IMSA CODE

COMPETITION RULES

OF THE

INTERNATIONAL
MOTOR SPORTS
ASSOCIATION, Inc.

P.O. Box 3465
Bridgeport, Conn. 06605
(203) 336-2116

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PREFACE

To enhance the safety of participants and spectators at IMSA-sanctioned automobile races and to prov de for tne order y conduct of events requires adherence to these rules, the IMSA CODE, nereinafter set forth. All IMSA license holders and members agree to comply with these IMSA rules, as they may be amended from time to time, which rules, as interpreted by IMSA, govern the conduct and organization of all IMSA-sanctioned events. The 1981 IMSA CODE supersedes all previous editions of the IMSA CODE as well as all amendments thereto, and shall remain in force and effect except as amended as provided herein, until superseded by publication of the next edition of the IMSA CODE.

Foreword

The IMSA CODE sets forth the rules and standards governing IMSA competition. The 1981 IMSA CODE becomes effective on the date of its publication. These rules govern the function, organization and conduct of IMSA events, the eligibility of cars and competitors, and the standing regulations of IMSA Series.

The 1981 IMSA CODE contains most of the information competitors need to take part in IMSA activities. References are frequently made to the FIA International Sporting Code, however, and contestants will find it helpful to become acquainted with it, especially Appendix J.

We have tried to make the 1981 IMSA CODE convenient and uncomplicated as possible. You'll find a minimum of bureaucratic jargon.

The main body of the CODE has changed very little. Car rules have been updated as experience and world trends have dictated.

I urge all IMSA competitors, crews and officials to become thoroughly familiar with the 1981 IMSA CODE. A good working knowledge of these rules is key to the continued warm and cooperative atmosphere which has always been one of IMSA's better distinctions.

Have a safe and enjoyable season.

JOHN M. BISHOP
President, IMSA

CONTENTS

1. CONTROL OF COMPETITION

1.1 International Control

The Federation Internationale de l'Automobile (FIA) is the authority which governs rules for international automobile competitions and world championship series of competitions. FIA has published the International Sporting Code which contains the rules under which all FIA-listed events are organized and conducted. Except as provided in Article 12 of the IMSA CODE, FIA is the final international court of appeal for appealable disputes arising out of FIA-listed events.

1.2 National Control

The Automobile Competition Committee for the United States, FIA (ACCUS) is recognized by FIA as the National Sporting Authority (ASN) for the United States. ACCUS is therefore the sole authority which oversees international automobile competitions in the U.S.A., its territories and protectorates.

ACCUS is in turn composed of representatives of its five member clubs and a number of individuals. The member clubs of ACCUS are:

- International Motor Sports Association, Inc. (IMSA),
- National Association for Stock Car Auto Racing, Inc. (NASCAR),
- National Hot Rod Association, Inc. (NHRA),
- Sports Car Club of America, Inc. (SCCA), and
- United States Auto Club, Inc. (USAC).

ACCUS delegates to its member clubs most of the normal duties of an ASN, including the authority to organize, sanction and conduct FIA-listed events, and events counting towards international and world championships.

1.3 IMSA CONTROL

The International Motor Sports Association, Inc. has established these rules (the IMSA Code) which govern the sanction, organization and conduct of IMSA-sanctioned events, the standards for eligibility and conduct of competitors and officials, the regulations for eligibility and preparation of automobiles, and the rules for annual IMSA series of events.

IMSA may amend the IMSA Code from time to time by publishing a notice of amendment in either an IMSA bulletin or newsletter mailed to IMSA competitors, and an amendment shall become effective upon the date of such mailing unless otherwise provided in the notice of amendment.

1.4 IMSA Commissioner

IMSA shall appoint a Commissioner responsible for the orderly administration of appeals in accordance with Article 10 of the IMSA CODE and other specific duties and projects assigned by IMSA.

The Commissioner shall decide on behalf of IMSA, whether or not an appeal should be considered and heard, and his decision shall be final.

Notwithstanding Article 10.3, if the Commissioner decides that an

appeal should be heard, he may name a court of appeal, or he alone may hear the appeal. The court of appeal or the Commissioner shall render a judgment in accordance with Article 10.4 and this judgment shall be final and binding upon all IMSA members.

The Commissioner shall prepare for IMSA a written report of all appeal proceedings, which shall be subject to the same right of publication set forth in Article 10.4.

2. DEFINITIONS—TERMS

Standard nomenclature will be used wherever practicable in IMSA activities.

2.1 IMSA—International Motor Sports Association, Inc., P.O. Box 3465, Bridgeport, CT 06605, 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 laws and regulations governing the sanctioning and conduct of IMSA-sanctioned events. IMSA may amend the IMSA Code from time to time by publishing notices of amendment in IMSA bulletins or newsletters, as provided in Article 1.3 hereof.

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 upper cube 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. (See Art. 11.2).

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 IMSA members are independent contractors and are neither agents, servants nor employees of IMSA, and IMSA members assume and take full responsibility for reporting and paying to the appropriate authorities all charges, premiums, and taxes, if any, due or payable on any funds IMSA members may receive as a result of their participation in IMSA-sanctioned events, including but not limited to social security taxes, unemployment insurance taxes, compensation insurance, income taxes and withholding taxes.

3.2 Application forms for an IMSA membership and/or license may be obtained from IMSA headquarters, which is solely responsible for issuing such memberships and licenses. Membership and/or license application forms must be fully executed, signed by the applicant, and accompanied by the requisite funds. The mere acceptance of an IMSA membership and/or license application form and fee by an IMSA official does not constitute the issuance of or approval by IMSA of such application. Applicants will be advised in writing by IMSA headquarters whether their application for IMSA membership and/or license has been approved.

3.3 Competition License is required of drivers, entrants, officials, promoters and industry representatives; in other words, all key persons directly involved in the conduct and presentation of IMSA-sanctioned race events.

3.4 Crew License is required of mechanics, crew members and others who are issued pit pass credentials but who do not have key responsibilities in staging IMSA-sanctioned events.

3.5 Competition and Crew License holders are covered by a $5,000 accidental death insurance policy which is in effect 24 hours a day throughout the term of the calendar year imprinted on the licenses. Registration for this IMSA benefit is made at the time application for such IMSA license is approved by IMSA headquarters.

3.6 IMSA is dedicated to the highest standards of safety and sports-

manlike conduct, and all members and/or license holders are required to conduct themselves accordingly.

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 and has agreed to abide thereby. 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.

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

EVENT LIABILITY:	$2,000,000 Combined Single Limit
PARTICIPANT ACCIDENT:	Accidental Death—$20,000 Medical Reimbursement—$20,000 Weekly Indemnity— $100/week for 104 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 as provided at official IMSA event registration.

t w l oe considered a serious breach of these rules to enter restr ct-ed areas of tne rac ng circuit without f rst s gning such a release and in-demnit, agreement, to secure a pit pass or other credential under fa se pretenses, or to transfer such a credential to any other person.

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 wi l classify events according to the drivers and types of automob es which will take part. IMSA wil create and maintain championsh p series of events for specif c purposes and automobiles

4.3 Courses

No competition may take place other than on a course approved by IMSA.

IMSA may:

a. Limit a course to certain event classifications.
b. Restrict the classes of automobiles to be raced at a course.
c. Restrict the number of cars to be started in a race.
d. Restrict the course to certain grades of drivers.

4.3.1 Course Measurement

The official length of a course is normally 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. The rolling start is normally used unless otherwise stated in the supplementary regulations for the event.

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.

A car may be qualified only by a driver officially entered to drive that car.

For events where starting positions for the feature races are determined by heat races, pole position goes to the winner of the fastest heat. In case weather or other unforeseen events create inequitable conditions in separate qualifying sessions for a race, the Chief Steward may elect to place all cars in the first session in one row and all cars in the second session in the other row, with the fastest session on the pole row. Otherwise, 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.
d. All starting cars will be credited with a finishing position whether or not they are running when the checkered flag is given.

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.

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 50% or more 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 or drivers of the car which completes the distance of the competition in the least time or the greatest distance in the time set for the competition will be declared the winner(s).

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

5.1 Competition License

Every person who enters or drives a car in an IMSA-sanctioned event, other than an FIA-listed event, shall possess a current IMSA Competition License.

5.2 FIA License

Every person who enters or drives a car in an FIA-listed event shall possess a current FIA entrant and Driver License.

IMSA requires that entrants and Drivers in an FIA-listed event which is also part of an IMSA championship series additionally possess IMSA Competition Licenses in order to be eligible for championship points in that series.

5.3 Entries

An entry submitted and accepted by IMSA for an IMSA-sanctioned event constitutes a contract binding the entrant to take part in the event, either with the driver(s) designated or with IMSA-approved substitute driver(s), unless the entrant is excused from competing by IMSA or unless the entrant is prevented from competing by forces beyond his control, and such an entry is binding upon the organizers to hold the event in accordance with the IMSA CODE and the Supplementary Regulations for the event.

If it should be determined that an accepted entrant has no intention to take part in nor fulfill his other obligations in connection with an event, the entrant may be deemed to be in violation of these rules.

5.4 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.

5.5 Falsification

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

5.6 Scratch

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

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

5.7 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.

5.8 Responsibility

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

5.9 Alcoholic Beverages

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

5.10 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, before taking part in a competition, or after injury.

It shall be the responsibility of an IMSA-licensed driver to report any unusual medical condition, allergies or anticipated special treatment he may require to the Medical Director prior to each event in which he intends to practice or compete.

5.11 Safety Equipment

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

a. Crash helmet of recognized high quality. It is recommended that helmets meet the specifications set forth in Title 49, Code of Federal Regulations, Part 571, Federal Motor Vehicle Safety Standard Number 571.218, or meet the specifications set forth by the American National Standards Institute, Inc., in NASI Z90.1 a 1971 and NASI Z90.1 a 1973, or bear the seal of approval of the Snell Foundation.

Driver's name, age, blood type, known allergies, unusual medical conditions, and date of most recent tetanus booster shot must be labeled on back of helmet.

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 to cover facial hair or hair protruding from helmet.

5.12 Advertising - Promotion - Contingency Prizes

Entrants and drivers of cars must execute the standard advertising release provided on each official entry form granting permission for

the use of his name, photos and photos of his racing car in advertising and promotion material, excluding product endorsement.

To be eligible for contingency prizes, competitors must actually use the product in question, display the appropriate decal and execute the standard advertising release provided.

Competitors must comply with advertising requirements specified for a sponsored event and for series of events.

6. RACING RULES

6.1 Passing

It is the responsibility of both the overtaking and overtaken driver to assure safe passing at racing speeds. A car traveling alone may use the full width of the track. However, if it is overtaken by a faster car, the driver must give way to the overtaking car. Passing may be either right or left depending on the conditions of the moment.

Maneuvers which hinder, obstruct, threaten or create danger to other competitors, whether such maneuvers are deliberate or unintentional, are strictly prohibited and a breach of these rules. Drivers who violate these rules may be warned, disqualified from the race or otherwise penalized.

6.1.1 Pit Entry

Throughout the periods of practice and the race, access to the pits must be made through the designated deceleration zone or pit entrance. This zone is also considered part of the pits. The Chief Steward may levy a fine or a penalty the equivalent of one race lap for breach of this rule. Repeated violations may result in disqualification of the offender.

6.2 Flag Signals

The following signals are used both to advise drivers of various conditions and to direct drivers to obey various specific instructions. Cloth flags are normally used, but may be replaced with similarly coded rigid signalling boards or with lights. Steady light is equivalent to a motionless flag; flashing light, a waved flag.

6.2.1 Green Flag

Start of race, or cancellation of a danger previously signalled. Track is clear.

6.2.2 Blue Flag

Motionless: Another competitor is following you and may be trying to pass you.

Waved: Make way for another competitor who is trying to pass you.

Blue flag will be used only in a case where the overtaken driver obviously is unaware of the following car, or is clearly obstructing another car.

6.2.3 Yellow Flag

Motionless: Danger; no passing; slow down.

Waved: Extreme danger; no passing; slow down; be prepared to stop.

Motionless yellow flag is generally used to advise of an obvious danger or to forewarn of a more serious danger ahead. Drivers should stop racing until they are past the danger zone.

Waved yellow flag may mean imminent and serious danger such as a part'a track blockage, fire on or near the track or a crowd control hazard.

When all flag stations go to a waved yellow condition, drivers should expect the race to be paced for a number of laps by the safety car, or else the race to be stopped by the red flag. Slow down. Stop racing. Passing of the safety car is absolutely forbidden unless a competitor is clearly signalled to do so. No passing of any car by another is permitted. Violations of these emergency rules will subject the offender to penalty.

6.2.4 White Flag: Ambulance, firetruck, wrecker, or other service vehicle is on the circuit, or, a slow-moving race car is ahead.

6.2.5 Yellow Flag with Vertical Red Stripes: Slippery surface.

6.2.6 Black Flag

Waved: Stop in the pits for consultation next lap. This flag is usually displayed along with the number of the car concerned for infraction of rules of the circuit or act of poor sportsmanship.

If a competitor should fail to obey the black flag after it has been displayed to him on four consecutive laps, the Race Director may instruct the Timekeeper to stop timing and scoring the car.

Furled: Warning. You have committed a dangerous or unsportsmanlike action. Desist or you will be penalized.

6.2.7 Black Flag with Orange Disc

Your car has a mechanical fault of which you may not be aware. Stop at your pit next lap.

6.2.8 Red Flag

Complete and immediate stop for all cars.

This flag is used exclusively at the direction of the Race Director to stop the race. When this shown, drivers will bring their cars to an orderly stop off the course safely and immediately.

When so advised by an official, drivers may then drive their cars slowly along the course to the pits. No service of any kind may be performed on any cars from the time the red flag is shown until the race is restarted, unless it is specifically authorized by the Race Director and announced to all competitors.

6.2.9 Black and White Checkered Flag

End of race. Take one cool-off lap at reduced speed and stop at the pits.

6.2.10 Checkered and Black Flags Shown Together

Interruption of practice or qualifying session. Take cool-off lap and stop at pits. Expect session to be resumed when temporary difficulty is corrected.

6.3 Rules When Away from Pits

Only the driver may perform work on a car away from its pits. No physical assistance may be given the driver in performing such work. He may proceed on foot to his pit for parts, equipment, and tools; he or his co-driver may return to the car on foot only.

When the car is stalled on the circuit away from the pits, marshals may push it to a safe position without penalty. It is not permitted for a driver to push his car except in the pits, however.

6.4 RULES OF THE PITS

6.4.1 Uniforms

Crew members shall wear clean uniforms or other appropriate and safe attire at all times during a race in order to present the best possible appearance to the public.

It is required that any crew members handling fuel during a race wear fire resistant clothing covering all exposed skin areas and protective goggles.

6.4.2. Fueling

All fueling in the pits will be done via approved overhead rigs or standard NASCAR-type 11 gallon cans. Dry-break couplings are mandatory for either. No spillage of fuel will be tolerated in the pits or from the car.

Driver may remain in car and engine may be left running during refueling, provided a crew member is standing by with proper fire extinguisher.

It is forbidden for a crew member to work underneath a car during fueling.

See Art. 11.3 for fueling rig specifications.

6.4.3 Crews

A total of 4 persons may actually perform work on a car in the pits during a race. Not counted in this total are a driver seated in the car, a driver entering or leaving the car, and industry service representatives examining the car's equipment, tires or other components, or the crewman manning a fire extinguisher.

6.4.4 Fire Prevention

Each team must be equipped with a fire extinguisher of at least 10 lb. ABC rating.

No electric motor-driven tools are permitted in the pits during race.

6.4.5 Pushing

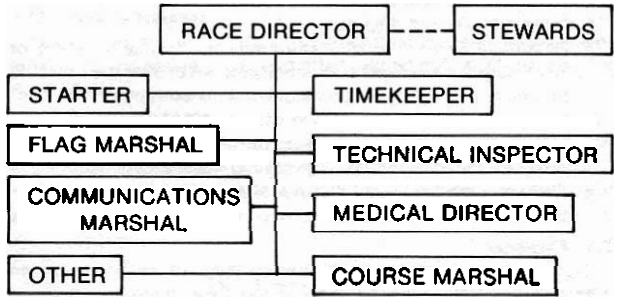
A car may be pushed, in the pits only, by the driver, his crew or officials, and may be push-started in the pits if it fails to start using on-board power source, without penalty.

6.4.6 Removal From Pits

Cars may be removed from the pits during a race only with the approval of the Chief Steward. Otherwise, if a car is removed from its pit, it will be assumed it is being withdrawn from the race. Chief Steward will normally permit removal of a car for necessary work too inconvenient or hazardous to do in the pit, and will assign a marshal to observe the work done.

7. 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 somewhat from those outlined in this chapter. (See the FIA International Sporting Code, Chapter X).

7.1 Supervision

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

7.2 Appointment of Officials

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

7.3 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.

7.4 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.

7.5 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 ISMA-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.

7.6 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.

7.7 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.

7.8 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.

7.9 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.

7.10 Flag Marshal

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

7.11 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.

7.12 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.

7.13 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.

8. 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.

8.1 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

8.2 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 shall be remitted to IMSA, P.O. Box 3465, Bridgeport, Conn. 06605.

8.3 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.

8.4 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.

8.5 Loss of Points

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

8.6 Expulsion

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

9. 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.

9.1 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.

9.2 Time Limits

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

a. Against the validity of an entry, qualification of an entrant, driver or car: Prior to scheduled closing time for Technical Inspection.
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.

9.3 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 **9.1**, 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.

9.4 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.

9.5 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.

9.6 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 8 of these rules and may be penalized.

10. 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.

The IMSA Commissioner (Ref: Art. **1.4**) is responsible for the orderly administration of appeals. He will decide on behalf of IMSA whether or not an appeal should be considered and heard, and his decision will be final. In case the IMSA Commissioner decides against considering or hearing an appeal, the appeal fee will be returned.

10.1 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 out-

come of such appeal.

10.2 Form

Appeals must be n writing, signed by the appellant, accompanied by an appea fee of $100.00, and received at IMSA headquarters w.thin ten days of announcement of the judgment be ng appealed.

10.3 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.

10.4 Judgment

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

The court shall not order any competition to be rerun

IMSA shall have the r ght to publish the judgment of the court and to use the names of parties nvolved. These persons shall have no right to act aga nst MSA, the IMSA Comm ssioner or whomever publ shes the judgment.

10.5 Malicious Appeals

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

11. AUTOMOBILES

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

11.1 Tires

IMSA may regulate the eligibility of tires in its sanctioned competitions. In order that no competitor shall have any unusual tire advantage, IMSA may:

- prohibit the use of a brand, model, size or rubber compound unless it is available for sale to all entered competitors.
- impound and inspect a competitor's tires.
- in some circumstances, require a competitor to use the same tires in a race as he used in qualifying.

11.2 Fuel

A cars must use on y p.mp fuel as defined in Chapter 2, except that any non-oxygen-bearing additive may be used provided the specific gravity of the resulting fuel does not exceed 750 as measured by a hydrometer.

IMSA may require in an event SR that all contestants use the same kind of pump fuel, or the fuel provided at the circuit.

Competitors are responsible for the transport and security of their fuel from the time it is dispensed to them through the track's facilities.

11.3 Mechanical Condition and Technical Inspection

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.

1. 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 must be placed on both doors and hood, must be non-reflective and legible to the satisfaction of the Timekeeper.
   e. Racing tires - mandatory, unless SR provide otherwise.
   f. Leakage - not allowed.
   g. Driver safety equipment, per Art. 5.11.
   h. Compliance with sponsor advertising.
2. Inspections
   a. The timing, method, and type of car inspection and the number of cars to be inspected at any event will be determined by the Techn.ca Inspector.
   b. IMSA reserves the right to impound and inspect cars competing in an event.
   c. It is the responsibility of the driver or car owner to prepare a car for inspection when requested to do so by the Technical Inspector.
   d. Admittance to any area in which inspections are being made is controlled by the Technical Inspector.
3. Safety Requirements for All Cars
   a. A six point driver restraint system of approved design must be installed.
   b. Passenger seats, seat backs, mats and other loose gear must be removed, unless car rules specify otherwise.
   c. Steering lock mechanisms must be removed.
   d. Where applicable, a sturdy metal strap must be installed under the front of the propeller shaft to prevent the shaft from dropping in case of failure of the coupling.
   e. An approved net covering the driver's window opening must be securely installed whether or not the window remains open.
   f. Center top of steering post must be padded with production center cover or at least two inches of a resilient material.
   g. Windshield safety clips, 3 each at the top and bottom, bolted or

riveted to the body, and spaced at least 12" apart must be installed. Safety glass is required for windshield.

h. Rear window straps, 1" x 1/8", bolted or riveted to body at top and bottom of glass, must be installed, where applicable.

i. Scattershields or explosion-proof bell housings are required on all cars where the failure of the clutch/flywheel could create a hazard to the driver.

j. All cars must be equipped with a master electrical circuit breaker (stopping engine and fuel pumps) which is easily accessible from both inside and outside the car, or with two circuit breakers - one accessible from inside and one outside. The circuit breakers must be clearly marked by a spark in a blue triangle.

k. All cars must have at least two operating red brake lights and two tail lights which will be illuminated during darkness or periods of rain.

l. Headlight bulbs must be protected against breakage. Headlights may be taped or the bulb (only) may be removed and replaced with metal or fiberglass solid plate of same shape as bulb and fitted in the same manner. It should be possible to remove plate easily, install and operate headlights. Headlight mounting receptacles and functional wiring must remain installed at all times.

m. Effective internal and external rear view mirrors must be installed.

n. Safety fuel cell of an approved type must be installed. Dry-break fuel fillers are highly recommended and body-work may be modified to install them and breathers. Filler orifice and vent shall not protrude beyond the plane of the outside mounting surface. Check valves must be installed to prevent loss of fuel from filler and vent. Catch tank or an IMSA approved discriminator valve must be used on the vent tube to prevent spillage during fuel stops. No spillage will be tolerated. Refueling equipment located within the driver's compartment must be shielded so as to prevent hazard to the driver in event of rupture. Vent tube must extend to the outer body surface and be directed away from hot equipment.

o. Hoods, deck lids and movable body sections must be secured with supplemental pins or straps. Latches may be de-activated. On cars where a key is required to open the trunk lid, the lock must be de-activated or may be removed.

p. Supplemental pins used to secure movable body sections (such as hoods, doors, fenders, lids and removable tops) must have attaching cables to prevent accidental loss of pin.

q. No concealed pressure type containers, feed lines or actuating mechanisms are permitted, even if inoperable. Extra fuel cells or tanks, concealed or otherwise, are not permitted.

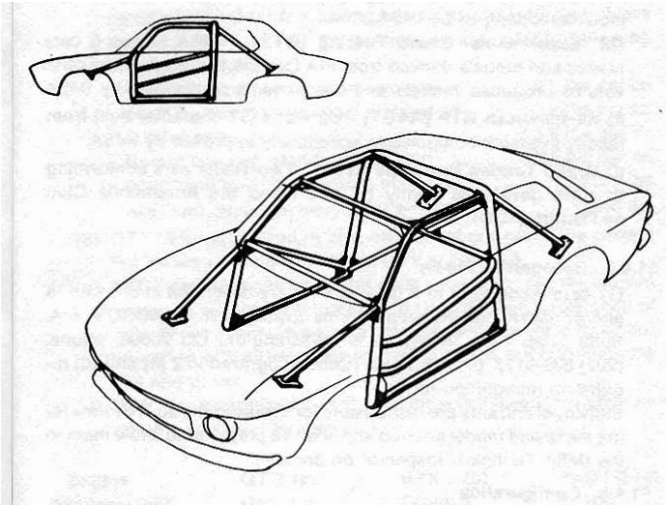
r. No part of a car may touch the ground when any one of its tires is deflated.

s. Original door latches must be retained on all cars.

t. Overhead fuel rigs are subject to IMSA approval. (Maximum height to top of fuel rig is 2 meters (6'7"). A maximum hose diameter of 2" i.d. will be permitted. Each rig must have an automatic shutoff valve between tank and hose. Leakage from fuel rigs will not be tolerated.

u. Full roll cages of approved design including a side bar on the driver's side are mandatory. It is recommended that the side bar extend to the outer skin of the door.

RECOMMENDED ROLL CAGE



IMSA RS SEDANS

Main Structure: 1½" x .090"
Secondary Braces: 1¼" x .090"

IMSA GT AND AMERICAN CHALLENGE

Under 2600 lb: 1¾" x .090"
Over 2600 lb: 2" x .090"

MATERIAL: Seamless Mild Steel Tubing

All dimensions are recommended minimum.

For equivalent strength in alloy steel tubing, see manufacturer's reference charts.

No aluminum or other non-ferrous material permitted, except specifically approved factory installations.

11.4 IMSA GT Category

11.4.1 Purpose

The IMSA GT category is designed to promote competition among drivers and manufacturers in an annual series of IMSA-sanctioned professional race events.

11.4.2 Eligibility

IMSA will determine and publish a list of makes and models of automobiles eligible to compete in the IMSA GT Category. Eligible cars may derive from one of the following groups.

(a) Grand Touring (GT) - IMSA Group 4 cars. Makes and models homologated by FIA in Groups 1 through 4 of the Appendix J edition in effect between January 1, 1969 and January 1, 1976, and also of the edition in effect after January 1, 1976, and other volume-produced models recognized by IMSA.

(b) Experimental Grand Touring (GTX) - IMSA Group 5 cars. Makes and models derived from FIA Groups 1 through 4 and other volume-produced models and components recognized by IMSA.

c) All-American GT® (AAGT) - Cars of a GT character built from readily available components specifically approved by IMSA.

d) Grand Touring Prototype (GTP) - Two-seater cars conforming to rules developed jointly by IMSA and the Automobile Club de l'Ouest (ACO).

11.4.3 Recognition Forms

GT cars recognized in 2 (a) and 2 (b) are described in official FIA and/or IMSA homologation forms available from ACCUS, FIA, Suite 1204, 1701 "K" St., N.W. Washington DC 20006 phone: (202) 833-9133, or from IMSA (Cars recognized in 2 (c) and (d) require no recognition forms.)

Individual entrants are responsible for securing the above forms for the make and model entered and shall be prepared to show them to the IMSA Technical Inspector on demand.

11.4.4 Configuration

Except where these rules require or permit variations, GT, GTX, AAGT and GTP cars shall be prepared according to the rules hereinafter set forth.

GT Cars recognized in 2(a) may be prepared according to FIA Appendix J, Groups 2 4 of the edition in effect at the time the make and model was homologated by FIA

.4.5 Safety Requirements for All GT Cars

(a) Approved safety fuel cell with a maximum capacity in accordance with 1976 FIA Appendix J. Example:
1600 - 2000 cc - 26.4 gallons;
2000 - 2500 cc - 29.1 gallons;
over 2500 cc and all GTP - 31.7 gallons.

Fuel cell in GT cars must be positioned closely as practicable to the original tank; in GTX, AAGT and GTP cars, per special rules contained herein.

(b) On-board fire extinguisher of the inert gas type with a minimum capacity of 10 lbs. (Halon or Freon), with manual trigger operable both by driver and from outside the car. Trigger must be marked by a red circle with letter "E".
Outlets should be directed into driver's and fuel cell compartments.

11.4.6 Minimum Weights

(a) GT cars recognized in 2 (a) and having an engine displacement of more than 2.5 liters (GTO) must meet or exceed the current FIA minimum weight scale for cars in Group 4. GT cars recognized in 2 (a) and having an engine displacement of less than 2.5 liters (GTU) must meet or exceed the following minimum weights:

- **4-cylinder pushrod 2-valve engines**	**0.8 lbs per cc**
- other 2-valve conventional engines	0.9 lbs per cc
- 4-valve engines	1.0 lbs per cc
- **Rotary engines: standard side port**	**0.9 lbs per cc**
- peripheral port- carburetors only	2250 lbs
- Absolute minimum weight for any car	1600 lbs

(b) GTX cars recognized in 2(b) must meet or exceed the current FIA minimum weight scale for cars in Group 5.

(c) AAGT cars recognized in 2(c) must meet or exceed the current minimum weight scale for cars in Group 5 less a tolerance of 10%. These minimum weights are taken with the car in race configuration with all safety equipment installed, but excluding the fuel and driver.

(d) GTP cars recognized in 2(d) must meet or exceed the minimum weights specified by their rules.

Engine Displacement	GT-2 (a) Group 4	GTX-2 (b) Group 5	AAGT-2 (c) @ 10%
up to 1600 cc	1631 lb.	1488 lb.	
2000 cc	1786 lb.	1620 lb.	
2500 cc	1940 lb.	1764 lb.	1600 lb.
3000 cc	2083 lb.	1896 lb.	1706 lb.
3500 cc	2216 lb.	2017 lb.	1815 lb.
4000 cc	2370 lb.	2138 lb.	1924 lb.
4500 cc	2469 lb.	2260 lb.	2033 lb.
5000 cc	2579 lb.	2348 lb.	2113 lb.
5500 cc	2701 lb.	2458 lb.	2212 lb.
6000 cc	2800 lb.	2546 lb.	2291 lb.
6500 cc	2888 lb.	2623 lb.	2361 lb.
7000 cc	2954 lb.	2690 lb.	2421 lb.

7500 cc	3009 lb.	2734 lb.	2461 lb.
8000 cc	3042 lb.	2767 lb.	2490 lb.
over 8500 cc	3230 lb.	2932 lb.	2639 lb.

11.4.7 Authorized Modifications

11.4.7.1 Grand Touring (GTO and GTU)

Cars recognized in 2 (a) are regulated by the following rules, based generally upon FIA Appendix J, 1980 edition, Articles 261 and 265. If a car is found to be modified beyond these rules, IMSA may permit the entrant to compete in GTX, AAGT or GTP categories, as appropriate.

(a) Minimum weight: per Art. 11.4.6.

(b) Tooling of original, or homologated replacement, mechanical parts is permitted, provided it is always possible to identify the series-production part. It is not permitted to add material to any mechanical parts of the engine, gearbox or final drive components.

(c) Engine — cylinder head and valves: in addition to the modifications permitted in (b), valves, valve guides and valve seats are free, except it is not allowed to change the number of valves per cylinder. Washers may be added to the valve spring assembly.

(d) Engine — induction system: free, except that supercharging is not permitted unless recognized for a given make and model and approved by IMSA on an individual basis. Superchargers will be strictly regulated in any case.

(e) Engine — overboring: up to .065 in .s permitted provided the resulting displacement does not exceed the m ts of the IMSA category (GTO/GTU). It s permitted to use s ee ves.

(f) Engine — exhaust system: free, except that outlet(s) must be located rearward of the driver compartment.

(g) Engine — bearings: may be replaced by others of the same type.

(h) Engine — gaskets: may be replaced or eliminated.

(i) Engine — lubrication system: oil sump is free and original oil pump may be modified. Original number of oil pumps may be changed. Dry sump lubrication is permitted, but tank must be located outside the driver compartment.

Oil filters and coolers are free, except they must be mounted within the bodywork.

(j) Engine — camshafts and valve gear: free, except the number, location and driving system of the camshafts may not be changed.

(k) Engine — pistons, rings, wristpins, connecting rods: free.

(l) Engine — other elements:

Free: mountings, cooling fan, water pump, fuel pumps, position of the engine within the original engine compartment. Fuel pump(s) may not be located in driver's compartment.

(m) Drive train: gearbox ratios, mountings, selection forks and shift linkage are free.

Final drive ratios, shafts and joints are free. Limited-slip or self-locking differential may be fitted. Final drive casing may be replaced with another of the same type. Clutch is free.

(n) Suspension: it is permitted to strengthen the original suspension parts, add or remove anti-sway bars and axle-locating devices, modify or replace the suspension springs, add auxiliary springs, reinforce shock absorber mountings, relocate suspension pivot points, and substitute suspension bushings and joints. Axle-locating devices may not pass through bodywork, except that for GTU division cars a special rule applies. Rear seat well may be covered flush with the top of the well; minimum thickness .035 in. This cover will be considered as the floor/bodywork for this section of the car.

(o) Steering: ratios are free.

(p) Wheels and tires: maximum complete wheel widths, based on engine displacement, may not exceed:

up to 1300 cc - 9 in.
1600 cc - 10.5 in.
2000 cc - 11.5 in.
3000 cc - 13 in.
5000 cc - 14 in.
6000 cc - 15 in.
over 6000 cc - 16 in.
(tolerance: 1/2 in.)

All four wheels must have the same diameter. Spare wheel is optional. Track dimension is limited to satisfactory inner tire clearance. Maximum total car width may not be exceeded.

(q) Electrical equipment: free, except that main headlights and two operating tail/stop lights must be located in original positions. Headlight bulbs may be removed and openings covered with flat or identically-shaped plates in daytime events. Battery must be located outside the driver compartment unless homologated. Dual ignition is permitted only if make/model is so recognized and homologated.

(r) Fuel tanks and water radiators:

Fuel capacity is limited by Art. 11.4.5 (a). Approved safety fuel cells per FIA FT-3 or FTA standards are required. Filler openings may be relocated, but new fittings must not protrude beyond the plane of the coachwork, and must be installed so that no fuel will leak into any inside compartments of the car. Fuel tank must be located in the standard position unless change is specifically authorized.

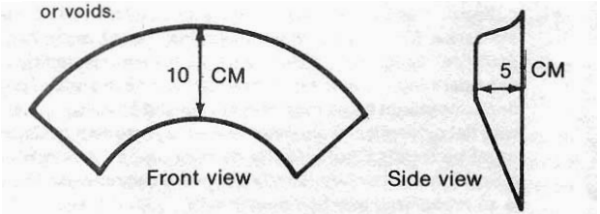
Water radiator capacity and location is free, except that no modification can be made to the coachwork.

(s) Brakes: rotors, calipers and drums are free.

(t) Cables and pipes: may be freely modified or relocated, except that fuel and high temperature liquid pipes shall not pass through driver's compartment unless they are armored.

(u) Springs: may be modified or replaced with others of the same type (coil, leaf, etc.) provided they are mounted in the original position. Auxiliary springs may be added on condition that the original springs are retained and continue to perform their principal functions.

(v) Coachwork: is defined as all external parts of the car touched by the air stream and located above the plane created by the four wheel hubs (driver aboard), and all visible internal parts of the driver/passenger compartment, including the floor panel. The original external shape and material of the coachwork must be maintained, except that the material of doors eng ne and luggage compartment ids is free. Any ightening or mod.fication wh ch is not express y permitted is forbidden. Any kind of re nforcement is perm tted. Passenger seat and rear seats may be removed. A rigid metallic firewall, flame and leak proof, must be installed to separate the driver compartment from the fuel and engine compartments. Fire extinguisher may be installed in the driver compartment. Exterior decorative strips may be removed. For GTU cars, the material of fenders is also free. Fender flares, whether of original or substitute material, must conform to the following dimensions and diagrams. Inner fender panels may be modified but must enclose the engine compartment completely without gaps or voids.



IMSA may recognize alternative fender flares in exceptional cases.

Bumpers which are not integrated with the surrounding coachwork may be removed, in which case any protruding brackets must also be removed. The material of integrated-type bumpers may be changed, but they must remain standard dimensions and shape.

Side windows and winding mechanisms may be removed. Substitute glazed material may be used for the side and rear windows. Aerodynamic devices may be installed as recognized for specific makes and models, or designed to these limitations:

- must not protrude beyond the perimeter contour of the coachwork as viewed from above.
- must not confuse the identity of the car.
- must not be adjustable from within the car.
- must not allow air to pass between device and the coachwork.
- must not obstruct rear view.
- rear device must be located aft of the vertical centerline of rear axle.
- front device must be located below plane of the wheel hubs.

Maximum overall width: 200 cm (79 in.), except that Chevrolet Corvette models are permitted 210 cm (83 in.).

Firewall: separating the drive/passenger compartment from the engine and fuel compartments is mandatory. Steel material of 22 gauge is recommended, and may be used to replace in its original position any non-metallic standard firewall.

(w) Heating System: may be removed.

(x) Other options premitted:

- reinforced suspension elements interchangeable with originals.
- instrument panel.
- servo steering.
- steering rods.
- axle-locating devices.
- on-board jacking system, except in GTU division.

11.4.7.2 Experimental GT (GTX)

Cars recognized in 2 (b) are regulated by Articles 268 and 269 of the FIA Appendix J, 1979 or 1980 edition, for Special Production Cars (Group 5), interpreted and applied by IMSA as follows:

(a) Minimum Weights: (per Art. 11.4.6).

(b) Coachwork/Chassis:

i) Coachwork: The outside surfaces shape and material of the orig na coachwork and rocker panels must be retained and must remain ident fiable, except for the additions, modifications and substitutions permitted in these rules.

Overall length of the coachwork is regulated by the FIA homologation form; maximum overall width: 2 meters (79 in.).

ii) Bodyshell-chassis: No modification may be made in the series produced bodyshell and/or chassis except that reinforcements may be added or removed, and rocker panels may be altered for ducting purposes.

iii) Doors and lids for engine and luggage compartments may

be constructed of substitute material provided their original outside shape is retained. Door hinges and handles are free but original type of latch must be retained.

Lids for engine and luggage compartments may be ventilated but must be interchangeable with the originals.

iv) Glass surfaces: except for the windshield, which must remain as series produced, the transparent material is free. Original sizes and shapes of all glazed areas and openings must be maintained.

v) Cockpit ventilation openings: may be made in the coachwork at the rear roof edge above the rear window and/or in the area between the rear side window and the rear window, but they may not protrude beyond the original surfaces of the coachwork.

vi) Fenders: are free in shape and material but are limited otherwise as follows:
- front fenders may not extend rearwards beyond the leading edges of the front doors.
- original wheel arches must be retained.
- fenders must effectively cover the whole widths of the wheels and tires for at least one-third of their circumference.
- Any rearward openings must be closed by screens or louvers to prevent seeing the tires from the rear

vii) Inside coachwork: Free, except
- driver seat must be located entirely on one side or the other of the centerline of the car.
- no sharp angles or protrusions on dashboard.
- original bulkheads defining the front and rear of the driver/passenger compartment must be retained. Components other than the engine block, cylinder head(s), sump and crankshaft may be installed such as to pass through these bulkheads if they protrude into cockpit by less than 20 cm (measured perpendicularly to bulkhead).
- Floor may be modified, provided original door sills and rocker panels are retained.
- Modifications are permitted to fit a substitute transmission.
- Spare wheel, required safety equipment, communications gear, and ballast are the only other components which may be installed in drivers compartment.

(c) Mechanical Components: shall not protrude outside the original coachwork except inside the fenders.

i) Engine:
- Original approved/homologated cylinder block must be retained. Displacement may be changed through boring, sleeving, stroking or de-stroking. Engine may be relocated within original compartment, but centerline of crankshaft relative to chassis must be maintained as standard.
- Cylinder heads are free, except that the system of cooling must remain the same as for the original homologated model.
- Superchargers may be installed; however engines so equipped will be rated at their actual displacement multiplied by 1.4.

ii) Transmission: Free, except that the driving wheels must remain as on the original model, and gearbox must retain its original basic orientation to the other mechanical components.

iii) Other mechanical components: free, except the original orientation of all engine and drive train components must be retained.

(d) Suspension:
- Original type of suspension must be retained (i.e., McPherson, solid axle, trailing arm, etc.).
- Wheelbase must be retained as original.
- Chassis may be reinforced.
- Pivot points may be modified or relocated.
- Springs and shock absorbers are free
- A-arms and other such components may be reinforced or replaced.

(e) Steering: Free.

(f) Wheels and Tires: Maximum permitted complete wheel widths (i.e., widest part of the mounted tire and/or rim) relate to engine displacement as follows; otherwise free:

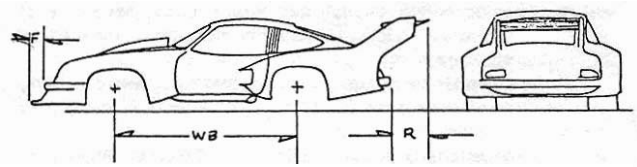
up to	1000 cc - 11 in.
	1300 cc - 12 in.
	1600 cc - 13 in.
	2000 cc - 14 in.
	3000 cc - 15 in.
over	3000 cc - 16 in.

(tolerance: ½ in.)

(g) Brakes: Free.

(h) Fuel Tanks
- Safety fuel cells required per FIA Standard FT3 or FTA.
- Must be located outside the engine and driver compartments.
- Must be protected by a metal bulkhead separating tank from driver compartment.

(i) Aerodynamic Devices:



F = 10% WB or Max 20 cm
R = 20% WB or Max 40 cm

Aerodynamic devices must be inscribed within frontal projection.

Aerodynamic devices must not extend beyond the frontal projection of the car (see diagram).

Front spoiler/air dam may not exceed 10% of the wheelbase of the car, or a maximum of 20 cm (7.87 in.), measured from the front extremity of the coachwork, and must be located below the centerline of the front wheelhubs.

Rear spoiler may not exceed 20% of the wheelbase, or a maximum of 40 cm. (15.75 in.), measured from the rear extremity of the coachwork.

Alternatively, GTX Category cars may be fitted with aerodynamic devices which conform to the rules for IMSA GT Category and contained in Art. 7.1 (v).

11.4.7.3 ALL-AMERICAN GT* (AAGT) -

IMSA has developed rules to encourage the design, construction and competition of GT-type racing cars based on other components. Eligibility of makes, models and engines, and combinations thereof, is controlled by IMSA.

AAGT cars may be modified to the limits prescribed for the GTX category in Art. 7.2 plus these additional latitudes:

(a) Coachwork-Chassis:
- Hood scoop may be added to accommodate the induction system; maximum height: 5½ inches above the plane of the standard hood.
  Maximum overall width: 210 cm (83 inches).
  Fender flares may extend into the door panels for one-third the total longitudinal length of the door (1 inch tolerance).
- Inner fender panels may be modified or replaced with others, but may not be removed.
- Coachwork may be lightened and reinforced freely provided the external shapes, dimensions and orientation of the original body shell, doors, windows, rocker panels, hood and deck lids are maintained.
- Chassis is free on condition that standard wheelbase is maintained.

(b) Drive Train: reorientation is permitted to accommodate a combined gearbox-final drive (transaxle).

(c) Engine: may be repositioned such that all elements of the cylinder block must lie ahead of a vertical plane touching the foremost edge of the windshield base. Firewall may be relocated accordingly. For models in which the standard engine location is further aft, the engine must lie within the limits of the standard compartment.

Supercharging is limited to cars with engine displacement of less than 6000cc.

(d) Wheels: Maximum complete wheel width (section width) for:
- cars under 6000cc: 20 inches
- cars over 6000cc: free

11.4.7.4 GT Prototype Cars (GTP)

11.4.7.4.1 Definition

IMSA has developed rules for cars known as GT Prototypes (GTP). GTP cars shall be two-seaters conceived primarily for competition in closed-circuit races. They shall carry all equipment for normal road use as well as all contemporary safety devices. GTP cars need not meet any minimum production requirement nor be offered for sale to the public.

GTP cars may also derive from approved makes and models modified beyond the scope of the rules under which they normally compete, provided they remain within the specifications for GTP cars.

IMSA will act as the final authority on eligibility of cars and interpretations of these GTP rules.

11.4.7.4.2 Engine Eligibility

IMSA will regulate the eligibility of engines for use in GTP cars. Approved engines may derive from seven basic origins, as follows.

1) High-volume production, 2-valve/pushrod engines. Minimum production: 10,000. Specifications per 1979-80 MVMA or IMSA homologation forms.
2) High-volume production, 2-valve/ohc engines. Minimum production: 5,000. Specifications per 1979-80 MVMA forms, IMSA homologation forms, or FIA Group 1/3 homologation forms.
3) Standard block engines from (2) fitted with 4-valve cylinder heads. Minimum production: 400. FIA Group 2/4 homologation forms.
4) High-volume production rotary engines. Minimum production: 5,000. 1979-80 FIA or IMSA homologation forms.
5) Racing engines - normally aspirated conventional engines, no minimum production.

6) Supercharged production engines, 2-valve/pushrod from (1) or 1979-80 FIA-homologated Group 1 engines.
7) Supercharged racing engines.

11.4.7.4.3 Engine Modifications

Displacements desired may be achieved by boring, stroking, sleeving or destroking. Production-type engines described in paragraphs (1), (2), (3), (4) and (6) may additionally be prepared and tooled per Art. 7.1. Production-type engines described in paragraph (1) may be fitted with heavy-duty cylinder heads of standard design offered by the manufacturer. Crankshafts, rods, valves, camshafts, bearings, pistons, rings, gaskets, mountings, other internal parts and accessories are free. Valve-train girdle may be added. Original cylinder block must remain identifiable.

11.4.7.4.4 Minimum Weights/Maximum Displacements

IMSA has developed the following table of equivalences based on the estimated power outputs of the seven engine types.

	MAXIMUM DISPLACEMENTS IN LITERS @		
ENGINE TYPE	**700 KG**	**800 KG**	**900 KG**
(1)	3.5	4.5	6.0
(2)	2.5	3.5	4.5
(3)	2.0	3.0	3.5
(4)	2.5	3.0	3.5
(5)	2.0	2.5	3.0
(6)	2.0	2.5	3.5
(7)	1.0	1.3	1.5

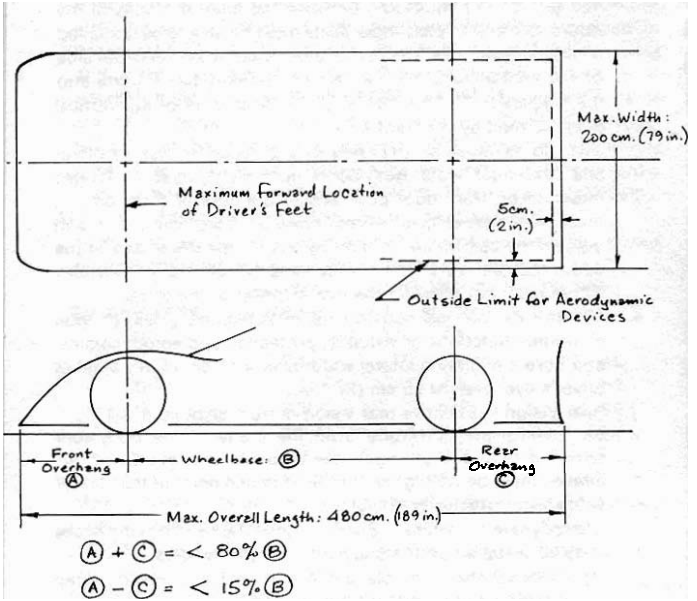
Minimum weights are taken with the car race-ready but without fuel or driver on board.

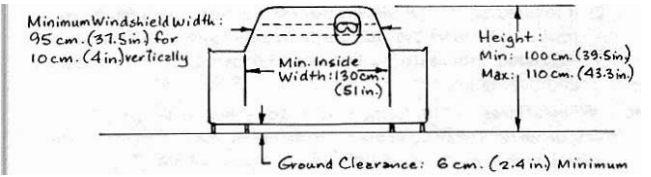
All GTP cars will race in one category regardless of displacement or weight.

11.4.7.4.5 Chassis-Body (Refer to diagram, page 34)

a. Wheelbase -- Free. See following rules on overhangs and body length.
b. Overall Length -- Maximum: 480 cm (189 in.).
c. Overall Width -- Maximum: 200 cm (79 in.).
d. Overhangs (inclusive of any bumpers) --
   - Front plus Rear Overhangs must not exceed 80% of wheelbase.
   - Difference between Front and Rear Overhangs must not exceed 15% of wheelbase.
e. Ground Clearance - Minimum: 6 cm (2.5 in).
   No part of the car may touch the ground when any one of its tires is deflated.
   It is not permitted to improve the aerodynamic efficiency of the car by installing any longitudinal, transverse, sliding, flexible or retractable device between the body and the ground.
   Total Height -- Minimum: 100 cm (39.5 in.) above ground level, Maximum: 110 cm (43.3 in.) above ground level, measurement taken with full fuel tanks and driver aboard.
   Inside Room -- Minimum elbow width at the front seats: 130 cm (51 in.), measured between the interior planes of the doors. Driver and passenger seats must be able to be occupied simultaneously, and shall be located symetrically on either side of the centerline of the car. No component may intrude into these spaces. Driver's feet must be located aft of the vertical plane formed by the front axles.
   Two doors must be provided giving ready access to driver and passenger seats. Both doors must swing open on hinges mounted on front door post, and in the case of a closed car, must have release mechanisms operable from both inside and outside the car. Minimum dimensions for the lower part of the doors: 50 cm (20 in.) horizontal and 30 cm (12 in.) vertical. Doors must not obstruct the lateral vision of the driver.
   Windshield--shall be constructed of laminated glass, provide all normal functions of visibility, protection and aerodynamics, and have a minimum lateral width over a 10 cm (4 in.) band at driver's eye level, of 95 cm (37.5 in.).
j. Rear Vision -- Effective rear vision mirrors shall be fitted.
k. Air intakes--may protrude from the plane of the bodywork provided they do not impair the vision field of the driver. Air intakes must be no higher than the highest point of the roof or windshield, whichever is higher.
l. Aerodynamic Devices -- Spoilers, deflectors and other devices may be installed on the bodywork only, as follows:
   1) if located above the plane of the wheel hubs, they must fall at least 5 cm (2 in.) within the outside perimeter contours of the car as viewed from above, and are no higher than the highest part of the car.
   2) if located below the plane of the wheel hubs, they must not protrude beyond the outside perimeter contour of the car.
   3) regulated otherwise by the rules for overall length, width and overhangs.
m. Wheels/Tires -- The number of road wheels shall be limited to four; all rims shall be of the same diameter. Maximum complete wheel width (section width): 16 in. Spare wheel, if carried, shall be of a size similar to one of the road wheels and must be carried in its own compartment outside that of the driver.
n. Equipment -- 2 operating headlights, 2 tail/brake lights and windshield wiper are required as a minimum.
o. Fenders--shall effectively cover the whole widths of the wheels and tires for at least one-third their circumference.
p. Oil Tank--is limited to 20 liters capacity.

GT Prototype Diagram





q. Battery--must be located outside driver compartment.

11.4.7.4.6 Safety Devices

a. Roll Cage is compulsory. Material and construction specifications of recommended designs are contained in Appendix J, Art. 253(e) and in these rules.

b. Safety Fuel Tanks meeting FIA Spec. FT3 or FTA are required and must be mounted outside the drivers compartment and protected as far as practicable by the roll cage. Maximum capacity: 120 liters (31.7 gal) in one or two tanks. Dry-break fuel fillers and vents are required to prevent spillage.

c. Firewalls constructed of metal must be installed to isolate the driver/passenger compartment from the fuel tanks and from the engine compartment.

d. Energy Absorption Devices are recommended to be fitted along the exterior vertical walls of the frame box members to protect the driver and fuel tanks. They shall not, however, contain mechanical components such as pumps, filters, pipes, etc.

e. Driver Seat shall be mounted securely to the frame or roll cage structure, but may be adjustable.

f. Six-point Driver Restraint System must be installed.

g. Scattershield or explosion-proof bell housing are required on cars where failure of the clutch/flywheel could create a hazard to the driver.

h. On-board fire extinguisher of the inert gas type with a minimum capacity of 10 lbs. (Halon or Freon) is required. Trigger must be marked with red circles with letter 'E' and operable by either the driver or from the outside the car. Outlets should be directed into the driver, engine and fuel compartments.

11.4.8 Eligibility Lists

IMSA will regulate the eligibility of makes and models to compete in the IMSA GT Category.

11.4.8.1 GT Division, Over 2.5 Liters (GTO)

Makes and models homologated by the FIA under Appendix J Groups 1 through 4 since January 1, 1969, plus the following makes and models recognized by IMSA:

Chevrolet Corvette 350	(5772)
Datsun 280Z, 280ZX, 280 ZX Turbo	(2780)
Ford Mustang (1979-80)	(4949)
Mustang Turbo 2.3	(3220)
Jaguar XJS V-12	(5343)
Mercury Capri (1979-80-81)	(4949)
Turbo RS, 2.3	(3220)

11.4.8.1.1 Notes

1. It is permitted to fit replacement bumpers and front spoiler made of optional material.
2. Porsche RSR Carrera is permitted optional crankcase part no. 930-10191400, 930-10191500 or 930-10191600, and crankshaft part no. 930-10201400 3.5 liter displacement.
3. Supercharged models may be regulated as to specific configurations and induction systems. Displacement will be rated at 1.4 times the actual swept volume of the cylinders.
4. It is permitted to utilize approved, alternate heavy-duty cylinder heads of standard design, offered by the engine manufacturer through his normal sales outlets, and bearing the manufacturer's part number. By standard design is meant the same number and location of valves, ports and spark plugs as the original.
5. Triumph TR8 may use optional crankshaft with 3.100" stroke.

11.4.8.2 GT Division, Under 2.5 Liters (GTU)

Makes and models homologated by the FIA under Appendix J Groups 1 through 4 since January 1, 1969, plus the following makes and models recognized by IMSA:

Datsun 240Z, 260Z, 280Z	(2429)
280ZX	(2429)
Ford Mustang (1979-80)	(2300)
Porsche 914-6	(2487)

11.4.8.2.1 Notes

1. Datsun 260Z, 280Z and 280ZX models are permitted the 2429 cc engine as used in the 240Z model.
2. Mazda RX-7 is permitted optional peripheral port rotor housing with carburetor induction.
3. Porsche 911 is permitted to use 2.7 chassis/body.
4. Models with displacement less than 2000 cc may be fitted with 4-valve cylinder head of any origin.

11.4.8.3 Experimental GT Division (GTX)

Makes and models homologated by the FIA under Appendix J Groups 1 through 4 since January 1, 1969, plus the following makes and models recognized by IMSA: **Ferrari Boxer 512**

11.4.8.4 All-American GT® Division (AAGT)

a. Any approved engine may be installed in an approved model produced by the same parent manufacturer.
b. Engines may be bored, stroked, sleeved or de-stroked to achieve the desired displacement.
c. Supercharged engines limited to 6000 cc displacement.

Approved makes and models.

AMC	- AMX	Ford	- Mustang II
	- Concord		- Mustang 79-80
	- Gremlin		- Pinto
	- Hornet	Mercury	- Bobcat
	- Javelin		- Capri
	- Spirit		- Cougar
Buick	- Skyhawk	Oldsmobile	- Starfire
Chevrolet	- Camaro	Plymouth	- Barracuda
	- Corvette		- Duster
	- Monza 2+2		- Feather Duster
	- Nova	Pontiac	- Astre
	- Vega		- Sunbird
Dodge	- Challenger		- Firebird
	- Dart/Demon		- Firebird Trans-Am
	- Dart/Lite	Shelby	- American GT 350
	- Mirada		
Datsun	280ZX		

Approved Engines

		Ford Mtr.Co.	- 255
AMC	- 304		- 302
	- 360		- 351
	- 390		- 390
	- 401		- 427
Chrysler	- 318		- 428
Corp.	- 340		- 429
	- 355		Escort 1.4, 1.6
	- 360		Fiesta 1.7
		Gen'l Mtrs.	- 229
	- 426		- 231
	- 440		- 260
			- 267
			- 305
Datsun	- 280 ZX (2.8)		- 305/Aluminum
	- President V-8 (4.5)		- 350
			- 350/Aluminum
			- 396
			- 400
			- 427/Aluminum
			- 454
			- 455
			- 231 Turbo

11.4.8.5 GT Prototype (GTP)

Engine Eligibility - Partial list. IMSA may approve other engines upon application. (Ref: Art. 11.4.7.4, para. 4)

Type 1 - AMC V-8 304, 360
Chevrolet V-6 173, 229
V-8 260, 267, 305, 350
Chrysler V-8 318, 360
Datsun V-8 President 4.5
Ford V-6 2.8
V-8 255, 302, 351
Triumph V-8 3.5

Type 2 - Alfa Romeo L-4/2.0
BMW L-4/2.0, L-6/2.6, 3.0
Daimler-Benz L-6/280, 300, V-8 350, 450
Datsun L-4/2.0, L-6/280ZX
Fiat L-4/2.0
Ford Escort L-4/1.9
Porsche 911S 0-6/2.7
924 L-4/2.0
928 V-8 4.5
Toyota L-4/2.0

Type 3 - BMW L-4/2.0 4-valve
L-6/3.5 4-valve
Datsun L-4/2.0 4-valve
Ford Cosworth L-4 BDA 4-valve
Toyota L-4/2.0 4-valve

Type 4 - Mazda Rotary RX-2, 3, 7 2.3
RX-4 2.6

Type 5 - Brian Hart L-4/2.0
Ford Cosworth V-8 3.0
Other F.1 3 liter normally-aspirated engines

Type 6 - BMW L-4/1.6, 2.0, L-6/2.5, 3.0
Chevrolet V-6 173, 229, 231
Daimler-Benz L-6/200, 230, 280, V-8 350
Datsun 810 L-6/2.4
Toyota L-4/1.6, 2.0

Type 7 - F. 1 1.5-liter Turbocharged engines

11.5 IMSA RS (Racing Stock) Category

11.5.1. Purpose

This category is intended to promote interest in race competition for volume-produced stock cars available 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.

11.5.2. Eligibility

IMSA will recognize specific makes and models of cars eligible to compete. 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 to the public in the USA.
- Able to seat 4 average-sized adults comfortably at the same time as sold to the public.
- Produced with an integral hardtop.
- Maximum engine size of 4 liters.

11.5.3. Configuration

IMSA RS cars must conform to standard production configuration of the basic model. Except where these rules allow modifications or substitutions, all components of the cars must be identical to those produced by the manufacturer and delivered to the public in the USA on the basic model recognized. 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.

11.5.4. Safety Requirements

A. Doors must be pinned or bolted shut, but may not be welded. Pins or bolts must be easily removable and doors must operate on original hinges when the pins or bolts are removed.

B. Fuel cell must be located as closely as possible to the original tank location. Metal bulkheads must be installed, if none exist, to separate the driver's compartment from the fuel cell and engine compartments. The bottom of the fuel tank may not be located below the centerline of the rear axle.
Maximum fuel capacity is 22 gallons.

C. Fire extinguisher of at least 2-3/4 lb. capacity must be carried in the car. On-board fire extinguishing system (Freon type of at least a 4 lb. capacity) is recommended.

11.5.5. Optional Modifications

A. Bodywork:
1. Accessories, lights, gauges and switches may be added or removed and other interior modifications made for the convenience and comfort 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 re-routed and protected.
3. Standard inner fender material may be reshaped.
4. Headliner may be removed. Bumpers and brackets must remain as original but may be updated or backdated within the model range recognized. Front door glass and regulators may be removed. All other glass must remain and function

as originally installed. Interior door panels and trim panels must be fitted but may be modified to clear roll cage. Panels may be mounted with screws or other fasteners but may not cover openings where window originally operated. Panels may be made of substitute material (metal or fiberglass) resembling original panels and painted to match interior.

5. Parking light lenses may be removed and the original openings used for ducting to brakes.
6. The standard sheet metal panel between the grille and radiator may be modified to accommodate larger radiator, oil cooler and ducting.
7. Aerodynamic devices are limited as follows:
   - Front: Approved front air dam offered by the manufacturer for the model raced or through aftermarket sources, or else a flat, vertical front spoiler made of sheet metal may be installed below the lower edge of the front bumper. These devices may be vented for brake cooling ducts and must provide for a ground clearance of 4 inches as raced.
   - Rear: Approved spoiler offered by the manufacturer for the model raced, or through aftermarket sources, or else a flat, vertical rear spoiler measuring no more than 4 inches in height may be attached to the rearmost surface of the trunk lid. Rear spoiler may be only as wide as the trunk lid, plus or minus 2 inches.

B. Chassis-Tires-Brakes-Wheels:

1. Suspension springs are free, provided they are of the same type as originally fitted and are installed in the standard position. McPherson strut-equipped cars may have the upper strut mount replaced with a slotted plate for camber adjustment. (It is not permitted to thread the strut or shock absorbers to make the spring perch adjustable.) Shims may be used to adjust spring height. Conventional rear spring shackles may be made adjustable. The upper ball joint retaining holes on Opels and Chevettes may be slotted for camber adjustment. Shock absorbers may be altered or replaced with others installed in original supports and brackets. Anti-sway bars, torque rods and similar devices may be added or substituted. Heim joints are permitted on anti-sway bars and factory adjustable front suspension parts. Riding height, measured at the underside center of the rocker panel, must be maintained at 7" + 1" as checked race ready with fuel but without driver.
   Axle-locating devices may not pass through body panels.
2. Standard steel wheels or any other steel wheels of 6 inches or less in width may be used on models with official weights

less than 2250 lbs., and 7 inches or less on models 2250 lbs. or more. All four road wheels must be identical. Wheels may be strengthened. A tolerance of 1 1/2 inches from the specified standard track dimension is permitted front and rear. Spare wheel may be removed.

Track is measured as raced at the centerline of the wheels. To provide for tire clearance, it is permitted to reshape the original inner fender metal; however, no external modifications to the fenders are permitted.

3. All cars must be equipped with IMSA-approved radial ply tires of a type marketed through normal retail outlets for ordinary street use by the public. No racing or recapped tires are permitted.
4. All cars must be equipped either with standard brakes as delivered for the make and model, or brakes of any origin which do not exceed the following criteria:
   - Front: Calipers must be iron production-type.
     Rotors for cars with under 3000 cc displacement limited to 10 inch maximum diameter.
     Rotors for cars with 3000 cc or greater displacement limited to 10¾ inch maximum diameter.
   - Rear: Drums for cars with under 3000 cc displacement limited to 9 x 1¾ inch.
     Drums for cars with 3000 cc or greater displacement limited to 9½ x 2 inch.

   The following additional brake modifications are permitted:
   - Any dual master cylinders and pressure-equalizing devices may be used.
   - Lining material is free.
   - Backing plates and dirt shields may be ventilated or removed and air ducts installed provided no modifications are made in the body work. Brake ducting inlets with areas of no more than 12 sq. in. per side are permitted at the front of the car below the body work provided there is no effect on the aerodynamics of the car.
   - Air ducts with inlets of 12 sq. in. per side may also be fitted to the rear brakes.
   - Hand brakes may be removed.

C. Electrical System:

1. Battery may be replaced with another of original voltage and size and installed in the standard 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.
4. Alternator must function as originally intended, but may be replaced with another of different manufacture.

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 and conform to standard dimensions. It is permitted to machine any component of the engine provided such component is always identifiable as a standard production part, except where these rules require that standard dimensions be preserved, such as cylinder bore, stroke, inlet and exhaust ports, carburetor base opening, etc. No material or mechanical extension may be 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. On rotary engines, inlet and exhaust ports may be modified at the combustion chamber but must remain original in size and configuration at the manifold face. If the ports are chamfered at the manifold face, the port size will be measured at the innermost part of the chamfer.
3. Engine may be clearanced (blueprinted) and balanced.
4. Pistons and piston rings are free. A tolerance of .030" in cylinder bore measurement is permitted on reciprocating piston engines. On rotary engines, the standard rotor as delivered on the U.S. model may not be substituted or modified. Material of seals is free.
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.
6. Induction System—IMSA may control the induction systems of various makes and models. Unless otherwise noted:
   - On engines larger than 2000 cc displacement, the standard carburetor may be modified by machining the throttle shaft and butterfly, changing the jet sizes (not jets), and altering the float and main venturi. Emission control devices, choke mechanism and air filter may be removed. It is expressly forbidden to drill or otherwise alter any passageways, add any material, install a spacer block between carburetor and manifold, enlarge the carburetor base opening, add velocity stacks or to make any other alterations which change the intrinsic design of the standard carburetor.
   - On engines with displacement between 1600 cc and 1900 cc, it is permitted to use any carburetor with the same number of venturis as the original, and any intake manifold. Otherwise, carburetor may be modified as for engines larger than 2000 cc.
   - On engines with a displacement larger than 1900 cc and less than 2000 cc it is permitted to use either the standard carburetor, modified and fitted according to the rule for engines larger than 1900 cc; **or it is permitted to use a Holley Model 2300 List No. R.4412 500 CFM-rated carburetor and any manifold.**
     This alternative is also permitted for models delivered with fuel injection as standard equipment.
   - On engines of less than 1600 cc displacement, it is permitted to use any carburetors, intake manifold and velocity stacks.
   - On rotary engines, emission control devices and choke mechanism may be removed. The float bowls may be vented to the exterior of the carburetor; however, no other modification may be made to the standard carburetor.
   - If an air filter is used on any of the above engines, it must be of a conventional type using a standard element through which all air to the carburetor must pass.
   - On fuel-injected engines, the standard components may be adjusted but not modified in any manner nor replaced with other types.
7. Exhaust system is free. Outlets must be located aft of the mid-point of the wheelbase. No bodywork modification is permitted.
   Exhaust megaphones are not permitted. The exhaust pipe outlet must be the same size as the exhaust pipe.
   Rotary engine cars may use an IMSA approved muffler.
8. Oil sump and oil pickup may be modified to increase oil capacity and to prevent surge, but no dry sump system may be used. Standard oil pump must be retained. "Accusump" may be fitted.
9. Vents, breathers and oil filters may be added or substituted. A single oil cooler on the engine is permitted, provided it is mounted within the engine compartment (that is, between the inner fenders, firewall and grill) and it is not visible from the exterior of the car.
10. Any radiator which will fit the standard location and does not alter the car's appearance may be installed and shrouded. Fan blades may be removed.
11. Fuel pumps are free in type, size and number, but may not be located in the driver compartment.
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.

Differential oil cooler may be installed provided it is mounted within the confines of the bodywork but outside the driver/passenger compartment.

13. Heater may be removed.
14. Clutch may be replaced with one of the same type, size, number of discs, weight and manner of attachment but of different manufacture.
    Flywheels are free.
15. Cars delivered with standard displacement less than 1400 cc are permitted to bore and/or stroke up to 1400 cc and are permitted 5 speed gearbox, if available to customers from manufacturer's catalog.

E. Non-Standard Components:

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

- Nuts, bolts, screws, washers and other such fasteners, including safety wiring
- Any bearings of standard dimensions and type
- Bushings
- Pulleys
- Drive belts
- Electrical wiring
- Gaskets and seals
- Fuel and brake lines

1981 RS SEDAN ELIGIBILITY LIST AND SPECIFICATIONS

CAR MAKES & MODELS	CC DISPLACEMENT	CI DISPLACEMENT	BORE	STROKE	CARBURETION	FUEL INJECTION	WEIGHT	NOTES
ALFA ROMEO								
Alfetta Sedan	1962		84.0	88.5		Spica FI	2100	6,7
1750 Berlina	1799		80.0	88.5		Spica FI	2100	6,7
2000 Berlina	1962		84.0	88.5		Spica FI	2100	6,7
AMC								
Hornet	3805		95.2	88.9	Carter YF		2800	2,5,11,22
Gremlin	3805				Carter YF		2800	2,5,11,22
Pacer	3805				Carter YF		2800	2,5,11,22
Gremlin	1984		86.5	84.4	Holley 5210/2V		2200	
Concord	3805		95.2	88.9	Carter YF		2800	2,5,11,22
Spirit	3805		95.2	88.9	Carter YF		2800	2,5,11,22
Spirit	1984		86.5	84.4	Holley 5210/2V		2200	
BMW								
1600	1573		84.0	71.0			2050	4
2000 TII; 2002	1990		89.0	80.0	Solex 1V Solex 2V32/32	Bosch FI	2200	3,6,19
320i	1800					FI	2200	6,19
320i	1990		89.0	80.0		Bosch FI Kugelfisher	2200	3,6,19
BUICK								
Skyhawk	3786		96.5	86.4	Rochester 2V 2GE		2800	10,17
Skylark	2474		101.6	76.2	2 bbl		2300	
Skylark	2835		88.9	76.2	2 bbl		2400	
CHEVROLET								
Chevette	1400						1800	4

CAR MAKES & MODELS	CC DISPLACEMENT	CI DISPLACEMENT	BORE	STROKE	CARBURETION	FUEL INJECTION	WEIGHT	NOTES
Chevette	1600		82.0	66.2			1950	4
Citation	2474		101.6	76.2	2 bbl		2300	
Citation	2835		88.9	76.2	2 bbl		2400	
Vega	2287		89.9	92.0	Rochester 1V Holley 5210		2300	1,10
Cosworth Vega	2000	122	88.9	80.3		Bendix FI	2400	1,10,14
Monza	2287		88.9	89.9			2300	10
Monza '79	2474	141	101.6	76.2			2400	10
Monza V-6 '79	3786	232	96.5	86.4	Rochester 2V 2GE		2800	10,17
DATSUN								
1200	1171		73.0	70.0			1650	4
B210	1400		76.0	77.0			1800	4,12
B310	1400						1800	4
210 '79	1400		76.0	77.0			1800	4
210 '79	1500		76.0	82.0			1800	4
310 '79	1400		76.0	77.0			1800	4
510	1595		83.0	73.7			1950	4
610	1952		85.0	86.9	Hitachi 2V		2100	12
710	1700		85.0	78.0			2000	6,12
710	1952		85.0	86.0	Hitachi 2V		2100	12
F10	1397		76.0	77.0			1800	4
200SX	1952		85.0	86.0	Hitachi 2V		2100	15
200SX '80	1952		85.0	86.0		FI	2100	
510	1952		85.0	86.0	Hitachi 2V		2100	15
DODGE								
Omni	1716	104.7					2000	
Omni 024	1716		84.0	79.2	2 bbl		2000	
Omni	2200						2100	
Reliant	2200						2100	
Colt	1597		76.0	86.0			1950	4
Colt	1995		84.0	90.0	Mikuni 2V	Solex 2V	2000	6
Colt '79	1600-1400		Front Wheel Drive				1950	4
Challenger	1597	97.5	77.0	86.0	Mikuni 2V		1950	4
Demon Light	3687		86.4	104.6	Holley 1V		2800	
FIAT								
124 Sport Coupe	1438		80.0	71.5			1950	4,6,7
124 Special	1592		80.0	79.2			1950	4,6,7
124 Sport Coupe	1608		80.0	80.0	Weber 2V		2100	6,7
124 Sport Coupe	1756		84.0	79.2	Weber 2V		2200	6,7
128 Sport Coupe	1290		86.0	55.4			1800	4
128 Sedan	1290		86.0	55.4			1800	4
	1756		84.0	79.2	Weber 2V		2100	6
Brava	1995				2 bbl		2100	
Strada	1498		86.4	63.9			1850	4
FORD								
Maverick	3280		93.5	79.5	Carter 1V		2600	5
Mustang II	2300		96.0	79.4	Weber 2V	Motorcraft 2V	2250	1
Mustang '79	2300		96.0	79.4	Motorcraft 2V		2300	1
Mustang II V-6	2792		93.0	68.5	Holley 2V	Weber 2V	2500	
Mustang '79	2792		93.0	68.5	Motorcraft 2x2661		2500	18
Mustang Turbo	2300		96.0	79.4	2 bbl		2600	21
Pinto	1599		81.9	77.6			1950	4,9
Pinto	1992		90.8	76.9			2050	9,16
Pinto	2300		96.0	79.4	Weber 2V		2250	1,9
Pinto Runabout	2792		93.0	68.5	Motorcraft 2V		2500	
Fairmont	2300		96.0	79.4	2V		2200	
Fiesta	1600						1950	4
Escort	1600		3.15	3.13			1950	

CAR MAKES & MODELS	CC DISPLACEMENT	CI DISPLACEMENT	BORE	STROKE	CARBURETION	FUEL INJECTION	WEIGHT	NOTES
HONDA								
Civic	1170		70.0	76.0			1400	4,24
Civic	1238		72.0	76.0			1400	4,24
CVCC	1487		74.0	86.5			1850	4,6,8
Accord	1599						1950	6
Accord	1754		77.0	94.0	3 bbl		2000	
Prelude	1754		77.0	94.0	3 bbl		2000	
ISUZU								
MKI 4-cyl SOHC	1877						2000	
MAZDA								
RX2	2292				Hitachi 4V		2200	20
RX3	2292				Nikki 4V		2200	6,20
RX4	2616				Nikki 4V		2500	
808	1586		78.0	83.0			1950	4
GLC	1272						1800	4,24
626	1970		80.0	98.0	2 bbl		2100	
MERCURY								
Bobcat	2800		93.0	68.5	Motorcraft 2V		2500	9
Bobcat	2300		96.0	79.4	Motorcraft 2V		1950	1,9
Capri	1600		81.0	77.6			1950	4,9
Capri	1992		90.8	76.9			2050	9,16
Capri	2300		96.0	79.4	Motorcraft 2V		2250	1,9
Capri V-6	2792		93.0	68.5	Holley 2V	Weber 2V	2500	
Capri II	2300		96.0	79.4	Weber 2V		2250	1,9
Capri II	2800		93.0	68.5	Weber 2V		2500	
Capri '79	2792		93.0	68.5	Motorcraft 1x2 bbl		2500	18
Lynx	1600		3.15	3.13			1950	
OLDSMOBILE								
Omega	2474		101.6	76.2	2 bbl		2300	
Omega	2835		88.9	76.2	2 bbl		2400	
Starfire	3786		96.5	86.4	2V		2800	10,17
OPEL								
Manta	1897		93.0	69.8	Solex 2V		2100	
Manta	1897		93.0	69.8			2100	
51 + 99	1897		93.0	69.8	2V		2100	
Isuzu	1800		84.0	84.3	2V		2100	
PEUGEOT								
505	2000						2050	
PLYMOUTH								
Champ	1597		76.9	86.0			1950	
Duster	3687		86.4	104.6	Holley 1V		2800	
Arrow	1600		76.9	86.0			1950	4
Arrow	2000		84.0	90.0	Mikuni 2V Solex		2200	6
Horizon	1716	104.7					2000	
Horizon TC3	1716		84.0	79.2	2 bbl		2000	
Sapporo	1247		97.5	77.0			1950	4,24
PONTIAC								
Astre	2294	140	88.9	89.9	2V		2300	10
Astre	2474	151	101.6	76.2	2V		2400	10
Phoenix	2474		101.6	76.2	2 bbl		2300	
Phoenix	2835		88.9	76.2	2 bbl		2400	
Sunbird V-6	3765	231	96.5	86.4	2V		2800	10,17
Sunbird	2474	151	101.6	76.2	2V		2400	10
Sunbird	2294	140	88.9	89.9	2V		2300	10

CAR MAKES & MODELS	CC DISPLACEMENT	CI DISPLACEMENT	BORE	STROKE	CARBURETION	FUEL INJECTION	WEIGHT	NOTES
RENAULT								
12,15,16,17	1568		75.0	84.0			1950	4
Gordini	1565		75.0	84.0		Bosch FI	1950	7
R5	1289		73.0	77.0			1650	13,24
R5	1400						1800	
181	1647						1950	
SAAB								
96	1698		90.0	66.8	Weber 400		1900	
99E	1985		90.0	78.0	Zenith IV		2300	
Turbo 99	1985		90.0	78.0		Bosch FI	2500	21
Turbo 900	1985		90.0	78.0		Bosch FI	2500	21
SUBARU								
DL	1361		85.0	60.0			1900	4,6,24
DL	1595						1950	
TOYOTA								
Celica	1968		88.5	80.0	Aisan 34/34 2V		2100	
Corona SR5	2189		88.5	88.9	Aisan 34/34 2V		2200	
Corolla SR5	1588		85.0	70.0			1900	4,6
Celica ST GT	2189		88.5	88.0	Aisan 2V		2200	8
Corona MKII	1968		88.5	80.0	Aisan 2V		2100	
Corolla	1770						2050	
VOLKSWAGEN								
Dasher	1471		76.5	80.0			1850	4
Dasher	1588		79.5	80.0			1950	4
Rabbit	1471		76.5	80.0			1850	4
Rabbit	1588		79.5	80.0			1950	4
Scirocco	1471		76.5	80.0			1850	4
Scirocco	1588		79.5	80.0			1950	4
VOLVO								
122	1987		88.9	80.0	2SU HS6		2100	
142	1986		88.9	80.0		Bosch FI	2250	23
242	2127					Bosch FI	2250	

NOTES

1. Same induction rules as 1900 cc to 2000 cc cars.
2. AMC models per Art. 10.5.3 - It is permitted to interchange engines, engine parts, transmission parts and transmissions among all three models.
3. Cars equipped with carburetor may reduce weight to 2100 lbs.
4. Free carburetion is permitted.
5. May use AMC 4-speed service #8127382, Production #3228973 or AMC #8129173.
6. Five speed transmission is permitted.
7. Front and rear disc brakes are permitted.
8. Competition cylinder head but not cross flow is permitted.
9. For all 1600, 2000, 2300 and 2800 cc cars, the chassis and running gear factory parts are interchangeable. All models may use the 2800 cc with associated 2800 cc weights.
10. Four speed transmission is permitted

11. For AMC Pacer, Hornet, Gremlin, Concord and Spirit, it is permitted to substitute axle housing part #4486539 or #4489003 and associated parts in order to avoid axle breakage problem *experienced with standard equipment.*
12. Datsun B210, 610, 710, 200SX, Ref. Art. 11.5 5D1. The Datsun differential part #9996-K4050 may be used.
13. Competition cylinder head is permitted.
14. Lucas metering unit #54073048 and related injectors may be substituted for the Bendix electronic fuel injection unit.
15. Datsun *200SX and 510 ('78) models.* Optional transmission part #32010N 3220 may be fitted.
16. Same induction and carburetion as 1600 to 1900 cc cars.
17. GMC cars equipped with the 231CID V-6 engine are restricted to the Rochester 2GE 1-2BBL carburetor, barrel size 1.437. These engines must also use a 1.25 in. restrictor plate for both barrels. The restrictor plate is to be made of .040 to .080 metal and installed next to carburetor using standard thickness gasket. NO spacers.
18. May backdate and use '78 Mustang II 4-speed transmission and differential.
19. May use 5-speed BMW (GETRAG) transmission part #23-00-1-208-475.
20. Mazda RX2 and RX3: The carburetor venturis are restricted in size to 20mm for the primary and 25mm for the secondary. These venturis must be the same shape and design as the original venturis.
21. The induction system may not be changed in any manner from the production model, other than the alteration of the float and jet sizes.
22. All cars using the 232 cu. in. engine will use the Carter YF-1V 1BBL carburetor.
23. Volvo 142 model may use Volvo piston kit #552450 to increase *displacement to 2150 cc maximum.*
24. Models produced with a standard displacement less than 1400 cc may be enlarged to 1400 cc by boring or stroking, and may be equipped with a 5-speed gearbox if available to customer and described in catalog from parent manufacturer.

11.6 IMSA "AMERICAN CHALLENGE" Category

11.6.1. Purpose

This category is designed to promote interest in race competition for American-built, volume-produced sedans marketed to the public throughout the U.S.

IMSA will recognize driver and manufacturer champions in an annual series of races for these cars.

11.6.2. Eligibility

IMSA will recognize specific makes and models eligible to compete *and will approve the specifications for each.* To qualify, a make and model must be:

- manufactured by a U.S. company and marketed as a 1975 or later model;
- equipped with a standard engine smaller than 6000 cc (366 cu. in.) displacement;
- *a standard 2-door or 4-door sedan designed to seat at least four* adults.

11.6.3. Configuration

Official MVMA Specifications Forms for 1975 and later models will be used as reference for technical data.

Except where these rules allow specific modifications or substitutions, all components must be identical to *those delivered* by a manufacturer to its U.S. customers. Standard appearance must be maintained strictly.

11.6.4. Official Weight

IMSA will specify for each make and model an official weight which must be met or exceeded as the car is raced, with all safety equipment in place and with a full fuel tank, but without driver. Any ballast carried must be securely bolted to the floor in the space formerly occupied by the right hand front passenger seat.

11.6.5. Required Modifications

A. Doors must be securely bolted or pinned closed to provide structural integrity and to prevent their opening in the event of a crash. Standard hinges must remain and be operative.

B. Hoods and deck lids must be secured with pins or straps. Hood and trunk lids must be able to be opened from outside the car. Latches may be removed. Standard hinges and springs must remain and operate as originally intended. Hatch-back must be securely pinned closed.

C. Maximum fuel capacity: 32 gallons for 8 cyl. models and 22 gallons for 6 cyl. models. It is recommended that the fuel filler be installed on vertical surface of the rear quarter panel away from traffic, and further that it be mounted so that it may be changed from one side to the other to accommodate different *tracks. Fuel cell must be installed in the standard location as* closely as possible. A steel bulkhead with minimum thickness of 22 gauge (.032 - .035 in.) must be installed to seal completely

the fuel compartment from the driver compartment. Bottom of the fuel cell may not be located more than 2" below the lowest part of the rear body panel. A hole may be cut in the trunk floor to install the fuel cell.

D. Fire extinguishing system of the Freon type with a capacity of at least 10 lb. and able to extinguish a fire in the driver's engine and fuel compartments must be installed.

11.6.6 Other Modifications

A. Bodywork

Except as authorized in these rules, all elements of the body must remain and function as produced by the manufacturer.

1. Accessories, lights, gauges and switches may be added or removed. The original instrument panel must be used or a replacement panel of the same configuration. The instrument cluster may be modified to accept new gauges. Other interior modifications may be made for the convenience and comfort of the driver provided there is no effect on the car's mechanical performance or appearance. Driver's seat may be replaced. Headliner may be removed.
2. Cables and lines may be replaced, re-routed and protected.
3. Undercoating may be removed.
4. Bumpers must be installed in standard locations, but brackets are free.
5. Glass - Original windshield must be retained. Front door glass and regulators may be removed. All other glazed surfaces may be replaced with lexan.
6. Fenders may be flared if necessary to cover the wheels and tires for their full width by stretching the original material or by adding a brow of any material. Original wheel arch shape and dimensions must be maintained. No slots, vents or other modifications which alter or confuse the original appearance are permitted. Inner front fender panels may be modified but must enclose the engine compartment completely without gaps or void spaces. All body and trim mouldings installed on the vehicle as it is sold to the public must be retained.
7. Aerodynamic devices are limited as follows:
   - Front: Approved spoiler as delivered on the model to the public, or a flat, vertical front spoiler made of sheet metal may be installed below the lower edge of the front bumper. Front spoiler may be only as wide as the centerline of the front wheel track, and must provide for a 4½" ground clearance as raced. Spoiler may be vented for brake cooling ducts.
   - Rear: Approved spoiler as delivered on the model to the public, or a flat, vertical, rear spoiler made of sheet metal and measuring no more than 4" in height may be attached

to the rearmost surface of the trunk lid. Rear spoiler may be only as wide as the trunk lid plus or minus 2".

8. A screen may be installed behind the grille to keep foreign objects from damaging the radiator. Minimum size of screen mesh: 1/8".
9. The standard sheet metal panel between the grille and radiator may be modified to accommodate larger radiator, oil cooler and other ducting.

B. Chassis - Tires - Brakes

1. Suspension springs are free, provided they are of the same type as originally fitted and are installed in the standard position. Rear spring shackles are free. Shims may be used to adjust height of front and rear coil springs. Weight jack bolts may be installed, provided the standard outside appearance of the frame areas is retained. Only the screw itself may be visible. The only frame modification permitted is reinforcement of the spring seat from underneath to support the jack nut. No coil-over shocks will be permitted. Chrysler models equipped with transverse torsion bar suspension may be converted to longitudinal torsion bar suspension of the type fitted in previous Chrysler models.
2. Shock absorbers and their mountings are free provided they do not pass through the floor of the drivers compartment.
3. Standard A-arms, radius rods and basic suspension components must be retained but may be strengthened. Suspension pick-up points may be reinforced and relocated. Bushing material is free.
4. Anti-sway bars, torque rods and similar axle-locating devices extra to the basic suspension may be added or substituted, and new or reinforced brackets for them may be installed.
   Axle-locating devices may not pass through body panels
5. Ride height taken with the car race-ready, must be maintained equally on right and left sides, and must be at least 6" as measured at any point along the underside of the rocker panel. The rear riding height may not be more than 1" higher than the front riding height.
6. Heavy duty steel spindles and hubs, and any wheel bearings may be substituted for the originals.
7. Wheels - All four road wheels must be identical. Steel wheels must be used on all 8-cylinder models. Cast, one-piece alloy wheels may be used on 6-cylinder models.
   Maximum dimensions of rims: 15 in. diameter, 10 in. width. Track tolerance is permitted to provide for tire clearance: 3 in. front, 5 in. rear.

8. IMSA-approved racing tires with maximum section width of 13.3 in. for 8-cylinder models and 11 in. for 6-cylinder models must be used. Measurement will be taken of new tire mounted on standard rim, off the car, at 30 lb. pressure. Recapped tires may be used only if approved by IMSA.
9. Any standard or readily-available brakes may be fitted front and rear.
10. Dual master cyliners are required.

C. Electrical System.

1. Battery may be replaced with another of voltage, size and weight similar to the original, and installed in the standard location or in the trunk.
2. Any make of ignition coil, condenser, spark plugs, fuses, wiring, relays, and regulators of original type may be used.
3. Any distributor or electronic ignition system may be used.
4. Alternator must function as originally intended, but may be replaced with another of different manufacture.
5. The standard wiring harness may be modified or replaced.

D. Engine and Drive Train

IMSA controls engine eligibility for each approved make and model. All engines and engine components must derive from those produced in volume and readily available through the normal retail sales outlets of the parent manufacturer of the model, and such components must bear the manufacturer's part number.

1. Original and approved optional components of the engine and drive train may be machined, but no material or mechanical extension may be added.
2. Crankshaft, pistons, rings, wrist pins and connecting rods are free.
3. Camshafts, cam followers, pushrods, rocker arms, valves, valve springs, keepers and retainers are free. It is permitted to use threaded or pinned rocker studs, rocker stud girdles, and to O-ring the block for sealing the head gasket.
4. Induction systems for various makes and models will be regulated by IMSA.
   - 8-cyl. models shall use a standard Holley 2 bbl. carburetor model 2300, list 4412, 500 cfm rating. No modifications are permitted to the venturis, bores, boosters or butterflies. Alterations are permitted in jet sizes, linkages, floats and float mechanisms. Emission controls and choke mechanisms may be modified or removed. A spacer not to exceed one inch in thickness may be used to adapt carburetor to manifold.

     6 cyl. models - Carburetor(s) and manifold is free, except that no ram-type air intakes may be used and no modification of the coachwork for induction of carburetor air is permitted. No fuel injection system may be used.

   For 8-cylinder models IMSA-approved intake manifold must be fitted. Generally, IMSA will approve any production intake manifold which is commercially available to any competitor and listed in its manufacturer's catalog. No box-type or tunnel-ram manifolds will be approved.
6. For 8-cylinder models a round air cleaner with a diameter of at least 12" and no more than 16½" must be fitted directly on the approved carburetor. A standard paper-type air filter element with a minimum thickness of 1" and a minimum height of 2" must be used. All air to the carburetor must be filtered through this element. Top of the air cleaner must be solid, and no heat shield or ducts are permitted.

   Exhaust system is free. Exhaust pipe must extend rearward beyond driver and to the outer edge of car. Emission devices may be removed and any resulting holes plugged. IMSA may regulate exhaust systems.
8. Oil sump and oil pickup may be modified to increase oil capacity and to prevent surge, and dry sump system may be installed. Oil tanks may be mounted securely to the roll cage in the rear of the passenger compartment.
9. Vents, breathers, oil filters and oil coolers for the engine, transmission and differential may be added or substituted, provided they are mounted within the confines of the body but outside the driver's compartment. Air may be fed to these oil coolers through ducting which is not visible externally. Catch tanks are required to contain any fluids which may leak out on to the race track.
10. A radiator of any size which will fit the standard location may be installed and re-shrouded if it does not alter the car's appearance. Fan blades may be removed.
11. Fuel pumps are free in type, size and number. The use of a fuel pressure regulator is permitted. Fuel pumps must be located outside the driver compartment.
12. Clutch is free.
13. Flywheel is free.
14. Any gearbox of up to 4 forward speeds and available through the normal retail sales outlets of the parent manufacturer may be used.
15. Drive shaft and universal joints are free.
16. Rear axle is free, but specified track tolerance must be maintained.

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

- Nuts, bolts, screws, washers and other such fasteners, including safety wiring.

- electrical wiring
- gaskets and seals
- bearings and bushings
- drive belts
- pulleys

E. Identification

1. Every car must carry standard identification plates, medallions and other ornaments.
2. Every car must carry on both right and left rear quarter panels the make and model in letters of at least 4" high, legible and in contrasting colors.
3. Drivers name may be lettered above or below drivers window. Maximum height: 3".
4. Car numbers shall be carried on the doors in block numbers at least 18" high and on the hood. Numbers should contrast with body color, and be of legible proportions. No metallic, mirror-finish or "engine turned" numbers will be allowed.
5. All manufacturers decals, emblems, etc., must be affixed to the sides of the front fenders and not on the doors or rear quarter panels. Advertising on cars is subject to IMSA's approval.

11.6.7 Approved Makes and Models

(2-door, 4-door and hatchbacks, unless otherwise noted)

MAKE	APPROVED ENGINES
AMC	
Hornet	232, 258, 304, 360
AMX up to '78	232, 258, 304, 360
Concord	232, 258, 304, 360
Matador Coupe	232, 258, 304, 360
AMC Spirit	232, 258, 304
AMX '79	232, 304
BUICK	
Skylark	231, 231 Turbo*, 260, 267, 301, 350
Regal Coupe	231, 231 Turbo*, 260, 267, 301, 350
Century Coupe	*231, 231 Turbo*, 260, 267, 301, 350*
Skyhawk	231, 260, 267, 305
CHEVROLET	
Nova	229, 231, 260, 267, 305, 350
Chevelle Coupe	229, 231, 260, 267, 305, 350
Camaro '76+	229, 231, 260, 267, 305
Citation	2.8 V-6
Malibu '78+	229, 231, 260, 267, 305, 350
Monza	229, 231, 260, 267, 305
Monte Carlo '78+	229, 231, 260, 267, 305, 350

DODGE	
Aspen	225, 318, 340, 355 (340 with optional crank)
Demon Duster	225, 318, 340, 355
Mirada	225, 318, 340, 355
FORD	
Granada	171, 250, 255, 302, 351, 351 Cleveland
Fairmont	171, 250, 255, 302, 351, 351 Cleveland
Maverick	171, 250, 255, 302, 351, 351 Cleveland
Mustang '79+	200, 255, 302, 351, 351 Cleveland
LINCOLN MERCURY	
Monarch	171, 250, 302, 351, 351 Cleveland
Zephyr	171, 250, 302, 351, 351 Cleveland
Comet	171, 250, 302, 351, 351 Cleveland
Capri	200, 255, 302,
OLDSMOBILE	
Omega	231, 260, 267, 350
Cutlass Coupe	231, 260, 267, 350
Starfire	231, 260, 267, 305
PLYMOUTH	
Volare	225, 318, 340, 355 *(340 with optional crank)*
PONTIAC	
Ventura	229, 231, 260, 267, 301, 305, 350
Phoenix	229, 231, 260, 267, 301, 305, 350
Grand Am '78+	229, 231, 260, 267, 301, 305, 350
Grand Prix '78+	229, 231, 260, 267, 301, 305, 350
Le Mans '78+	229, 231, 260, 267, 301, 305, 350
Sunbird	229, 231, 260, 267, 301, 305
Firebird '76+	229, 231, 260, 267, 301, 305

Rated as 350 cu. in. Limited to standard production induction system and manifold.

It is permitted to utilize approved alternate heavy-duty cylinder heads of standard design offered by the engine manufacturer through his normal sales outlets and bearing the manufacturer's part number. By standard design is meant the same number and location of valves, ports and spark plugs as the original.

Optional cylinder head for the Oldsmobile 350 cu. in. engine, part no. 22501232, is approved for use.

Official Weight

10 lbs. per cubic inch with a minimum of 2500 lbs.

Engine displacement must be lettered on hood and cars must weigh accordingly.

12. STANDING SUPPLEMENTARY REGULATIONS

IMSA has established these uniform Standing Supplementary Regulations under which events in its various series are held and its series champions are determined.

IMSA is the sole authority for the awarding of all IMSA series championship points, the naming of IMSA series driver and manufacturer champions and the distribution of any IMSA series point funds in the manner set forth in these Standing Supplementary Regulations.

Notwithstanding that a particular IMSA series competition may be listed on the FIA calendar or be part of an event counting towards an FIA championship, IMSA reserves sole authority to settle finally any dispute which might arise during an IMSA series competition, insofar as the dispute would affect any of the above-mentioned determinations, by naming a final court of appeal in accordance with Article 10 of the IMSA CODE.

12.1 Camel GT Series

The Camel GT Series is an annual calendar of races which determines driver and manufacturer champions, the distribution of point funds and other awards.

12.1.1 Duration

Camel GT Series races will have a minimum scheduled duration of 75 miles. Races may be divided into heats.

12.1.2 Car Eligibility

IMSA GT Category cars as defined in Article 11.4 of the IMSA CODE and amendments thereto.

12.1.3 Driver Champions

Driver champions will be recognized in the combined GTX/AAGT/GTP division, the GT division over 2.5 liters and the GT division under 2.5 liters in the Camel GT Series. These championships will be determined by the relative point standings of drivers at the close of the season, counting all races run.

Championship points will be awarded in each Camel GT Series race to the top ten finishers in each division on a 20-15-12-10-8-6-4-3-2-1 basis. A driver may earn points only in the one division in which his car is competing.

In addition, one championship point will be awarded to the fastest qualifier in each division in each Series race. The fastest qualifier is defined as the driver of the car recording the fastest lap time during an official qualifying session. Performances in heat races will have no effect on the awarding of these points.

A driver may drive only one car during a race, unless Supplementary Regulations specify otherwise. Driver/car assignments must be declared prior to the actual start of the race.

The Supplementary Regulations may also provide for full or partial point awards in heat races.

In order for a driver to be eligible for points, he must meet the following requirements:

I. RACES OVER 225 MILES
   As specified in the SR, or:
   A. His car must complete at least 70% of the distance completed by the winning car in his division.
   B. He must drive at least one-third of the distance or time of the race.

II. ALL OTHER RACES
   As specified in the SR, or:
   A. His car must complete at least 90% of the distance completed by the winning car in his division.
   B. He must drive at least one-half of the distance or time of the race. Should two drivers each complete exactly one-half the number of laps of the race, only the starting driver will be awarded points.

Distance is normally measured in laps with credit for the lap going to the driver who crosses the scoring line in the car; however, in races of a set time, IMSA may determine distance by length of time in the car during the race.

IMSA's decision concerning any question or dispute about point awards will be final.

In case of a tie in the final point standings, the tie shall be resolved according to the record of first place finishes; then, if necessary, the number of second place finishes, and so on down to tenth place finishes. If a tie still remains, the tie shall stand and awards will be shared equally.

12.1.4 Manufacturer Champions

IMSA will recognize Camel GT manufacturer champions in each of three divisions:

GT Under 2.5 Liters
GT Over 2.5 Liters
Combined Experimental GT (GTX), All-American GT® (AAGT), and GT Prototype (GTP)

Manufacturer points will be awarded on a 20-15-12-10-8-6-4-3-2-1 basis in each division. A given make will receive points for its highest finishing position only in each Series race. In case of a tie in the final point standings, it will be resolved in the manner outlined in Article 12.1.3 above.

12.1.5 Camel GT Point Fund

A point fund of $125,000 has been posted by the R. J. Reynolds Tobacco Company and will be paid out to the top ten drivers in each division at the completion of the 1981 Camel GT schedule, as follows:

GT Division - Combined GTX, GTP, AAGT - $75,000:

1. $25,000;	2. $15,000;	3. $10,000;	4. $5,000;	5. $4,500;
6. $ 4,000;	7. $ 3,500;	8. $ 3,250;	9. $2,500;	10. $2,250

GTO and GTU Divisions - $25,000 each:

1. $10,000;	2. $5,000;	3. $2,500;	4. $1,875;	5. $1,250;
6. $ 1,125;	7. $1,000;	8. $ 875;	9. $ 750;	10. $ 625

12.1.6 Advertising

To be eligible for point awards, competitors are required to display the official CAMEL GT Series decal unaltered, in a standard location on each side of their cars and the official CAMEL GT Series patch on the breast area of their driving uniforms. A clear space measuring 20 inches by 24 inches must be reserved for the official Camel GT Series decal, the IMSA GT decal and the car number, as shown in the diagram on page 63. This space should be on the doors unless the configuration of the car is such that the number and decals will be more legible in another place.

All advertising is subject to IMSA approval. Advertising of any tobacco product other than Camel shall not exceed 32 square inches per side of the vehicle.

Drivers are also required to sign the standard release on their entry forms permitting the Series sponsor to use their names and pictures and photos of their racing cars for Series advertising and promotion purposes.

12.2 CHAMPION SPARK PLUG CHALLENGE SERIES

The Champion Spark Plug Challenge Series is a calendar of races for cars using IMSA approved radial street tires.

This series determines a Driver Champion, a Manufacturer Champion, and the distribution of the Series Point Fund.

12.2.1 Duration

Champion Spark Plug Challenge Series races will vary in duration. Races may be scheduled in heats.

12.2.2 Car Eligibility

Per paragraph 11.5 of the IMSA Code and amendments thereto.

12.2.3 Driver Champion

IMSA will recognize a driver champion in the Series. This championship will be based on the relative point standings of competitors at the close of the Series.

Championship points will be awarded in each Series race to the top ten finishers on a 20-15-12-10-8-6-4-3-2-1 basis.

In addition, one championship point will be awarded to the fastest qualifier in each Series race. The fastest qualifier is defined as the driver of the car recording the fastest lap time during an official qualifying session. Performances in heat races will have no effect on the awarding of these points.

A driver may drive only one car during a race, unless Supplementary Regulations specify otherwise. Driver/car assignments must be declared prior to the actual start of the race.

The Supplementary Regulations may also provide for full or partial point awards in heat races.

In order for a driver to be eligible for points, he must meet the following requirements:

I. RACES OVER 225 MILES

As specified in the SR, or:

A. His car must complete at least 70% of the distance completed by the winning car.

B. He must drive at least one-third of the distance or time of the race.

II. ALL OTHER RACES

As specified in the SR, or:

A. His car must complete at least 90% of the distance completed by the winning car.

B. He must drive at least one-half of the distance or time of the race. Should two drivers each complete exactly one-half the number of laps of the race, only the starting driver will be awarded points.

Distance is normally measured in laps with credit for the lap going to the driver who crosses the scoring line in the car; however, in races of a set time, IMSA may determine distance by length of time in the car during the race.

IMSA's decision concerning any question or dispute about point awards will be final.

In case of a tie in the final point standings, the tie shall be resolved according to the record of first place finishes; then, if necessary, the number of second place finishes, and so on down to tenth place finishes. If a tie still remains, the tie shall stand and awards will be shared equally.

12.2.4 Manufacturer Champion

IMSA will recognize a manufacturer champion in the Series. This championship will be based on the relative point standings of makes at the close of the Series.

Championship points will be awarded on a 20-15-12-10-8-6-4-3-2-1 basis in each race. A given make will receive points for its highest finishing position only in each Series race.

In case of a tie in the final point standings, the tie shall be resolved as outlined in Paragraph 12.2.3.

12.2.5 Point Fund

The Champion Spark Plug Challenge Series driver point fund of $40,000 will be distributed at the close of the season by the Champion Spark Plug Co. to the top fifteen drivers in the final point standings, as

follows:

1 - $10,000	6 - $2,000	11 - $1,400
2 - 6,000	7 - 1,800	12 - 1,300
3 - 4,000	8 - 1,700	13 - 1,200
4 - 3,000	9 - 1,600	14 - 1,100
5 - 2,400	10 - 1,500	15 - 1,000

12.2.6 Advertising

To be eligible for prize money and point awards, competitors are required to display official Champion Spark Plug Challenge Series decals on their car doors in prescribed locations, official Series windshield tint on the windshield, and official Series patch on the chest of their driver uniforms. No other advertising may be carried on the doors.

If an official tire should be prescribed for the Series, the official tire decal shall be carried in a standard location above the rear wheel openings and on the front bumper or spoiler.

All advertising is subject to IMSA approval. Advertising of any brand of spark plug other than Champion shall not exceed 32 square inches per side of the vehicle.

Drivers are also required to sign the usual release on their entry form permitting IMSA and event or Series sponsors to use their names and pictures and photos of their racing cars for advertising and promotion purposes.

12.3 Kelly American Challenge Series

The Kelly American Challenge Series is a calendar of races for volume-produced American sedans recognized and prepared according to Article 11.6. The Series determines a championship for drivers and manufacturers and other awards, and recognizes the top women drivers in the Series.

12.3.1 Duration

Kelly American Challenge Series races may vary in duration. Races may be scheduled in heats.

12.3.2 Car Eligibility

Per Article 11.6 of the IMSA CODE and amendments thereto.

12.3.3 Driver Champion

IMSA will recognize a driver champion and the highest-placed woman driver in the Series, based on the relative point standings of competitors after the final Series race annually.

Championship points will be awarded in each Series race to the top ten finishers on a 20-15-12-10-8-6-4-3-2-1 basis. In addition, one championship point will be awarded to the driver of the car recording the fastest lap time during an official qualifying session.

A driver may drive only one car during a Series race unless the Supplementary Regulations provide otherwise. Driver/car assignments must be declared prior to the actual start. The Supplementary Regulations may also provide for full or partial point awards in heat races.

To be eligible for points, these requirements must be met:

1) Races 225 miles or longer:
   As specified in the Supplementary Regulations, or:
   a) Driver must complete at least 70% of the distance (in whole laps) covered by the winner, and
   b) Driver must drive at least one-third the distance or time of the race.
2) Races less than 225 miles:
   As specified in the Supplementary Regulations, or:
   a) Driver must complete at least 90% of the distance covered by the winner, and
   b) Driver must drive at least one-half the distance or time of the race. In case both drivers complete exactly one-half the number of laps, only the starting driver will be awarded points in this case.

IMSA reserves final authority to settle any question or dispute about point awards.

In case of a tie in the final Series point standings, the tie shall be resolved according to the relative number of first place finishes; then, if necessary, the number of second place finishes, etc., down to tenth place finishes. If a tie still remains, it shall stand and awards will be shared equally.

12.3.4 Manufacturer Champion

IMSA will recognize a manufacturer champion in the Kelly American Challenge Series, based on the relative point standings of makes at the close of the Series. Points will be awarded on a 20-15-12-10-8-6-4-3-2-1 basis in each race. A given make will receive points only for its highest finishing position in each race. Ties will be resolved per Art. 12.3.3.

12.3.5 Point Fund

The Kelly American Challenge Series Point Fund of $60,000 will be distributed at the close of the season by the series sponsor as follows:

Champion -	$12,000	6 -	$3,000	11 -	$1,400
2 -	8,500	7 -	2,500	12 -	1,200
3 -	5,500	8 -	2,000	13 -	1,100
4 -	4,000	9 -	1,800	14 -	1,000
5 -	3,500	10 -	1,600	15 -	900

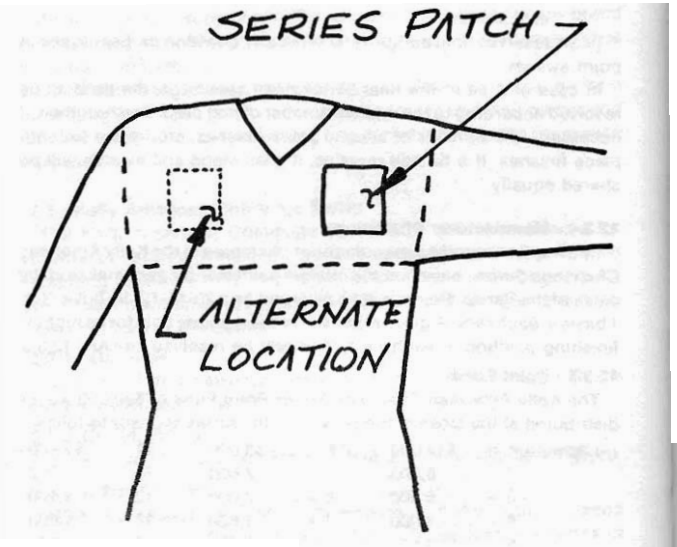
Bonuses for Women Drivers - $10.000

Champion -	$5,000
2 -	3,000
3 -	2,000

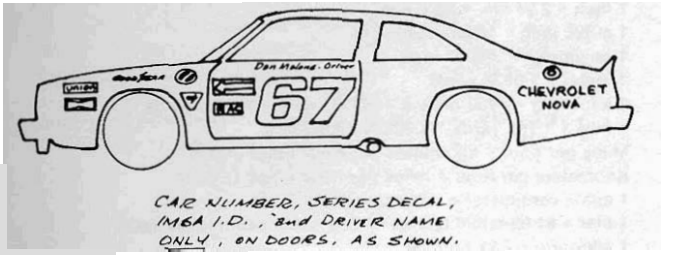
To be eligible for prize money and point awards, competitors are required to display official Kelly American Challenge Series decals on their car doors in prescribed locations, official Series windshield tint on the windshield and official Series patch on the chest of their driver uniforms. No other advertising may be carried on the doors.

All advertising is subject to IMSA approval.

Drivers are also required to sign the usual release on entry forms permitting IMSA and sponsors of events and series to use their names and photos for advertising and promotion purposes.

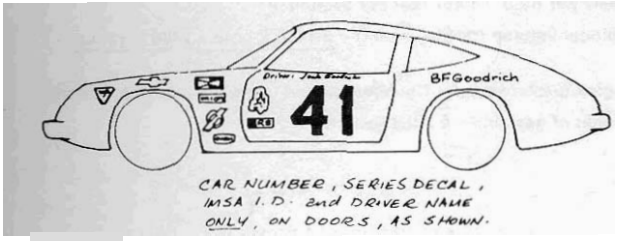


KELLY AMERICAN CHALLENGE



CAR NUMBER, SERIES DECAL, IMSA I.D., and DRIVER NAME ONLY, ON DOORS, AS SHOWN.

CHAMPION SPARK PLUG CHALLENGE



CAR NUMBER, SERIES DECAL, IMSA I.D. and DRIVER NAME ONLY, ON DOORS, AS SHOWN.

CAMEL GT

CAR NUMBER, SERIES DECAL, IMSA I.D. and DRIVER NAME ONLY, ON DOORS OR WITHIN AREA 20 in. x 24 in., AS SHOWN.

13. APPENDIX

EQUIVALENCE FORMULAS

1 inch = 2.54 cm. = 25.4 mm.
1 cubic inch = 16.387 cubic cm.
1 millimeter = .03937 inch
1 meter = 1.0936 yards
1 kilometer = 1000 meters = .62137 mile = 1093.6 yards
1 mile = 1,760 yards = 1.60934 kilometers
Miles per hour = kilometers-per-hour times .62137
Kilometers per hour = miles per hour times 1.60934
1 cubic centimeter = .061 cubic inch
1 liter = 61.03 cubic inches = 1000 cubic centimeters (cc.)
1 kilogram = 2.21 pounds
1 pound = 453.6 grams
1 hundred-weight (cwt.) = 112 pounds (British), 100 lbs. (U.S.)
Note: If a British car is said to weigh 25 cwt., its weight would be 25 times 112 or 2800 lbs.
1 U.S. gallon = 231.18 cu. in. = 3.785 liters
6 U.S. gallons = 5 Imperial (British) gallons
1 mile per hour = 1.467 feet per second

Cylinder volume (displacement) = $\frac{3.1416 \times \text{bore} \times \text{bore} \times \text{stroke}}{4}$

Engine displacement = Cylinder volume times number of cylinders

Weight of gasoline = 6.2 lbs./gallon

INTERNATIONAL MOTOR SPORTS ASSOCIATION, Inc.

P.O. Box 3465
Bridgeport, Conn. 06605
(203) 336-2116