



IMSA CODE

COMPETITION RULES

OF THE

**INTERNATIONAL
MOTOR SPORTS
ASSOCIATION, Inc.**

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

1984



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PREFACE

To enhance the safety of participants and spectators at IMSA-sanctioned automobile races and to provide for the orderly conduct of events requires adherence to these rules, the IMSA CODE, hereinafter 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 1984 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as well as all amendments thereto, and shall remain in force and effect except as amended as provided herein, until superseded by publication of the next edition of the IMSA CODE.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 1984 IMSA CODE takes effect on its publication date. These rules establish for all participants the standards governing the organization and conduct of IMSA-sanctioned competitions.

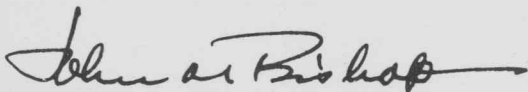
The main body of rules changes very little each year. This section defining relationships, politics, administrative procedures, rights and privileges of competitors is consistent with world practices and it evolves quite naturally.

The section on automobile rules tends to provoke more controversy and interest, since many manufacturers as well as private competitors are affected by even the slightest rules changes. As always, IMSA has tried its best to be responsible, consistent and even-handed in this regard. IMSA's car rules reflect the experience of a marvelous cross-section of car owners, drivers, engineers, officials and race organizers.

As always, we have tried to maintain a clarity of style to avoid fuzzy meanings and avoid misunderstandings.

The most successful contestants are the ones who best understand the rules and how to use them. I urge all IMSA members to read them carefully so that together we can continue putting on the most promotable and enjoyable events.

All the best for a safe and successful season in 1984.

A handwritten signature in black ink, reading "John M. Bishop". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

JOHN M. BISHOP
President, IMSA

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1. CONTROL OF COMPETITION

1.1 International Control

The Federation Internationale de l'Automobile (FIA) is the authority which establishes and governs certain international rules for automobiles, standards for the organization of automobile competitions and specific regulations for world championship series of competitions. FIA has published the International Sporting Code for these purposes.

Except as provided in Article 12 of the IMSA CODE, FIA is the final international court of appeal for 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 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.

The IMSA CODE is in all principles consistent with the International Sporting Code of the FIA; accordingly, it shall take precedence as the governing body of rules for all events sanctioned by IMSA, whether or not they may be listed on the FIA calendar.

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 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.

2.4 Event

An entire program of competitions.

2.5 Sanction

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

2.6 Driver

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

2.7 Entrant

A person or organization whose automobile is accepted for competition.

2.8 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 Insurance - 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 their licenses. Registration for this IMSA benefit is made at the time application for such IMSA license is approved by IMSA headquarters.

3.6 IMSA Conduct - IMSA is dedicated to the highest standards of safety and sportsmanlike conduct and expects all members and/or license holders 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 of deadline, except for reasons of safety or forces beyond control of the responsible officials.

4.1.5 Insurance Regulations and Standards

- a. Minimum Limits — IMSA requires that all its sanctioned events be covered by proper liability and participant accident insurance in these minimum limits:

EVENT LIABILITY:	\$5,000,000 Combined Single Limit
PARTICIPANT ACCIDENT:	Accidental Death — \$20,000
	Medical Reimbursement — \$20,000
	Weekly Indemnity — \$100/week for 104 weeks (7-day waiting period)

- b. Approval — Event liability insurance for IMSA-sanctioned speed events automatically covers all participating drivers, crew members, car owners and sponsors as well as the sanctioning body and promoters. This protection must ordinarily be secured through the IMSA insurance program; otherwise the insurance policies must be submitted to IMSA for approval prior to the granting of IMSA sanction. Promoters must also provide evidence of such insurance coverage to the Chief Steward. Participant accident insurance coverage must be secured under the IMSA insurance program without exception.
- c. Major Medical — IMSA has secured an additional \$30,000 of medical benefit coverage which will pay 80% of incurred medical expenses after the basic Participant accident benefit has been exhausted.
- d. Releases — Every competitor, official, worker, mechanic and other individual who is issued a pit pass or other such credential permitting access to the racing circuit must first sign a Release and Indemnity Agreement as provided at official IMSA registration.

It will be considered a serious breach of these rules to enter such restricted areas of the racing circuit without first signing such a

Release and Indemnity Agreement, to secure a pit pass or other credential under false 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 will classify events according to the drivers and types of automobiles which will take part. IMSA will create and maintain championship series of events for specific purposes and automobiles.

4.3 Courses

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

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.

If two cars achieve the same qualifying time, the car which sets that time earliest in his qualifying session shall be gridded first.

In the interest of safety and at the discretion of the Chief Steward, a competitor who is unable to qualify in his session but can meet the qualifying requirements, may be placed on the grid behind the other automobiles of his division.

4.4.4 Standard Rolling Start

Cars will take their assigned starting positions in two rows behind the pace car. The pace car will depart the starting grid and make one lap of the circuit at moderate speed. Drivers will keep their original formation behind the pace car during the pace lap. After the pace car has left the circuit, usually via the pit lane entrance, drivers will maintain position at an even speed set by the pole position car and driver. Official timing begins when the leading car crosses the starting line. It is not permitted for a driver to pass another until his car has crossed this official starting line.

4.4.5 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.

4.4.6 Control Line

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

4.4.7 Starter

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

4.4.8 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.

4.4.9 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.

Pace laps on the restart will not be scored.

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.

4.4.10 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.

4.4.11 Ties

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

4.4.12 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.

If the leading car is not running, the checkered flag will be given to the next highest running car in the same manner.

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 a 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 a 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 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

Any 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 an 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

Driver's name, age, blood type, known allergies, unusual medical conditions, and date of most recent tetanus booster shot must be 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 1975 onward.

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 entire 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 license application 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/Exit

Throughout the periods of practice, qualifying and racing, access to the pits must be made through the designated pit entrance. The deceleration zone before pit entrance and acceleration zone at pit exit shall not be considered as part of the pits, and no work shall be performed on cars in these areas.

The Chief Steward may levy a fine or the equivalent of a one-lap penalty 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 partial 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

The race is stopped.

This flag is used exclusively at the discretion of the Race Director to stop the race. When it is shown, drivers will slow down to a slow speed and be prepared to stop at any time. No passing. They will proceed in a

line, slowly and carefully around the circuit to the pits where they will be directed further. Unless it is specifically authorized by the Race Director and announced to all competitors, no service of any kind may be performed on any cars from the time the red flag is shown until the race is restarted. This includes cars which may already be in the pits.

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 a driver may perform work on an automobile away from the pits. A driver may proceed on foot to his pits for parts, equipment or tools; he or his co-driver may return to the car on foot only. It is not permitted for the crew or any other person to render physical assistance in performing such work. Marshals or officials may push a disabled automobile to a safe location without penalty. It is not permitted for a driver to push his car except in the pits.

6.4 RULES OF THE GRIDS AND 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. Tank tops and similar attire will not be permitted.

6.4.2 Fueling

All fueling in the pits must be done by using IMSA-approved fueling equipment:

- a. overhead rig with a maximum overall height of 2 meters (6'7"), a single 2-inch I.D. hose and automatic shut-off valve between tank and hose, or

- b. standard NASCAR-type 11-gallon cans.

Both types must also be equipped with approved dry-break couplings. Approved overflow containers or discriminator valves must be used/installed. No leakage or spillage of fuel will be tolerated.

Driver may remain in car and engine may be left running during fueling operation only if a fire extinguisher is being manned. It is forbidden for a crew member to work underneath a car during fueling.

6.4.3 Other Equipment

- a. Air Regulators - It is recommended that protective cages be fitted around air regulators to prevent breakage in case of accident.
- b. Face Masks - It is recommended that crew members changing

tires wear protective face masks to prevent inhalation of brake pad dust.

- c. Slave Batteries - Slave batteries or auxiliary starting devices will be permitted in the pits during a race only if equipped with an approved sealed jack/receptacle unit.
- d. Fire Extinguisher - Each team must be equipped with a fire extinguisher of at least 10 lb. ABC rating.
- e. Sparks - No electric-driven tools or other equipment which may generate sparks are permitted in the pits during a race.
- f. Clothing - Crew members engaged in fuel handling must wear fire resistant clothing covering all exposed skin areas and protective goggles.

6.4.4 Crews

A total of four crew members are permitted over the pit wall to perform service on the car during pit stops. Not counted in this total are a driver seated in the car, a driver entering or leaving the car, industry representatives examining a car's equipment, tires or other components, or the crew member manning a fire extinguisher. (All other crew members over the wall will be considered working on the car.)

6.4.5 Pit Traffic

It is strictly forbidden to drive a car in reverse or against traffic under its own power in pit lane. A driver who overshoots his assigned pit must either complete another lap or he may be pushed by his crew to his pit in reverse direction.

A car may be pushed in the pits by its driver, its crew or by officials, and it may be push-started in the pits without penalty.

6.4.6 Removal from Pits

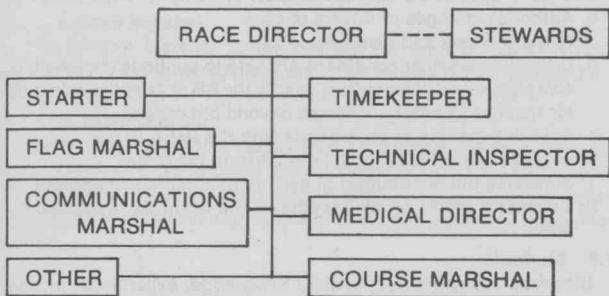
Cars may be removed from the pits during a race only with the approval of the Chief Steward. Otherwise, if a car is removed from its pit, it will be assumed it is being withdrawn from the race. Chief Steward will normally permit removal of a car for necessary work too inconvenient or hazardous to do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

6.4.7 Gridding of Automobiles

All automobiles must be gridded fifteen minutes prior to the scheduled start of an event, or at a time designated in the Supplementary Regulations. Any automobile arriving after the published time may at the discretion of the Chief Steward be placed on the back of the grid. The running of engines during pre-race ceremonies will not be permitted.

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:

- Keep order in cooperation with civil authorities responsible for public safety.
- Execute the program of competitions and other activities punctuating the event.

tually by directing the drivers and their cars, officials and their assistants, and other participants.

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

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. Time
- b. Fine
- c. Disqualification
- d. Suspension
- e. Loss of accrued points
- f. Expulsion

8.2 Fine

A fine of up to \$1000.00 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 competitors 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 \$100.00 and signed by the party making the protest.

9.2 Time Limits

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

- a. Against the validity of an entry, qualification of an entrant, driver or car: 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 assembly 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 outcome of such appeal.

10.2 Form

Appeals must be in writing, signed by the appellant, accompanied by an appeal fee of \$250.00, and received at IMSA headquarters within ten days of announcement of the judgment being 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 imposed, levy fresh penalty, and will determine disposition of the appeal fee.

The court shall not order any competition to be rerun.

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

The automobile shall be defined throughout the IMSA CODE as consisting of the bodyshell/chassis unit, and the IMSA approved engine block or crankcase. It must have at least four wheels not in a line, two of which must effect the steering and at least two the propulsion.

11.2 Tires

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

- Prohibit the use of a brand, model, size or rubber compound, unless it is readily available for sale to all competitors throughout an event.
- Impound and inspect a competitor's tires.
- In some circumstances require a competitor to use the same tires as he used in qualifying.

11.3 Fuel

All cars must use a readily available pump fuel. Upper cylinder lubrication or any non-oxygen-bearing additive may be added directly to the gasoline provided the specific gravity of the resulting fuel does not exceed .750 as measured by a hydrometer. IMSA reserves the right to check any fuel at any time during a competition.

IMSA may require in an event Supplementary Regulations that all contestants use the same kind of pump fuel, or the fuel provided at the circuit. Competitors are responsible for the transportation and security of their fuel from the time it is dispensed to them through the circuit facilities.

11.4 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. IMSA will make the final decision on the safety and eligibility of an accident-damaged vehicle. Major body components must be maintained in normal position throughout the competition. Questionable cars are subject to the decision of the Race Director.

1. Technical Inspection will cover:

- a. Eligibility under IMSA rules.
- b. Safety of the 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 Chief Timekeeper.

- e. Racing tires — mandatory, unless Supplementary Regulations provide otherwise.
- f. Leakage — not allowed.
- g. Driver safety equipment, per Art. 5.11.
- h. Compliance with sponsor advertising requirements.

2. Inspection:

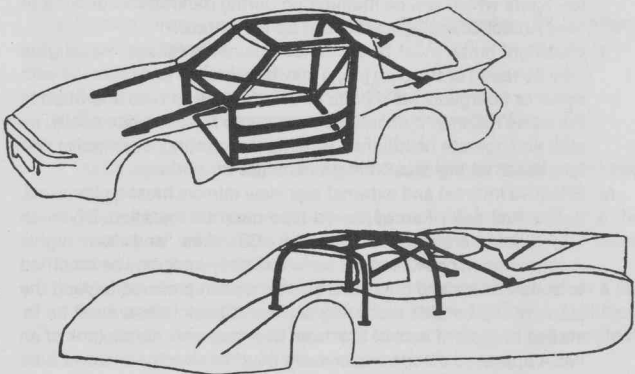
- a. IMSA reserves the right to impound and inspect cars competing in an event.
- b. The timing, location, method and type of car inspection, and the number of vehicles to be inspected at any event will be determined by the Chief Technical Inspector.
- c. It is the responsibility of the driver or car owner to prepare a car for inspection when requested to do so by the Chief Technical Inspector. Any expense incurred, except in the case of a protest, shall be the liability of the owner.
- d. Admittance to any area in which inspections are being made is controlled by the Chief 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. Amber brake lights will not be permitted.
- 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. Drybreak fuel fillers are required on all GT cars and are highly recommended on AC and RS cars. The bodywork may be modified to install fillers and breathers so they do 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 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.
- r. No part of a car may touch the ground when any two of its tires on the same side are deflated.
- s. Original door latches must be retained on all cars.
- t. 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.
- u. A fire extinguisher of the appropriate type and size specified for the respective categories must be carried and in certified working order at all times.
- v. All GT cars must be fitted with a front and rear towing eye, accessible and strong enough to permit the retrieval of the car by means of a flat tow vehicle.

RECOMMENDED ROLL CAGE



IMSA RS SEDANS

Main Structure: $1\frac{1}{2}'' \times .090''$

Secondary Braces: $1\frac{1}{4}'' \times .090''$

IMSA GT AND AMERICAN CHALLENGE

Main Structure $1\frac{3}{4}'' \times .090''$

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.

11.5 IMSA GT Category

11.5.1 Purpose

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

11.5.2 Eligibility

IMSA GT category automobiles are recognized in two divisions: Grand Touring and Prototypes.

- (a) **Grand Touring (GT)** - IMSA recognized production-based cars with engines over 2.8 liters (GTO) and cars with engines under 2.8 liters (GTU). Includes makes and models formerly homologated by FIA in Groups 1-4 of the Appendix J editions in effect after January, 1976 and models homologated by FIA in Group A and B of the 1982-83 Appendix J and other volume-produced models recognized by IMSA.

In addition to cars eligible, the following cars are recognized by IMSA:

Chevrolet Camaro 1982
Chevrolet Corvette 1983
Chrysler Laser
Datsun 240Z, 260Z, 280Z, 300Z, ZX and Turbos
Dodge Daytona
Ferrari Boxer 512 (GTX only)
Ford Mustang / Mercury Capri 1979 onwards
Jaguar XJS V12
Pontiac Fiero and Firebird
Porsche 914 / 6
Toyota Celica Supra

- (b) Prototypes** - Includes IMSA Experimental GT (GTX) cars and IMSA GT Prototypes (GTP) cars as defined in these rules. GTX cars derive from makes and models included in 11.5.2 (a) and other cars of a GT character built up from IMSA-approved components. GTP cars have no minimum production requirement, are two-seat racing machines which conform to special rules developed by IMSA.

11.5.3 Recognition Forms

Entrant may be required to furnish official recognition forms for makes and models described in 11.5.2 (a) and (b) if so requested by the IMSA Technical Inspector at an event. FIA recognition forms for cars homologated in Groups 1 through 4 and Groups A & B (1982) may be secured from ACCUS, FIA, 1500 Skokie Blvd., Northbrook, IL 60062, phone (312) 272-0090.

11.5.4 Fuel Tanks

Approved safety fuel cells constructed to FIA FT-3 or FTA standards are required in all cars. In GTO and GTU cars, tanks must be positioned as closely as practicable to the standard location. Filler ports and vents may be relocated but must not protrude beyond the plane of the coachwork and must be installed so that no fuel will leak. Dry-break fueling couplings are required.

Maximum fuel capacity (including the cell, surge tank and filler pipes) is regulated according to engine displacement:

up to 2800 cc	- 110 liters (29.1 gal.)
over 2800 cc and all GTP	- 120 liters (31.7 gal.)

11.5.5 Minimum Weights

All cars shall meet or exceed an official minimum weight as raced, but without fuel and driver, as follows:

GTO per FIA minimum weight scale for 1981 Group 4 cars, except that models with pushrod-operated valves may weigh 15% less. All

cars under 3000 cc - minimum weight 1900 lbs. Group B cars must weigh as per 1983 FIA Group B weight scale.

GTU per IMSA minimum weight scale:

- 4 cylinder pushrod 2-valve engines 0.7 lbs/cc
- other 2-valve conventional engines 0.8 lbs/cc
- 2-valve conventional turbocharged engines up to 2 liters 0.85 lbs/cc
- Rotary engines (carbureted only) 0.9 lbs/cc
- 4-valve conventional engines 1.0 lbs/cc
- Minimum weight any car 1600 lbs

GTX per FIA minimum weight scale for 1981 Group 5 cars, minus a tolerance of 10%, except that models with pushrod-operated valves are allowed a tolerance of minus 15%, and those with 4-valve cylinder heads are allowed a tolerance of minus 5%. Absolute minimum weight for any car: 850 KG (1879 lbs).

GTP per specified rules

FIA Minimum Weight Scale

Displacement	'81 Group 4	'81 Group 5
up to 3000 cc	2083 lb	1896 lb
3500 cc	2216 lb	2017 lb
4000 cc	2370 lb	2138 lb
4500 cc	2469 lb	2260 lb
5000 cc	2579 lb	2348 lb
5500 cc	2701 lb	2458 lb
6000 cc	2800 lb	2546 lb
6500 cc	2888 lb	2623 lb
7000 cc	2954 lb	2690 lb
7500 cc	3009 lb	2734 lb
8000 cc	3042 lb	2767 lb
over 8500 cc	3230 lb	2932 lb

11.5.6 Authorized Modifications - GTO and GTU

GTO and GTU cars are regulated by the following rules, based generally upon the 1981 FIA Appendix J, Articles 261 and 265 for Groups 2/4, amended by IMSA for application in the U.S. If a GTO or GTU car is found to be modified beyond these rules, the Chief Steward may allow the entrant to compete in the GT Prototype division.

Group B cars will be prepared to 1983 FIA Group B rules.

- a. Tooling of original, or homologated replacement mechanical parts is permitted.
- b. Engine cylinder head and valves: In addition to the modifications permitted in (a.), valves, valve guides, valve springs, shims and retainers are free, except it is not permitted to change the location and driving system of the camshafts. A valve train girdle may be

- added to the valve train assembly. Models with a standard displacement less than 2000 cc may be fitted with a 4-valve cylinder head of any origin. On other models it is permitted to utilize IMSA approved alternative heavy duty cylinder heads of standard design. By standard design is meant the same number and location of valves, ports and spark plugs as the original.
- c. Engine induction system: Free, except that turbocharging is not permitted unless recognized for a given make and model or approved by IMSA on an individual basis. Eligible turbocharged cars in GTO and GTU are restricted to one turbocharger and will be rated at 1.4 x their actual displacement.
 - d. Engine Block: It is permitted to increase capacity by boring and stroking providing the resultant displacement does not exceed the category limit. Reduction of capacity to a lesser category by sleeving and/or destroking is also permitted. In both instances the series production block delivered in a vehicle must be retained.
 - e. Engine Exhaust System: Free, provided that the outlet(s) are located rearward of the driver compartment and no modifications are made in the coachwork or floorpan. Rotary engined cars must use an IMSA-approved muffler. Mazda part #0000-08150 or an approved equivalent silencing system with a maximum recording of 105 db at 50 ft.
 - f. Engine Bearings: May be replaced by others of the same type.
 - g. Engine Gaskets: Free.
 - h. Engine Lubrication System: Oil sump is free and original oil pump may be modified. Additional oil pump(s) may be added. Dry sump lubrication is permitted; tank may be located in the passenger seat footwell or behind the rear bulkhead.
 - i. Other Engine Components: Crankshaft, pistons, rings, wristpins, connecting rods, mountings, cooling fan and water pump are free. Fuel pumps are free but must be located outside driver/passenger compartment.
 - j. Engine Location: Models deriving from FIA Group 4 (1976-81) and FIA Group A (1982), the engine may be freely positioned within the standard engine compartment. In volume-produced models deriving from FIA Group 1 (1976-81), and similar IMSA-approved models, the engine may be relocated so that the foremost spark plug hole coincides with the vertical plane created by the centerline of the front wheel hubs, and the standard firewall may be modified in accordance with paragraph 11.5.6(s).
 - k. Drive Train: Gearbox and transaxle are free but must remain in the series produced location. Limited slip or self-locking differential may be fitted. Quick change final drive assembly is permitted but the type of axle (live or independent) must remain as produced. Mountings, gear ratios, final drive ratios, shafts, joints, and clutch are free.

- l. Suspension: It is permitted to strengthen, modify or substitute original suspension components, relocate suspension mounting points, substitute bushings and joints. Types of springs, mounting points and methods of attachment are free. Anti-sway bars may be freely added or removed. Axle locating devices may not pass through bodywork; however, the rear seatwell may be covered flush with the top of the well (min. thickness, .035") provided the standard bodywork underneath is retained. This cover will be considered the floor/bodywork for this section of the car.
- m. Steering: Type and mounting of steering is free.
- n. Wheels and Tires: Maximum complete wheel and tire section widths based on engine displacement may not exceed:
 - up to 3000 cc - 13"
 - 5000 cc - 14"
 - 6000 cc - 15"
 - over 6000 cc - 16"
 - (1/2" tolerance)

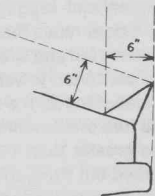
All four wheels must have the same diameter; method of attachment is free. Track dimension is limited by satisfactory inner tire clearance and any maximum permitted car width.

- o. Electrical System: Free, except that main headlights and two tail/stop lights must be located in standard position. Tail/stop lights must be operational at all times. Headlamp glass may be removed and the openings covered with a flat or identically shaped plate for daytime events. Battery must be located outside the driver/passenger compartment and securely fastened unless series produced otherwise. Dual ignition is permitted only if make/model is so produced by manufacturer in series production form.
- p. Water Radiators: Size and capacity is free but must remain in the standard location.
- q. Brakes: Master cylinders, calipers, rotors and drums are free, but must remain in the standard location for the make and model.
- r. 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.
- s. Coachwork is defined as all external parts of the car touched by the airstream, and all visible internal parts of the driver/passenger compartment. The original external shape and material of the coachwork must be maintained, except the floorpan may be replaced by a continuous flat metal sheet, providing the manufacturer's dimensions from the roof to floorplan are maintained. A replacement metal firewall may be installed in the original location. It is recommended that such substitute floorpans and firewalls be constructed of steel with a minimum thickness of

.032". The material of engine and luggage compartment lids, doors and fenders is free. Doors must function in their original manner. Fender flares are permitted and will be approved by IMSA on an individual basis. It is permitted to vent the rear fenders for cooling purposes. The vent must follow the contour of the leading edge of the fender, must be free of all extensions and protrusions and may not cover an area greater than 24 square inches. Inner fender panels may be modified but must enclose the engine compartment without gaps or voids. Any kind of coachwork reinforcement is permitted. Passenger seat, rear seat and all interior trim may be removed. Rigid metallic firewalls, flame and leak proof, must be installed to separate the driver compartment from the fuel and engine compartments. A mandatory fire extinguisher of the inert gas type (Halon or Freon) with a minimum capacity of 10 lbs. may be located in the passenger compartment, must be operable by the driver, and from the outside of the car, and must be clearly marked with red circles containing the letter "E". Safety, driver comfort and communications equipment are the only items allowed in the passenger compartment. Exterior decorative strips may be removed. Bumpers and any protruding brackets which are not integrated with the surrounding coachwork may be removed. The material of integrated type bumpers may be changed but they must retain standard dimensions and shapes. In addition to these modifications, cars derived from FIA Group 1 (1976-81), and Group A (1982-83), and other models approved by IMSA over 2.8 liters may freely modify, lighten or reinforce the chassis provided the standard wheelbase and orientation to standard coachwork are maintained. Side windows and winding mechanism may be removed. Non-tinted substitute glazed material may be used in the side and rear windows provided it is of the same shape, dimensions and contour as the original.

t. Rear aerodynamic devices are limited to:

1. A specific spoiler approved by IMSA designed by and available from the manufacturer of a make and model and with no further additions or modifications, or
2. A spoiler which conforms to the following criteria:
 - Must be fitted to the rearmost part of the coachwork without protruding beyond the perimeter contour of the coachwork as viewed from above.
 - Maximum height 6" above the contour of the standard coachwork (see diagram).
 - Must not be adjustable from within the car.
 - No air must pass between device and coachwork.



Recognized Aerodynamic Devices

BMW Part # MS - DM - 1

Datsun Part # 99996 - R8201

Mazda Part # 0000 - 07 - 116B

Porsche Part # 911 51201020

- u. Front aerodynamic device must be located below the plane of the wheel hubs and be within the perimeter contour of the coachwork as viewed from above.
- v. Other options permitted:
 - instrument panel
 - servo steering
 - steering rods
 - on-board jacking system

11.5.6.1 Notes

1. Porsche RSR Carrera is permitted optional crankcase part no. 930-10191400, 930-10191500 or 930-10191600, and crankcase part no. 930-10201400 3.5 liter displacement.
2. Mazda RX-7 is permitted optional peripheral port rotor housing.
3. Ford Mustang and Capri 1979 onwards may use the Ford 351 c.i. engine.
4. Chevrolet Camaro and Pontiac Firebird 1982 onwards may use a GM 350 cylinder block.
5. Pontiac Fiero is permitted to use the replacement space frame chassis approved by IMSA.

11.5.7 Experimental GT (GTX)

Cars recognized in 11.5.2(a) are regulated by these rules. All modifications permitted for cars in GTO and GTU are permitted in addition to the following:

- a. Tooling of original or replacement mechanical parts is permitted.
- b. Coachwork/Chassis:
 - i Coachwork: The outside surfaces shape and material of the original coachwork must be retained and must remain identifiable, except for the additions, modifications and substitutions permitted in these rules. Overall length of the original

coachwork is regulated by the FIA or MVMA homologation form; maximum overall width: 79"/200cm for cars under 5,000 cc; over 5,000 cc 83"/210cm.

- ii Chassis: Free. Standard wheelbase must be retained. A minimum distance of 7" from the top of the original door sill to the ground with full tanks but without driver must be maintained.
- iii Engine and luggage compartment lids may be constructed of substitute material and may be ventilated provided their original outside shape and dimensions are retained. For front engine, rear-wheel drive cars, a hood scoop may be added to accommodate the induction system. Maximum height, 5½" above the plane of the standard hood.
- iv Doors and door openings: The perimeter shape and dimension of the original door opening and door must be maintained at the door opening. The outer skin is free. Door hinges and handles may be relocated and replaced but must remain and function in their original manner.
- v Glass Surfaces: Except for the windshield which must remain as series produced, the transparent material is free. Original dimensions and shapes of all glazed areas and openings must be maintained. The lower edge of the rear side windows may be relieved for tire clearance and the window may be vented for driver comfort only.
- vi Fenders: Free in shape and material but are limited as follows:
 - Original wheel arch must be retained.
 - Fender must effectively cover the whole width of the wheels and tires for one-third of their circumference.
 - Any rearward opening must be closed by screens or louvers.
- vii All bumpers and brackets may be removed. Door sills may be extended to full width of bodywork.
- viii Inside Coachwork: Free, except driver's seat must be located entirely on one side of the centerline of the car. No sharp angles on dashboard.

Metallic Firewalls - Flame and leakproof, must be installed to define and separate the driver compartment from the fuel and engine compartments.

Floor may be modified or replaced provided a minimum depth of 4 inches below the original door sills is maintained in the footwell for both driver and passenger spaces. The footwell is defined as the floor panel forward of a vertical plane created by the rearward edge of the front door pillars. Depth will be measured from the highest point of the standard production door sill. Required safety equipment, driver comfort, com-

munications equipment and ballast are the only components allowed in the driver/passenger compartment.

c. Mechanical Components

i Engine Eligibility

Eligible engines are generally those with which the chassis is equipped by the manufacturer for the model concerned. IMSA may approve the use of alternative production-type engines produced by the chassis manufacturer on a specific basis.

Displacement may be changed through boring, stroking or sleeving. Engine may be relocated within the original compartment but the centerline of the crankshaft relative to the chassis must be maintained as standard. Front engine cars may relocate the rear of the engine block to the vertical plane created by the foremost edge of the windshield. Cylinder heads: Free except that method of cooling must remain as on the original.

Turbochargers may be installed on engines under 6000 cc and engines so equipped will be rated at their actual displacement multiplied by 1.4.

ii Ignition is free.

iii Transmission is free, except that driving wheels must remain as on the original model and gearbox must retain the original basis orientation to the other mechanical components.

Any front engine car may use a transaxle.

d. Brakes, suspension and steering are free.

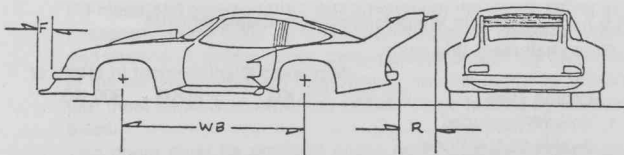
e. Wheels and tires: Maximum permitted complete wheel widths:
up to 5000 cc - 16" (1/2" tolerance)
over 5000 cc - 18"

Wheel diameter is free.

f. Aerodynamic devices must not exceed beyond the frontal projection of the car, except the rear device may exceed the height of frontal projection a maximum of 4".

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

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



$F = 10\% \text{ WB or Max } 20 \text{ cm}$

$R = 10\% \text{ WB or Max } 40 \text{ cm}$

Aerodynamic devices
must be inscribed within
frontal projection.

11.5.7.1 GT PROTOTYPE CARS (GTP)

11.5.7.1.1 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. Car identification will be by engine manufacturer first, then the manufacturer of the chassis, if different.

FIA Group C cars which meet IMSA GTP safety requirements and technical regulations described in paragraphs 2, 3, 4, 5g, 5m and 6 are also eligible to compete as GTP cars.

GTP cars may also derive from approved makes and models modified beyond the scope of 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.

11.5.7.1.2 Engine Eligibility

IMSA will regulate the eligibility of engines for use in GTP cars. Eligible engines may derive from these origins:

- Type 1 Volume-produced 2-valve conventional engines and rotary engines.
- Type 2 Racing engines and volume-produced 4-valve conventional engines.
- Type 3 Supercharged Type 1 engines. (Restricted to single turbo and single ignition.)
- Type 4 Supercharged Type 2 engines.

11.5.7.1.3 Minimum Weights/Maximum Displacements

Cars shall meet this scale:

Engine Type	Maximum Displacement in Liters @			
	700 KG	750 KG	850 KG	900 KG
1. Volume-produced 2-valve conventional and rotary engines.	3.0	4.0	5.0	6.0
2. Racing engines and volume-produced 4-valve engines.	2.0	3.0	3.5	4.0
3. Supercharged engines from (1).		2.0	2.86 (4.0)	3.57 (5.0)
4. Supercharged engines from (2).			1.8 (2.52)	2.14 (3.0)

Weights are taken with the car race-ready without fuel or driver aboard.

11.5.7.1.4 Engine Modifications

Displacements desired may be achieved by boring, stroking, sleeving or destroking. Production-type engines described in paragraphs 1 and 3 may additionally be prepared and tooled per Art. 11.5.6(a). Production-type engines may be fitted with IMSA approved, heavy-duty cylinder heads of standard design and having the same number and location of ports, valves and spark plugs. Crankshafts, rods, piston rings, bearings, gaskets, valves, camshafts, and other internal parts and accessories are free. Valve train girdle may be added. Original cylinder block must remain identifiable.

11.5.7.1.5 Chassis - Body (Refer to Diagram)

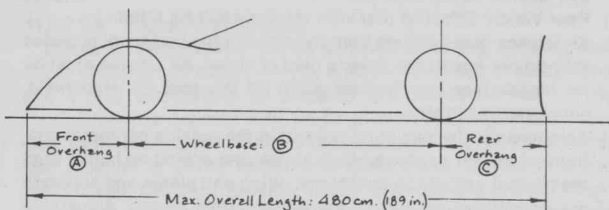
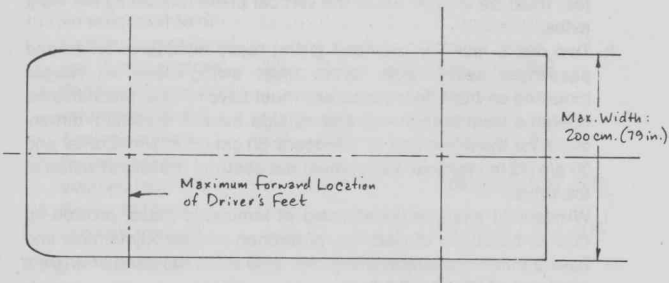
- Wheelbase: Free. See following rules on overhangs and body lengths.
- Overall Length: Maximum: 480 cm (189 in.).
- Overall Width: Maximum: 200 cm (79 in.).
- Overhangs (inclusive of any bumpers):
 - Front plus rear overhangs must not exceed 80% of wheelbase.
 - Difference between front and rear overhangs must not exceed 15% of wheelbase.
- Ground Clearance: Minimum: 2.5 inches.

No part of the car may touch the ground when any two tires on the same side are deflated. It is not permitted to improve the aerodynamic efficiency of the car by installing any device between the body and the ground.
- Height: Minimum: 100 cm (39.5 in.); Maximum: 110 cm (43.3 in.) above ground level. Measurement taken with full 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 symmetrically 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.

- h. Two doors must be provided giving ready access to driver and passenger seats. Both doors must swing open on hinges mounted on front door posts, and 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.
- i. 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 view mirrors shall be fitted.
- k. Air intakes may protrude from the plane of the bodywork provided they do not impair the driver's field of vision. Air intakes must be no higher than the highest point of the roof or windshield, whichever is higher.
- l. Aerodynamic devices must fall within the outside perimeter contours of the car as viewed from above, and extend no higher than the highest part of the coachwork. Wing end plates and supports are considered as part of the aerodynamic device. Adjustable front aerodynamic devices below the plane of the front hubs are permitted and will be governed by the rules for overall length, width and overhangs. Aerodynamic devices may not be adjustable from within the car.
- 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 inches. 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. Electrical Equipment: 2 operating headlights, 2 tail/brake lights and windshield wiper are required as a minimum.
- o. Fenders must project over the wheels so as to provide efficient covering of at least half of their circumference, and at least the whole width of the tire. Rear fenders must terminate below the axis of the rear wheels.
- p. Oil Tank is limited to 20 liters capacity.
- q. Battery must be located outside driver compartment.
- r. Towing eyes with a minimum inner diameter of 3" must be attached front and rear. The towing eyes must be painted red and be clearly visible.

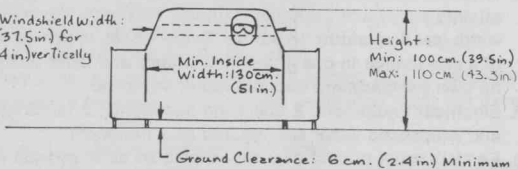
GT Prototype Diagram



$$(A) + (C) = < 80\% (B)$$

$$(A) - (C) = < 15\% (B)$$

Minimum Windshield Width:
95 cm. (37.5 in.) for
10 cm. (4 in.) vertically



11.5.7.1.6 Safety Devices

- a. Roll cage is compulsory. Material and construction specifications of recommended designs are contained in Appendix J, Article 253(e) and in these rules. Two roll hoops, one to the front and one to the rear of the driver's compartment must be provided. They shall correspond in shape to the inner profile of the upper part of the cockpit. The base of the hoops shall be securely integrated to the main structure. The top must be linked by two longitudinal members, symmetrical to the centerline of the cockpit and spaced as far apart as is practicable. The rear roll hoop shall consist of a diagonal reinforcement bar and two rearward facing braces connected to the highest point of the hoop.
- b. Safety fuel tanks meeting FIA Spec. FT-3 or FTA are required and must be mounted outside the driver's compartment and protected as far as practicable by the roll cage. Maximum total capacity: 120 liters (31.7 gallons). Dry-break fuel fillers and vents are mandatory and must be located away from the engine compartment.
- 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 the letter "E" and be operable by either the driver or from the outside of the car. Outlets should be directed into the driver, engine and fuel compartments.

Examples:

Engine	@ Minimum Weights of		
	700 KG (1547 lb)	850 KG (1879 lb)	900 KG (1989 lb)
Type 1	Chevrolet 173 V-6 Datsun 240Z, 280Z, ZX L-6	Chevrolet 5.0 (305) V-8 Ford 5.0 (302) V-8	Chevrolet 5.7 (350) V-8 Ford 5.7 (351) V-8

Examples, cont.:

@ Minimum Weights of			
Engine	700 KG (1547 lb)	850 KG (1879 lb)	900 KG (1989 lb)
	Mazda Rotary	Mercedes 4.5 V-8	Chrysler 5.8 (355) V-8
	Porsche 911 0.6	Porsche 4.5 V-8	Aston-Martin 5.4 V-8
	Toyota 2600 L-6		Ferrari 5.3 0-12
			Jaguar 5.3 V-12
Type 2	BMW 4-V, L-4	Cosworth 3.3 V-8	Cosworth 3.9 V-8
	Datsun 4-V, L-4	BMW M-1 3.5 L-6	
	Ford 4-V, L-4	F.1 3.0 normally-aspirated	
	Lancia 4-V, L-4		
	Toyota 4-V, L-4		
	Hart 4-V, L-4		
	Honda 2.0, V-6		
Type 3*		Porsche 911 2.8 0-6	Porsche 911 3.2 0-6
		Datsun Z, ZX 2.8 L-6	Chevrolet 3.5 (209) V-6
			Datsun 3.5 V-8
Type 4		Lancia 1.4 4V	Porsche 2.1 4V 0-6
		Ford 1.4 4V	Toyota 2.0 4V L-4
		Porsche 1.4 4V	Datsun 2.0 4V L-4
		Renault 1.4 4V	Honda 2.0 V-6
			BMW 2.0 4V L-4
			Other F.2 Engines

* Limited to a single turbocharger and single ignition cylinder head.

11.6 IMSA RS

11.6.1 Purpose

This category is intended to promote interest in race competition for volume-produced front wheel drive 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.

Emphasis is being placed on 1982 (and later) model front wheel drive cars, referred to as ProFormance Sedans, which are the only models eligible to compete for Manufacturer Championship points. Rear wheel drive cars may compete in the IMSA RS Series under the rules stipulated in IMSA Technical Bulletin 1982 - # 1 (entitled: IMSA RS Category; Models Produced Prior to 1982) and amendments thereto. Cars competing under either set of rules remain eligible for Drivers Championship points and overall prize money.

11.6.2 Eligibility

IMSA will recognize makes and models of cars eligible to compete. To qualify as a ProFormance Sedan, a model must be:

- Front wheel drive.
- 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 as a 1982 or later model. Front wheel drive models produced prior to 1982 may be updated and qualify as 1982 models by preparing them in strict accordance with these rules.
- Able to seat 4 average-sized adults as sold to the public.
- Produced with an integral hardtop.
- Maximum engine size of 2.5 liters.

11.6.3 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 strictly maintained. Each model will have a recognized official weight which must be met or exceeded as raced but without fuel or driver.

11.6.4 Official Weights

Minimum Weight Scale

Displacement	Weight
Up to 1400 cc	1650 lbs
Up to 1500 cc	1700 lbs
Up to 1600 cc	1750 lbs

Minimum Weight Scale, cont.

Displacement	Weight
Up to 1700 cc	1800 lbs
Up to 1800 cc	1850 lbs
Up to 1900 cc	1900 lbs
Up to 2000 cc	1950 lbs
Up to 2100 cc	2000 lbs
Up to 2200 cc	2100 lbs
Up to 2300 cc	2200 lbs
Up to 2500 cc	2300 lbs

11.6.5 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 pin 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 cell may not be located below the centerline of the rear axle. Maximum fuel capacity is 22 gallons.
- c. Fire extinguisher of at least 2¾ lb. capacity must be carried in the car. On-board fire extinguisher system (Freon type of at least 5 lb. capacity) is highly recommended.

11.6.6 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 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 must be removed. Bumpers and brackets must remain as original. Front door glass and regulators may be removed. All other glass must remain and function as originally installed. Interior 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 windows 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 a larger radiator, oil cooler and ducting.

7. Standard front air dams and rear spoilers which are installed by the manufacturer on specific makes and models will be permitted with no additions or modifications. In cases where these devices are not available for a make and model through its manufacturer, an aftermarket part approved by IMSA may be permitted.

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 permitted to thread the strut or shock absorbers to make the spring perch adjustable. Shims may be used to adjust the spring height. Conventional rear spring shackles may be made adjustable. 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. A 6" minimum ride height measured at any point on the lower outer edge of the rocker panel must be maintained at all times. Axle locating devices may not pass through the body panels.
2. One or two piece wheels with a maximum width of 6" must be used on models with official weights less than 1800 lbs. and 7" on models with official weights of more than 1800 lbs. All four road wheels must be identical. Wheels may be strengthened. A tolerance of 2" 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 radial ply tires of a type specified by the Goodyear Tire and Rubber Company.
street use by the public.
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 production-type. Rotors are limited to 10" maximum diameter.
 - Rear: Drums limited to 9" x 1 3/4".The following additional brake modifications are permitted:

- Any dual master cylinder 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 bodywork. Brake ducting inlets with areas of no more than 12 sq. in. per side are permitted at the front of the car below the bodywork 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 the original type may be used. Any battery ignition system may be used.
3. 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 the 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. Alternate crankshaft and connecting rods of the same dimensions and material as the original and bearing a manufacturer's part number will be permitted.
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. Engines up to 1.5 liter may use an alternate cylinder head supplied by the manufacturer available to all competitors and approved by IMSA.
3. Engine may be clearanced (blueprinted) and balanced.
4. Pistons and piston rings are free. A tolerance of .050" in cylinder bore measurement is permitted. No engine may be bored to exceed 2.5 liters.

5. Rocker arms, camshaft, lifters, followers, pushrods, springs, keepers, retainers and valves are free; however, their basic type and the locations of valves and camshaft(s) may not be changed.
6. Induction System - IMSA may control the induction systems of various makes and models unless otherwise noted.

All cars are required to use a standard Holley 2 bbl. carburetor, model 2300, list 0-7448 350 CFM rating with any intake manifold. IMSA may allow an alternate induction system for cars under 1400 cc. On the approved Holley carburetor, modifications to the venturis, bores, boosters or butterflies are not permitted. Jet sizes, linkages, floats, float mechanisms and float housings may be altered. Choke mechanism (not airhorn) may be removed. If an air filter is used, it must be of a conventional type using a standard element through which all air to the carburetor must pass. All air fuel mixture to the engine must pass through the carburetor.

Notes:

1. Renault Alliance may use 1 or 2 Weber 45 DCOE carburetors with a maximum choke size of 40 mm mounted on a free intake manifold.
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.
8. Oil sump and oil pickup may be modified to increase oil capacity and to prevent surge. Oil pump may be modified or substituted, but a dry sump is not permitted. "Accusump" may be fitted.
9. Vents, breathers and oil filters may be added or substituted. All emission control devices may be removed and the resulting holes plugged. 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 grille) 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/passenger compartment.
12. Gear ratios are free provided the differential housing for the model is retained and not modified. Differentials may be modified to produce a limited-slip or locked action. Heavy duty axles and constant velocity joints of the same type may be substituted. If the transmission has an oil supply separate

from the engine, a 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 and flywheel are free.

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 bearing of standard dimension and type, bushings, pulleys, drive belts, electrical wiring, gaskets, seals, fuel and brakes lines.

11.6.7 RS SEDAN ELIGIBILITY LIST

Make	Model	Make	Model
AUDI	4000		Sentra
BUICK	Skylark		Stanza
	Skyhawk		310
CADILLAC	Cimmaron	OLDSMOBILE	Firenza
CHEVROLET	Cavalier		Omega
	Citation	PLYMOUTH	Champ
CHYSLER	Laser		Horizon
	LeBaron		Reliant
DODGE	Aries		Turismo
	Colt		TC3
	Daytona		Colt
	Omni	PONTIAC	2000
	024		6000
	400		Phoenix
	Charger	RENAULT	Alliance
FIAT	Strada		R5
FORD	Escort		Encore
HONDA	Accord		Fuego
	Civic		18i
	Prelude	SAAB	900
MAZDA	GLC	SUBARU	DL, GL
	626, 83	TOYOTA	Tercel
MERCURY	Lynx	VOLKSWAGEN	Jetta
MITSUBISHI	Cordia		Rabbit
	Tredia		Scirocco
NISSAN	Pulsar		Quantum

11.7 IMSA "AMERICAN CHALLENGE" Category

11.7.1 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.

11.7.2 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 1977 or later model;
- equipped with an engine smaller than 6000cc (366 cu. in.) displacement;
- a 2-door or 4-door sedan designed to seat at least four adults.

11.7.3 Configuration

Official MVMA Specifications Forms for 1977 and later models will be used as reference for technical data.

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

11.7.4 Official Weight

IMSA will specify for each make and model an official weight which must be met or exceeded at all times throughout an event. All cars will be weighed without fuel and must weigh 9.5 lbs. per cubic inch, must display engine displacement on each side of the hood in letters at least 3 inches high and weigh accordingly at all times. If the make of the engine (from the same manufacturer) differs from the make of the car, engine must also be displayed adjacent to engine displacement in letters of the same size. Absolute minimum weight for any car: 2600 lbs. Automobiles with engines over 340 c.i. will be accepted at a minimum weight of 3400 lbs. Any ballast carried must be securely bolted to the chassis.

11.7.5 Required Modifications

- a. The inner door frame must be retained but may be replaced with substitute material. Doors must have working hinges and must be securely bolted or pinned closed.
- b. Hoods and deck lids must have working hinges, be secured with pins or straps, and must be able to be opened from outside the car. Latches may be removed. Hatchbacks must be securely pinned closed.
- c. Maximum fuel capacity 32 gallons any car. It is recommended that a drybreak fuel filler be fitted in a safe location. Fuel cell must be installed as closely as possible to the standard location. A metal bulkhead, flame and leakproof with a minimum thickness of 22 gauge (.032-.035) must be installed to seal completely the driver's compartment from the fuel compartment. Box sections

which are integral with the trunk floor may only be modified (not removed) to the extent required to install the fuel cell, the bottom of which may not be located more than 2 inches below the lowest part of the rear lower body panel or rear bumper. The trunk floor must remain and be in its original position.

- 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, engine and fuel compartments must be installed.

11.7.6 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 dash or a panel of the same configuration must be used. Interior modifications may be made for the comfort of the driver, provided there is no effect on the car's mechanical performance or appearance. Driver's seat may be replaced but must remain in the original location unless otherwise approved by IMSA. Headliner must be removed. Firewall and transmission tunnel may be modified to relocate engine.
2. Cables and lines may be replaced, re-routed and protected.
3. Bumpers must be installed in standard locations, but brackets are free.
4. Glass - Original windshield must be retained. Front door glass and regulators must be removed. No substitute or replacement glass will be permitted. All other glazed surfaces may be replaced by lexan.
5. Fenders may be flared only enough to cover the wheels and tires for their full width by stretching the original material or by adding a brow of any material. Original arch shape and dimensions must be maintained. No slots, vents or other modifications which alter or confuse the original appearance are permitted. Material of front fenders and front panel is free. Front panels with integrated type bumpers must retain their standard dimensions and shape. Front inner panels may be removed. Rear inner fender panels (wheel wells) may only be modified or replaced to the extent required to obtain wheel and tire clearance. Standard hood may be replaced with one of substitute material but must retain the same shape and configuration as the original and must be reinforced as to remain rigid. Headlight openings may be used for ducting to oil cooler or brakes only and must retain their original dimensions and trim mouldings. All external body and trim mouldings installed on the vehicle as sold to the public must be retained.
6. Aerodynamic devices are limited as follows:

Front: A standard, unmodified spoiler as delivered on the model to the public, an aftermarket spoiler approved by IMSA, or a flat, straight, vertical metal plate installed below the lower rear edge of the bumper with a minimum ground clearance of 4 inches and extending only to the centerline of the tire. No combinations of the above will be permitted. All spoilers may be vented for brake cooling ducts.

Rear: Approved spoiler as delivered on the model to the public, or a flat, straight, 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". No combinations of the above will be permitted.

7. A screen may only be installed behind the grille to keep foreign objects from damaging the radiator. Minimum size of the screen mesh: 1/8".
- b. 1. Suspension Springs are free provided they are of the same type as originally fitted. Location of the springs is free but method of attachment must remain as fitted to the production vehicle. No coil over units will be permitted. Weight jack bolts may be installed. Chrysler models equipped with transverse torsion bar suspension may be converted to a coil spring configuration of the following type: A spring seat may be added to standard lower control arm mounted in its original position and the necessary modifications made to the shock absorber tower to locate the top of the spring.
2. Shock absorbers and their mountings are free provided they do not pass through the floor of the driver's compartment.
3. Standard front lower A-arm, radius rods and basic lower suspension components must be retained but may be reinforced. Suspension pick up points may be relocated and reinforced. Upper A-arm, spindles, hubs, wheel bearings and bushing material is free.
4. Rear suspension components may be reinforced or substituted. Axle locating devices, anti-sway bars and mounting points are free but may not be mounted inside the coachwork.
5. Ride height, taken with the car race or qualifying ready, must be maintained equally on both sides, and must be at least 6" as measured at any point along the lower edge of the rocker panel. The rear ride height may not be more than 1" higher than the front ride height.
6. Wheels - All four road wheels must be identical. Steel wheels

must be used on all cars. Maximum rim width 10". Track tolerance of 5" is permitted to provide for tire clearance front and rear.

7. IMSA approved racing tires with a maximum section width of 13.3" ($\frac{1}{2}$ " tolerance) must be used. Measurement will be taken of a new tire mounted on standard rim, off the car at 30 psi.
8. Type and mounting of steering is free.
9. Any standard or readily available brakes may be used. Wheel fans are not permitted. Dual master cylinders are required.

c. Electrical System

1. Battery may be replaced with another voltage, size and weight similar to the original and mounted outside the driver and passenger compartment.
2. Ignition is free.
3. Alternator must function as originally intended, but may be replaced with another of different manufacture.
4. The standard wiring harness may be replaced.

d. Engine and Drive Train

IMSA controls engine eligibility for each approved make and model. All engine 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. No turbocharged engines will be permitted.

1. Engine may remain in its original location, or be relocated so that the center of the furthestmost forward spark plug hole is no further back than a line formed by the two front suspension outer top ball joints. On cars with McPherson struts, the measurements will be taken at the spindle. A minimum engine height of 11" from the center of the front crankshaft pulley to the ground must be maintained at all times.
2. Original and approved optional components of the engine and drive train may be machined. It is permitted to utilize IMSA approved alternate heavy-duty cylinder heads of standard design. By standard design is meant the same number and location of valves, ports and spark plugs as the original.
3. Crankshaft, pistons, rings, wrist pins and connecting rods are free.
4. 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.
5. Carburetion - All air-fuel mixture to the engine must pass through the carburetor. Sports sedans with V-8 engines must

use a Holley 4 bbl carburetor model 4150, list 0-4776, 600 cfm rating. Sports sedans with V-6 engines must use a Holley 4 bbl carburetor, model 4150, list 0-4779, 750 cfm rating. Intermediate sedans with V-8 engines must use a Holley 4 bbl carburetor, model 4150, list 0-4777, 650 cfm rating. Intermediate sedans with V-6 engines must use a Holley 4 bbl carburetor, model 4150, list 0-4781, 850 cfm rating. All in line 6 cylinder engines with a maximum displacement of 4 liters are permitted free carburetion.

No modifications are permitted to the venturis, bores, boosters or butterflies. Alterations are permitted in jet sizes, linkages, floats, float mechanisms and float housings and to alter or remove emission control devices and choke mechanisms (not air horn). A spacer not to exceed 1" in thickness may be used to adapt carburetor to manifold. Only standard thickness gaskets may be used. Heat shields are not permitted.

6. For all 8-cylinder and 6-cylinder engines, an IMSA-approved intake manifold must be fitted. Generally, IMSA will approve any production type intake manifold which is commercially available to any competitor and listed in its manufacturers catalog. No box type or tunnel-ram manifold will be approved.
7. For all 8-cylinder and 6-cylinder engines, a round air cleaner with a minimum diameter of 12" and a maximum of 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, no heat shields, ducts, hood vents or openings for carburetor air are permitted.
8. Exhaust System - Free, except the exhaust pipe must remain beneath the coachwork and extend rearward of the driver and exit to the side of the car, or exit on the passenger side no further forward than the midpoint of the door.
9. 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.
10. 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 onto the race track.

11. A radiator of any size which will fit in the standard location may be installed and re-shrouded if it does not alter the car's appearance. Method of mounting is free. Fan blades may be removed.
12. 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's compartment.
13. Clutch and 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 and housing are free, but specified track tolerance must be maintained. If a quick-change rear end is used, the rear floor may only be modified to the extent required to allow installation subject to IMSA approval.
17. 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, and 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. Driver's name(s) may be lettered above or below the driver's 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 must 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 approval.

11.7.7 Approved Makes and Models

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

MAKE

AMC

BUICK

MODEL

*Spirit

*AMX '79

Skylark

Regal Coupe

MAKE**MODEL****BUICK, cont.**

Century Coupe

*Skyhawk

Nova

CHEVROLET

*Camaro '76 +

Citation

Malibu '78 +

*Monza

Monte Carlo '78 +

DODGE

Aspen

Mirada

FORD

Granada

Fairmont

*Mustang '79 +

Thunderbird '83

LTD '83

Futura

LINCOLN MERCURY

Monarch

Zephyr

Cougar

*Capri

Omega

OLDSMOBILE

Cutlass Coupe

*Starfire

Volare

PLYMOUTH

Fury

Ventura

PONTIAC

Phoenix

Grand Am '78 +

Grand Prix '78 +

Le Mans '78 +

*Sunbird

*Firebird '76 +

*Sports sedans

12. STANDING SUPPLEMENTARY REGULATIONS

IMSA has established these uniform Standing Supplementary Regulations under which events in its various series are held and its series championships 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 may be scheduled for various durations ranging from 100 miles to 24 hours. Races may be divided into heats.

12.1.2 Car Eligibility

IMSA GT Category cars as defined in Article 11.5.2 of the IMSA CODE and amendments thereto are eligible to compete.

12.1.3 Camel GT Driver Championships

Driver champions will be recognized in three Camel GT divisions: Prototypes, GTO and GTU.

- a. Point Awards - These championships will be determined by the relative point standings of drivers at the close of each Camel GT season, counting all races held. Championship points will be awarded to the top ten finishers in each division as follows:

1st - 20 points	6th - 6 points
2nd - 15 points	7th - 4 points
3rd - 12 points	8th - 3 points
4th - 10 points	9th - 2 points
5th - 8 points	10th - 1 point

- b. Eligibility for Point Awards - The supplementary regulations for events will specify the number of drivers required for each entered car.

In races where one driver is required, points will be awarded only to the starting driver who must drive the car for at least one-

half the scheduled distance (or time) of the race. His car must also complete 90% or more of the distance achieved by the winning car in his division.

In races where more than one driver is required, points will be awarded to each driver who drives the minimum distance (or time) specified in the supplementary regulations. Their car must also complete 70% or more of the distance achieved by the winning car in their division.

In both of the above cases, drivers will be awarded points only in the first car they drive.

Points will be awarded only to drivers holding current IMSA competition licenses.

- c. Distance is normally measured in whole laps completed by the car with credit for a lap going to the driver who crosses the scoring line in the car. In cases where the minimum distance required to be eligible for point awards is a certain number of laps plus a fraction, the fraction will be disregarded.
- d. In case of a tie in the final point standings, the tie shall be resolved according to the driver's 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.
- e. IMSA will decide finally any dispute or question about point awards.
- f. Camel GT Series Point Fund

R.J. Reynolds Tobacco Company has posted a Point Fund of \$250,000 which will be paid out to the top ten drivers in the Prototype division and to the top five drivers in the GTO and GTU divisions at the close of the 1984 Camel GT Series, as follows:

Prototype Division - \$190,000

1. \$60,000	6. \$12,000
2. 35,000	7. 10,000
3. 22,000	8. 8,000
4. 18,000	9. 6,000
5. 15,000	10. 4,000

GTO and GTU Divisions - \$30,000 each

1. \$15,000	3. \$4,000
2. 7,000	4. 2,500
5. \$1,500	

12.1.4 Manufacturer Champions

IMSA will present trophies recognizing Camel GT Manufacturer

Champions in three divisions:

Prototypes

GT Over 2.8 liters (GTO)

GT Under 2.8 liters (GTU)

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(d).

GTO and GTU points will be awarded in the name of the manufacturer of the automobile. In the case of GT Prototypes in which the manufacturer of the engine may be different from that of the chassis / body, points will be awarded in the name of the engine manufacturer, and separately in the name of the chassis / body manufacturer.

12.1.5 Advertising

All competitors are required to affix the official Camel GT Series decal, unaltered, in an approved location on both sides of their cars, and, to be eligible for point awards, display the official Camel GT Series patch on the breast area of their driving uniforms. A clear space on each car measuring 20 x 24 inches must be reserved for the car number, the IMSA GT decal and Camel GT Series decal, as described in the diagram on page . This space should normally be on the doors unless the configuration of the car is such that it would be more legible in another place.

All advertising is subject to IMSA approval. Specifically, any advertising of smoking tobacco or hard liquor shall not exceed 32 square inches per side of each car, official Camel GT Series decal not included.

Drivers are also required to sign the standard release on their competition license applications or, in the case of drivers who are not members of IMSA (for example, an FIA-licensed driver in an international race), on their entry forms, permitting the Series sponsor, promoter and IMSA to use their names and pictures, and photos of their racing cars, for advertising and promoting the Series.

12.2 CHAMPION SPARK PLUG CHALLENGE SERIES

The Champion Spark Plug Challenge Series is a calendar of races for IMSA Racing Stock (RS) category cars equipped with IMSA-approved radial street tires. The Series determines a Driver Champion, 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

IMSA Racing Stock (RS) category cars are defined in Article 11.6 of

the IMSA CODE and amendments thereto.

12.2.3 Driver Champion

IMSA will recognize a Driver Champion in the Series based on the relative point standings of competitors at the close of the Series.

a. Championship Points will be awarded in each Series race to the top ten finishers as follows:

1st - 20 points	6th - 6 points
2nd - 15 points	7th - 4 points
3rd - 12 points	8th - 3 points
4th - 10 points	9th - 2 points
5th - 8 points	10th - 1 point

b. Eligibility for Point Awards - The supplementary regulations for events will specify the number of drivers required for each entered car.

In races where one driver is required, points will be awarded only to the starting driver who must drive the car for at least one-half the scheduled distance (or time) of the race. His car must also complete 90% or more of the distance achieved by the winning car in his division.

In races where more than one driver is required, points will be awarded to each driver who drives the minimum distance (or time) specified in the supplementary regulations. Their car must also complete 70% or more of the distance achieved by the winning car in their division.

In both of the above cases, drivers will be awarded points only in the first car they drive.

c. Distance is normally measured in whole laps completed by the car, credit for a lap going to the driver who crosses the scoring line in the car. In cases where the minimum distance required to be eligible for point awards or ProFormance Bonuses is a certain number of laps plus a fraction, the fraction will be disregarded.

d. In case of a tie in the final point standings, the tie shall be resolved according to the driver's 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.

e. IMSA will decide finally any dispute or question about point awards.

f. To be eligible for ProFormance Bonuses, a ProFormance Sedan must complete at least 70% or more of the distance achieved by the winning car.

12.2.4 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

12.2.5 Manufacturer Champion

IMSA will recognize a manufacturer champion in the Series. The championship will be based on the relative point standings of ProFormance Sedan 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 must complete at least 70% or more of the distance achieved by the winning car to be eligible for point awards and 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 Article 12.2.3(d).

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.

All advertising is subject to IMSA approval. Advertising of any smoking tobacco and hard liquor, or of any brand of spark plug other than Champion, shall not exceed 32 square inches per side of each car.

Drivers are also required to sign the standard release on their competition license applications 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. The Series determines driver and manufacturer champions, recognizes top women drivers and other achievements.

12.3.1 Duration

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

12.3.2 Car Eligibility

IMSA American Challenge category cars are defined in Article 11.7

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 relative point standings of competitors after the final Series race each year.

- a. Point Awards - Championship points will be awarded in each Series race to the top ten finishers as follows:

1st - 20 points	6th - 6 points
2nd - 15 points	7th - 4 points
3rd - 12 points	8th - 3 points
4th - 10 points	9th - 2 points
5th - 8 points	10th - 1 point

- b. Eligibility for Point Awards - The supplementary regulations for events will specify the number of drivers required for each entered car.

In races where one driver is required, points will be awarded only to the starting driver who must drive the car for at least one-half the scheduled distance (or time) of the race. His car must also complete 90% or more of the distance achieved by the winning car in his division.

In races where more than one driver is required, points will be awarded to each driver who drives the minimum distance (or time) specified in the supplementary regulations. Their car must also complete 70% or more of the distance achieved by the winning car in their division.

In both of the above cases, drivers will be awarded points only in the first car they drive.

- c. Distance is normally measured in whole laps completed by the car with credit for a lap going to the driver who crosses the scoring line in the car. In cases where the minimum distance required to be eligible for point awards is a certain number of laps plus a fraction, the fraction will be disregarded.
- d. In case of a tie in the final point standings, the tie shall be resolved according to the driver's 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.
- e. IMSA will decide finally any dispute or question about point awards.

12.3.4 Point Fund

Kelly Services has posted a Series point fund of \$70,000 which will be paid out to the top fifteen drivers and top three women drivers in the Series at the close of the season as follows:

Overall - \$62,000:

Champion - \$15,000	6th - \$3,500	11th - \$1,500
2nd - 10,000	7th - 3,500	12th - 1,300
3rd - 7,500	8th - 2,600	13th - 1,200
4th - 5,500	9th - 2,300	14th - 1,100
5th - 4,500	10th - 2,000	15th - 1,000

Bonuses for Women Drivers - \$8,000:

Champion - \$5,000

2 - 2,000

3 - 1,000

12.3.5 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 Article 12.3.3(d).

12.3.6 Advertising

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. Any smoking tobacco or hard liquor advertising is limited to 32 square inches per side of each car.

Drivers are also required to sign the standard release on their competition license applications permitting IMSA and sponsors of events and series to use their names and photos for advertising and promotion purposes.

12.4 RENAULT CUP SERIES

The Renault Cup Series is a calendar of races for specific Renault models which have been prepared according to uniform rules promulgated by Renault USA and IMSA. The Renault Cup Series determines a championship for drivers, and will be held under special supplementary regulations published separately.

12.4.1 Duration

Renault Cup races may vary in duration. Races may be scheduled in heats.

12.4.2 Driver Champion

IMSA and Renault USA will recognize a driver champion based on relative point standings of competitors after the final Renault Cup race each year.

a. Championship points will be awarded in each Renault Cup series race to the top fifteen finishers as follows:

1st - 50 points	9th - 10 points
2nd - 40 points	10th - 8 points
3rd - 35 points	11th - 6 points
4th - 30 points	12th - 4 points
5th - 25 points	13th - 3 points
6th - 20 points	14th - 2 points
7th - 15 points	15th - 1 point
8th - 12 points	

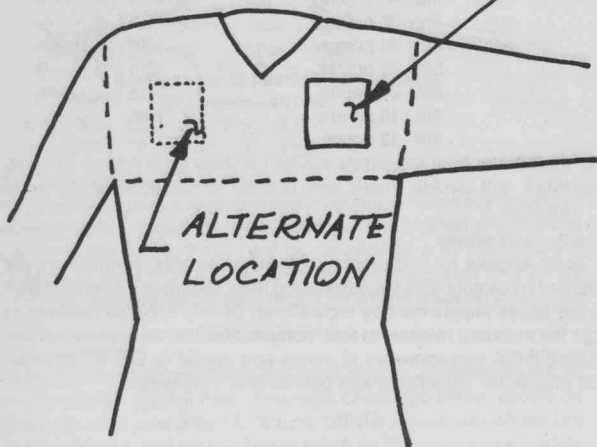
b. Ties in the final standings will be resolved as in Article 12.1.3(d).

c. IMSA will decide finally any dispute or question about point awards.

12.4.3 Advertising

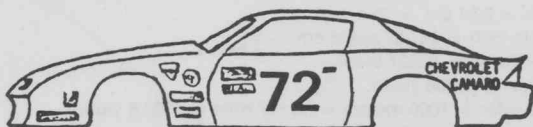
To be eligible for prize money and other awards, competitors are required to comply with the advertising rules specified by Renault USA in the series supplementary regulations. Drivers are also required to sign the standard release on their competition license application permitting IMSA and sponsors of series and events to use their names and photos for advertising and promotional purposes.

SERIES PATCH →



ALTERNATE
LOCATION

KELLY AMERICAN CHALLENGE



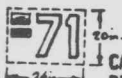
CAR NUMBER, SERIES DECAL, IMSA I.D., AND DRIVER NAME ONLY, ON DOORS, AS SHOWN.

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

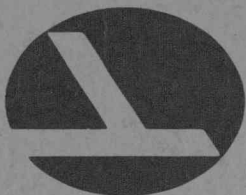
1 mile per hour = 1.467 feet per second

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

FOR YOUR TRAVEL ARRANGEMENTS
TO IMSA EVENTS, CALL
800 • 327-1295
(In Florida 800 • 432-1217)



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