacement type tires as marketed to the public 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.
 - 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.
- 5) The valve train, consisting of camshaft, lifters, followers, pushrods, springs, keepers, retainers and valves are 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) Jets may be substituted in the standard carburetor(s) or fuel injection system.
- 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, but if an electric type is used, the car must be equipped with an automatic ignition shut-off device which will function on impact.
- 12) Axle ratios are limited to those listed for the make and model concerned. Differentials may be modified to produce a limited-slip or locked action.

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

F. Eligibility

Class A			
Alfa Romeo	Giulia Super	(1570)	OHC
Austin	Mini	(998)	
	Mini-Cooper	(1275)	
	America	(1275)	
Audi	Super 90	(1760)	
	100 LS	(1760)	
BMW	1600	(1573)	OHC
Datsun	1200	(1171)	
	1600	(1585)	OHC
Dodge	Colt	(1600)	OHC
Fiat	850 Sedan	(843)	
	124 Sedan	(1197)	
	124 Sport Coupe	(1438)	
		(1608)	OHC
Ford	Cortina 1600 GT	(1599)	
	Pinto L6	(1599)	
Honda	1300	(1298)	OHC
Lancia	Fulvia Berlina GT	(1298)	OHC
	Flavia Berlina	(1800)	
Mazda	1200		(Wankel)
Mercury	Capri 1.6	(1599)	
NSU	1000	(996)	OHC
	1200	(1177)	OHC
Opel	Kadett 1100	(1078)	
	Kadett 1900	(1897)	
Peugeot	304	(1288)	
	404	(1618)	
	504	(1796)	
Plymouth	Cricket	(1500)	
Renault	10	(1269)	
	16	(1565)	
SAAB	96 V-4	(1498)	
Simca	1204	(1200)	
Subaru	1100	(1088)	
Sunbeam	Alpine	(1725)	
	Corolla	(1077)	
Toyota	Corona	(1166)	
		(1858)	

Volkswagen	Beetle 1300, 1500, 1600		
	Super Beetle 1600		
	Fastback 1600		
	411	(1679)	
Volvo	122/124	(1986)	
	142/144	(1986)	

Class B

AMC	Gremlin 232		
	Hornet 232		
Alfa Romeo	1750 Berlina	(1779)	OHC
BMW	2002	(1990)	OHC
Chevrolet	Vega 2300		OHC
	Corvaire Corsa		
Ford	Pinto 2.0		OHC
	Maverick 170/200		
Mercury	Capri 2000		OHC
	Comet 170/200		
Rover	2000, 2000TC		OHC
SAAB	99	(1709)	OHC
Toyota	Corona II	(1858)	OHC

10.5 INTERNATIONAL 100 FORMULA

1. Definition—A class of single-seat open-wheel racing cars using approved standard engines of approximately 100 cubic inches displacement, and otherwise restricted in specification to promote low cost of ownership and maintenance.

2. General Rules

A. Body

- 1) No part of the frame or body may project beyond a plane connecting the vertical centerlines of the front and rear tires.
- 2) The driver must be able to enter his seat without the removal or manipulation of any body part or panel.
- 3) Wheel protectors may be installed, subject to approval.
- 4) Approved roll bar must be installed to protect driver in case of upset. Seamless mild steel tubing minimum 1½"

O.D. x 120" wall. Alloy steel tubing minimum 1.375" O.D. x .090" wall.

5) Wings and other airfoil devices are prohibited.

B. Suspension and running gear

All components must be of steel with the exception of springs, hub adaptors, rear hub carriers, bearings and bushings. Wheel spacers may not exceed 1½". Shock absorbers are free.

C. Chassis—Full monocoque construction is prohibited. The chassis must be of tubular steel construction with no significant stress bearing panels except bulkhead and undertray. The curvature of the undertray may not exceed one inch. Chassis tubes may transport liquid.

D. Transmission—Any transmission may be used with not more than four forward gears and an operational reverse gear.

E. Final Drive—Any final drive unit may be used except that drive shall be to the rear wheels only. Limited slip or locked differentials are prohibited.

F. Clutch—Free, including attachment to flywheel.

G. Brakes—Free, except disc brakes are restricted to cast iron calipers.

H. Wheels—Origin of wheels is free but diameter is limited to 13", 14" or 15", and rim width is restricted to a maximum of 5½".

I. Minimum Weight—881.6 lbs. (400 kgs) including coolant and lubricants, but without fuel and driver.

J. Fuel Tanks—No capacity limitation. Approved safety fuel cells are highly recommended and will become mandatory as soon as practicable.

3. Engines—Engines from the following models may be used, subject to specific preparation rules for each:

Ford Cortina 1600 GT

Ford Pinto 1.6

Mercury Capri 1.6

Renault 16 (Type 807 or converted 821)

Volkswagen (1600 type 1, 2 or 3)

A. General

1) Machining is permitted in order to balance any moving component, but no material may be added.

2) Oil sump, oil pump, oil cooler and lines are free, and dry sumps are permitted.

3) Piston rings are free, provided no modification is made to the piston, and all rings are used as originally designed, (i.e. 2 compression, one oil).

4) Intake manifold carburetor face may be machined to the horizontal and water passages may be plugged if applicable.

5) Fuel pump free

6) Exhaust system free

7) Permitted carburetor modifications:

a) Jets may be changed

b) External throttle linkage free

c) External anti-surge pipas may be added

d) Velocity stack may be fitted

e) Choke butterflies may be removed

8) Standard distributor must be used. Vacuum advance mechanism may be removed. Transistorized ignition is prohibited. All other electric components are free.

9) Exhaust emission pumps, lines and nozzles must be removed and any resulting holes plugged.

10) Radiator, fan and water pump free. Drive belts and pulleys—free.

11) Shot peening and other chemical metal strengthening of standard parts is permitted.

12) The timing chain-sprocket cover may be modified or replaced, e.g. to permit mechanical tach drive.

13) Vehicle must be equipped with an electrical starter that can be actuated from the driver's seat.

14) Miscellaneous—The following non-standard parts may be used if unauthorized modifications to other components do not result

a) nuts, bolts, screws, studs and other fasteners

b) all gaskets except for head and inlet manifold gaskets

c) washers and seals

d) connecting rod, crankshaft and camshaft bearings of the same size and type as original. Normal under/over size bearings permitted.

e) crankcase breather may be altered or removed

f) rocker cover may be replaced or altered to provide for crankcase ventilation and the filler cap may be replaced or altered.

B. Specific Rules—No modifications or substitutions may be

made, except those authorized by these rules. It must always be possible to identify the standard production components. Manufacturers' manuals will be used for reference to identify stock components and determine sizes.

- 1) Ford and Mercury engines—Two series of crossflow-type engines will be eligible: The Cortina 1600 GT and the Ford Pinto and Mercury Capri 1.6. Components may not be interchanged between the early Cortina series and the new Ford and Mercury 1.6 engines.
 - a) Cortina engine references
 - 1) Master Parts and Illustrations Catalog for Formula Ford November 1969
 - 2) Workshop manual for the 1600 Cortina Formula Ford engine.
 - b) Ford Pinto and Mercury 1.6 engines
 - 1) 1971 AMA Specifications form issued Sept. 1970 for 1971 Pinto.
 - 2) Complete Pinto Shop manual—Ford #7986-71
 - c) The top surface of the block may be machined to obtain the maximum compression ratio noted.
 - 1) Cortina 10.0:1
 - 2) Pinto and Capri 9.3:1
 - d) The Cortina engine may have a maximum overbore of 0.030" and appropriate Ford cylinder liners may be used.
 - e) Combustion chamber and ports may be polished
 - f) Valve springs and shims are free except no more than one spring per valve may be used.
 - g) Steel center main bearing cap is permitted.
 - h) Pinto and Capri engines use Weber carburetor 32/36-DVG-FA and associated intake manifold.
- 2) Renault 16; type 807 or converted 821.
 - a) Renault engine reference: Workshop Manual M.R. 96 2nd edition Anglaise (English).
 - b) Engine may be "blueprinted" to specifications in above reference.
 - c) The type 807 head may be used on the type 821 engine if necessary. (This is in order to convert the wedge engine to the hemi version.)

- d) Flywheel minimum weight 20.75 lbs. with ring gear.
- 3) VW 1600, type 1, 2 or 3.
 - a) Engine Reference VW Service Manual and VW without guesswork.
 - b) Intake manifold free.
 - c) Carburetor—Free, except maximum of two throats of no more than 32 mm each.
 - d) Flywheel minimum weight 12 lbs.
 - e) Cylinder heads may be ported and polished.
 - f) Fan and Fan Housing may be modified.
 - g) Camshaft core must originate with VW but any grind is permitted.
 - h) Valve springs; retainers, keepers, shims, lifters and pushrods are free except single springs per valve and no roller lifters.

10.6 FORMULA VEE

1. Definition—A class of open-wheel, single-seat racing cars employing certain standard Volkswagen components, and restricted in design and construction to promote low cost of ownership and race preparation.
 Except as authorized specifically in these rules, all components of the engine, power train, front suspension and brakes must have been manufactured by Volkswagen, and must conform to standard production specifications of the VW 1200 Series, Type I Sedan as marketed in the U.S.
2. Engine—These dimensions and tolerances must be observed:

Bore: 3.040"
 Stroke: 2.520" \pm .005"
 Exhaust Valve diameter: 1.102" or 1.18"
 Intake Valve diameter: 1.18" or 1.24"
 Min. capacity of one combustion chamber in head: 43.0 cc
 Min. depth, top of cyl. barrel to top of piston: 0.039"

The removal of the armature, brushes and field coils from the generator and removal of the voltage regulator is permitted. Any engine part listed by VW as a current superseded replacement part for the 1200 series Type I and interchangeable with the original part may be used.

Authorized modifications:

 - a. Balancing of all moving parts.

- b. Polishing of parts to maximum diameters as follows:
 - intake: 29 mm
 - exhaust: 33 mm
 - c. Matching of manifold flanges.
 - d. Lightening of flywheel to 12 lbs. minimum.
 - e. Installation of baffles within original oil sump and crankcase.
 - f. Addition of an oil temperature sending unit on crankcase.
 - g. Use of any standard VW oil pump.
 - h. Use of any valve spring shims provided the fitted length of the spring is not less than standard dimension.
 - i. Removal of heat riser tube from intake manifold.
 - j. The intake manifold may not have the following dimensions exceeded:
 - Downtube 1.132" OD at 2.5" below carburetor flange
 - Horizontal tube 0.994" OD.
 - k. Use of any standard VW distributor.
 - l. Removal of any cooling duct component, except the fan housing.
 - m. An oil sump extension may be fitted between the crankcase and the oil strainer cover plate. The extension may not extend horizontally beyond the edge of the oil strainer cover plate and the capacity does not exceed 250cc. The pickup tube may be extended into the sump extension.
 - n. Oil galley plugs may be replaced with threaded plugs.
 - o. Fitting of any exhaust system terminating 1"-3" behind rear-most part of the body.
 - p. Removal of carburetor air cleaner and choke mechanism.
 - q. Fitting of any standard carburetor fitted to VW 1200 sedans, and the use of any jets or VW venturi which may be fitted without altering the carburetor body. Venturi must be fitted in standard location but its internal diameter may be enlarged. Float may be modified, but no change may be made in the float chamber or float valve.
3. Transmission/Rear Axle—Assembly must derive from standard VW 1200 sedan. Synchromesh components must operate on at least three gears.
- Authorized modifications:
- a. Installation of any standard VW gear set which can be fitted without modification of any component of the transmission or of the gear set itself and the transposing of the ring gear to provide proper axle rotation.

- b. Removal of the handbrake linkage.
 - c. Alteration of the shock absorber mounts.
 - d. Transmission may not be installed in an inverted position.
 - e. The use of a limited-slip differential device is prohibited.
 - f. Any VW clutch of the same diameter as that used in the 1200 sedan may be fitted.
4. Brakes
- Dual braking system operated by a single control must be installed so that effective braking power will be maintained on at least two wheels. Any master cylinder(s) may be used. A separate hand brake is not required.
- Front and Rear brake drums, backing plates and wheel cylinders must be from standard VW 1200 sedan. It is additionally permitted to use late series VW ribbed brake drums (part #113501615D or F) on the rear.
5. Suspension/Wheels
- Front suspension and steering must be standard VW 1200 sedan. These modifications are authorized:
- a. Removal of one torsion bar.
 - b. Modification of the standard front torsion bar(s).
 - c. Any sway bar(s) may be used.
 - d. Any shock absorber which fits standard mounts may be used.
 - e. Steering gearbox may be centered and tie rods replaced.
 - f. Steering column and wheel are free.
 - g. Any Pitman arm may be used. Standard steering arms may be altered, but no modification of the spindle is permitted.
- Rear axle assembly must be standard VW 1200 sedan, with axle located by a single trailing arm on each axle. Coil springs must provide primary springing with telescopic shock absorbers mounted inside them. Cables, straps or other positive stops may be used to limit positive camber. Any anti-roll bar or camber-control device may be used, but if such device is removed, the primary coil springs must continue to function normally.
- Wheels—Standard VW 1200 or 1300 sedan: 15"
- Tires—Free
6. Frame—The chassis must be constructed of steel tubing of a maximum diameter of 4", fabricated in such a way that no rigidity or strength is derived by means other than the frame tubes. It is not permitted to use stressed-skin, monocoque, or semi-monocoque construction, except that:
- a. The firewall panel may be attached rigidly to the frame tubes, and

- b. The undertray may be rigidly attached to the frame, provided that the curvature, measured vertically from its lowest point to the highest point of its attachment to the frame at the sides, must not exceed one inch.

7. Body—

The body must enclose the engine by surrounding it from a point no higher than the lower edge of each valve cover and extending from the front of the engine to its rear on each side. The top of the rear deck must extend from the back of the firewall to a point 16 inches to the rear of the centerline of the rear axles, but may have air intake openings.

The rear trailing arms, coil springs and shock absorbers may not be faired in by covering or shrouding them away from the airstream. Specifically, the front mounting point or radius pad may be inside the trailing edge of the side body panel so long as the panel does not extend back over the trailing arm itself.

The front suspension uprights—shock absorber mounts—shock absorbers and/or trailing arms may not be faired in by covering or shrouding away from the airstream.

The driver's seat must be capable of being entered without the removal or manipulation of any part or panel. Firewall, floor and safety equipment must conform to the IMSA Code.

No part of the frame or body shall project beyond a plane connecting the vertical centerline of the front and rear tires. However, wheel protectors of approved design may be installed.

Air ducting may be utilized providing it is attached to the body or frame of the car. Ducting may not be made part of or attached in any way to the engine assembly.

Wings or airfoils may not be utilized.

8. Weight/Dimensions—

Minimum weight, without fuel or driver—825 lbs.—No ballast permitted.

Wheelbase:	81.5"-83.5"
Track—front:	51.4"
Track—rear:	49.3"-49.8" at 0° camber $\pm 1/8$ "
Overall length:	123"-127"
Body depth at firewall:	25"—minimum
Body width at firewall:	34"—minimum

9. Fuel Capacity—

Free. Approved safety fuel cells are recommended and will become mandatory in near future.

10. Any 6 volt battery permitted.

11. The following non-standard parts may be used if unauthorized modifications to other components do not result:

- Nuts, bolts, screws, studs and other fasteners.
- Gaskets, washers and seals.
- Connecting rod bearings and crankshaft main bearings of same type and size as VW.
- Fan belt.
- Spark plugs.
- Wheel bearings.
- Piston rings.
- Brake shoes and linings.
- Brake and fuel lines.
- Valve guides.
- Wiring.

10.7 FORMULA SUPER VEE

1. **Definition:** A class of single-seat open-wheel racing cars based on standard Volkswagen parts of Types I, II and III. Certain Type IV parts are also expressly permitted. Except as authorized specifically in these rules, all components of the engine, drive line, brakes and suspension must have been manufactured by Volkswagen and must conform to standard production specifications.

2. General Rules

A. Body

1. No part of the frame or body may project beyond a plane connecting the vertical centerlines of the front and rear tires.
2. The driver must be able to enter his seat without the removal or manipulation of any body part or panel.
3. An approved roll bar must be installed to protect the driver in case of upset.
Mild steel tubing minimum 1.5" O.D. x .120" wall.
Alloy steel tubing minimum 1.375" O.D. x .090" wall.
4. The body must cover the engine by surrounding it from a vertical plane passing through the rear axle forward to the firewall and downward to a horizontal plane passing through the intake manifold/cylinder head connection. Carburetor(s) may protrude from the car body.
5. Wings and other airfoil devices are prohibited.

B. Suspension and running gear

1. Front suspension is free except the following standard VW Types I, II or III parts must be used.
 - a. Steering knuckles (upright)
 - b. Hubs

- c. Brake drums or discs with calipers, backing plates and wheel cylinders. Splash shields may be removed from disc brakes.
- 2. Rear suspension is free except the following standard VW Types I, II or III parts must be used.
 - a. Axle shafts
 - b. U joints
 - c. Hubs
 - d. Brake drums, backing plates and wheel cylinders. Backing plates may be altered for cooling.
- 3. Steering assembly design free.
- C. Chassis—The design of the chassis is not restricted (monocoque or space frame design.) Chassis tubes may transport liquid.
- D. Transmission—Any transmission utilizing a VW Type I, II or III case with four forward speeds and a reverse gear operable from the driver's seat may be used.
- E. Final Drive/Differential—Free except limited slip or locked differentials are prohibited. The gearshift housing and gear carrier may be modified or replaced to permit the installation of a "quick change" unit. The final drive (side plate) covers may be modified or replaced.
- F. Clutch—any standard VW clutch permitted. Clutch lining and springs free except the number of springs must not be changed.
- G. Brakes—brake components from VW Types I, II or III must be used except lining and/or pad material and master cylinders are free. A brake proportioning valve is permitted. A dual braking system is required in order to maintain braking power on at least two wheels in case of some leak or failure.
- H. Wheels—origin of wheels is free but diameter is limited to 13", 14" or 15", and rim width is restricted to a maximum of 6". Wheel spacers may not exceed 1/2" and may be used only on the front axle. Wheel attachment bolts may be replaced with studs.
- I. Minimum Weight—881.6 lbs. (400 kg) including lubricants but without fuel and driver.
- J. Fuel Tanks—approved safety fuel cell(s) must be used; capacity not to exceed 11.9 U.S. Gallons (45 liters) and separated from the engine compartment by a firewall.
- 3. Engine—the engine should consist of VW production parts from Types I through IV with a displacement not to exceed 1600cc.

A. General

1. Machining is permitted in order to balance any moving component but no material may be added.
2. Oil sump, oil pump(s), oil cooler and lines and oil filter are free. Dry sumps are permitted.
3. Piston rings—free.
4. Polishing is permitted providing the parts remain identifiable as standard VW and the surface contour is not changed.
5. Fuel pump—free.
6. Exhaust system—free except the pipes must terminate behind the driver and extend no more than 9.8 in. (25cm) beyond the overall length of the vehicle.
7. Induction system—free except
 - a. carburetor maximum throat number: 4
 - b. maximum throat diameter at the throttle butterfly: 1.575" (40mm).
 - c. fuel injection, turbocharging and/or supercharging not permitted.
8. Ignition system—free except double ignition is not permitted.
9. Vehicle must be equipped with an electrical starter that can be actuated from the driver's seat.
10. Battery—free.
11. Cylinder heads may be modified by the removal of metal.
12. Any VW Types I through IV blower mounted in its original position is permitted. The blower may be modified but not removed. The blower housing and cooling ducts may be modified, removed or exchanged.
13. Generator/Alternator/Regulator—free or may be removed.
14. Flywheel—may be lightened to 12 lbs. (5.5 kg) and dowel pins may be added between it and the crankshaft.
15. Camshaft—free.
16. Valve springs, retainers, keepers, shims, lifters and push-rods are free except single springs per valve and no roller lifters.
17. Valve covers—free.
18. Blower/Alternator-Generator/Crankshaft pulleys—free.
19. Any standard VW rocker arms may be used.
20. Miscellaneous—the following non-standard parts may be used if unauthorized modifications to other components do not result:

- a. nuts, bolts, screws, studs and other fasteners
- b. all gaskets
- c. washers and seals
- d. connecting rod, crankshaft and camshaft bearings of the same type as original
- e. wiring
- f. brake and fuel lines
- g. blower belt
- h. springs
- i. shock absorbers
- j. wheel bearings
- k. spark plugs
- l. valves (same head diameter as standard), valve guides and valve seats.

B. Specific Dimensions

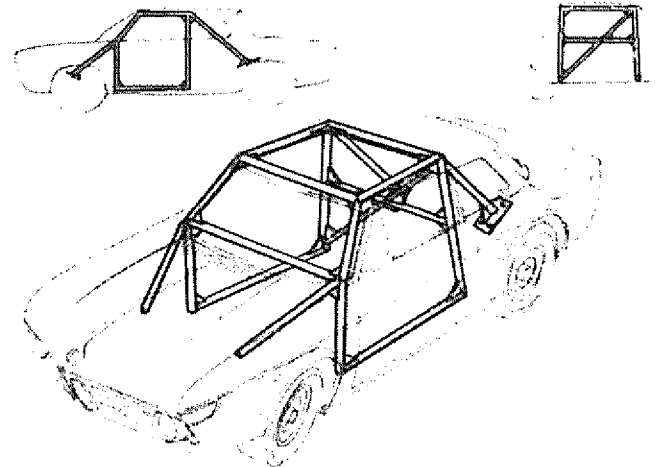
- 1. Bore (Max.) Type I, II, III: 3.375"
Type IV : 3.4528"
- 2. Stroke Type I, II, III : 2.720±.005"
Type IV : 2.596±.005"
- 3. Intake valve maximum diameter : 1.546"
- 4. Exhaust valve maximum diameter : 1.299"

4. Technical Data

- A. Minimum wheel base 78.7" (200cm)
- B. Minimum track, front 43.3" (110cm)
- C. Track, rear, maximum (0° camber) 55" (139.7cm)

10.8 OTHER CARS

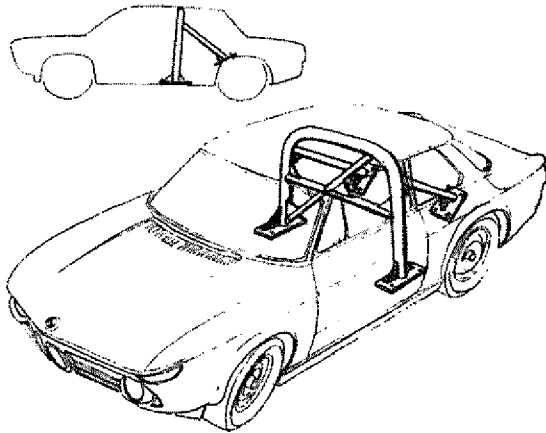
10.8 Other Cars—IMSA may conduct events or series of events for classes and categories of cars defined in the FIA Appendix J, or other rules. The SR for an event will always state clearly the car eligibility rules and references.



RECOMMENDED ROLL CAGE

Main Structure: 1½" x .125 Seamless Mild Steel
Tubing, Minimum

Secondary Braces: 1¼" x .090 Seamless Mild Steel
Tubing, Minimum



RECOMMENDED ROLL BAR

Main Structure: 1.75" x .120" Seamless

Mild Steel Tubing, Minimum

Secondary Braces: 1.50" x .100" Seamless

Mild Steel Tubing, Minimum