



IMSA CODE

COMPETITION RULES

OF THE

**INTERNATIONAL
MOTOR SPORTS
ASSOCIATION, Inc.**

**P.O. Box 10709
Tampa, FL 33679-0709
(813) 877-IMSA
FAX (813) 876-4604**

1990



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MCI: IMSA 217,0907

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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 1990 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the IMSA CODE as well as all amendments thereto, and shall remain in force and effect except as provided herein, until superseded by publication of the next edition of the IMSA CODE.

FOREWORD

Each effort that culminates with a spray of champagne in victory circle begins by opening the IMSA CODE.

While rules, by nature, tend to establish boundries, the goal of these regulations is to provide a viable framework for realizing individual and team achievement. For all participants, the 1990 IMSA CODE lays the foundation for the organization and conduct of IMSA-sanctioned events.

The 1990 IMSA CODE takes effect immediately upon publication and consists of three main sections.

The opening articles address participant and event procedures and set appropriate guidelines for the safe and uniform operation of the sport. These articles weave a thread of consistency dating back to the earliest days of IMSA and closely parallel international regulations.

The heart of the IMSA CODE is the car preparation section with articles for each of the various IMSA categories of race cars. Always the subject of discussion, these vehicle regulations strive to serve the dual function of providing a level playing field while also encouraging wide and varied participation. Stability has been the keynote of IMSA regulations.

The IMSA CODE comes with the standing supplementary regulations which provide specific information about each of IMSA's racing series and championships.

I encourage all IMSA members to read and familiarize themselves with the IMSA CODE so that together we may continue a twenty year tradition of putting on the most promotable, rewarding and enjoyable events.

IMSA wishes each of you all the best for a safe and successful season in 1990.

Mark Raffauf

President, IMSA

CONTENTS

ARTICLE	ITEM	PAGE
1.	CONTROL OF COMPETITION	1
1.1	International Control	1
1.2	National Control	1
1.3	IMSA Control	1
1.4	IMSA Commissioner	2
2.	DEFINITIONS - TERMS	2
2.1	IMSA - International Motor Sports Assn., Inc.	2
2.2	IMSA CODE	2
2.3	Competition	2
2.4	Event	2
2.5	Sanction	3
2.6	Driver	3
2.7	Entrant	3
2.8	Promoter/Organizer	3
2.9	Participant	3
3.	MEMBERSHIP-LICENSES	3
3.1	IMSA Members	3
3.2	Application Forms	3
3.3	Competition License	3
3.4	Crew License	4
3.5	Group Benefit	4
3.6	IMSA Conduct	4
4.	EVENTS	4
4.1	Organization	4
4.1.1	Approval	4
4.1.2	Acknowledgement of Rules	4
4.1.3	Sanctions	5
4.1.4	Supplementary Regulations	5
4.1.5	Insurance Regulations and Standards	5
4.1.6	Postponement, Abandonment, Cancellation	6
4.2	Classification	6
4.3	Courses	6
4.3.1	Course Measurement	7
4.4	Timing, Scoring, Starts, Finishes, Results	7
4.4.1	Starts	7
4.4.2	Starting Line	7
4.4.3	Starting Positions	7
4.4.4	Standard Rolling Start	8
4.4.4.a	Single-Car Qualifying	8
4.4.5	Timing and Scoring	9
4.4.6	Control Line	9
4.4.7	Starter	8
4.4.8	False Start	8
4.4.9	Restart	9
4.4.10	Minimum Duration	10
4.4.11	Ties	10
4.4.12	Winner	10
4.4.13	Inadvertent or Delayed Checkered Flag	10

4.5	Awards	10
4.5.1	Official Results	10
4.5.2	Payment	11
4.5.3	Driver Logs	11
5.	ENTRANTS-DRIVERS	11
5.1	Driver's License	11
5.1.1	Entrants License	11
5.2	FIA License	11
5.3	Entries	11
5.4	Acceptance and Refusal	12
5.5	Falsification	12
5.6	Scratch	12
5.7	Conduct	12
5.8	Responsibility	12
5.9	Alcohol-Controlled Substances	12
5.10	Medical Responsibilities of Participants	12
5.11	Safety Equipment	13
5.12	Advertising-Promotion-Contingent Awards	13
6.	RACING RULES	14
6.1	Passing	14
6.1.1	Pit Entry/Exit	14
6.2	Flag Signals	14
6.2.1	Green Flag	14
6.2.2	Blue Flag	14
6.2.3	Yellow Flag	14
6.2.4	White Flag	15
6.2.5	Yellow Flag with Vertical Red Stripes	15
6.2.6	Black Flag	15
6.2.7	Black Flag with Orange Disc	15
6.2.8	Red Flag	15
6.2.9	Black and White Checkered Flag	15
6.2.10	Black Flag All	15
6.2.11	Safety Car	15
6.2.12	Rapid Response Medical Vehicle (RRMV)	16
6.3	Rules When Away From the Pits	16
6.4	Rules of the Grids and Pits	16
6.4.1	Uniforms	16
6.4.2	Fueling	16
6.4.3	Other Equipment	17
6.4.4	Pit Lane Regulations	17
6.4.5	Pit Traffic	18
6.4.6	Removal from Pits	18
6.4.7	Gridding of Automobiles	18
7.	OFFICIALS	19
7.1	Supervision	19
7.2	Appointment of Officials	19
7.3	Conduct	19
7.4	Separation and Plurality of Duties	19
7.5	Race Director/Chief Steward	20
7.6	Stewards	20
7.7	Starter	20

7.8	Timekeeper (Timer and Scorer)	20
7.9	Technical Inspector (Scrutineer)	21
7.10	Flag Marshal	21
7.11	Communications Marshal	21
7.12	Course Marshal	21
7.13	Medical Director	21
8.	PENALTIES	21
8.1	Range of Penalties	21
8.2	Time	22
8.3	Fine	22
8.4	Disqualification	22
8.5	Suspension	22
8.6	Loss of Points	22
8.7	Expulsion	22
9.	PROTESTS	22
9.1	Form	22
9.2	Time Limits	22
9.3	Protests Against Cars	23
9.4	Disposition of Protests	23
9.5	Awards	23
9.6	Malicious Protests	23
10.	APPEALS	23
10.1	Effect	24
10.2	Form	24
10.3	Hearing	24
10.4	Judgement	24
10.5	Malicious Appeals	24
11.	AUTOMOBILES	25
11.1	Automobile	25
11.2	Tires	25
11.3	Fuel	25
11.4	Technical Inspection- Mandatory Safety Requirements	25
11.5	IMSA GT Category	30
11.5.1	Purpose	30
11.5.2	Eligibility	30
11.5.3	Recognition Forms	31
11.5.4	Fuel Tanks	31
11.5.5	Minimum Weights	31
11.5.6	Authorized Modifications - GTO & GTU	33
11.5.6.1	All American Challenge	38
11.5.7	GTP Cars	39
11.5.7.1	Definition	39
11.5.7.2	Engine Eligibility	39
11.5.7.3	Minimum Weights-Maximum Displacements	40
11.5.7.4	Engine Modifications	41
11.5.7.5	Chassis - Body	42
11.5.7.6	Safety Devices	46
11.6	International Sedans	46
11.6.1	Purpose	46
11.6.2	Eligibility	46

11.6.3	Configuration	47
11.6.4	Official Weights	47
11.6.5	Safety Requirements	47
11.6.6	Optional Modifications	47
11.6.6.1	Notes	51
11.6.7	Eligibility List	52
11.7	IMSA Street Stock Category	54
11.7.1	Purpose	54
11.7.2	Eligibility	54
11.7.3	Classes	54
11.7.4	Recognition Forms - Configuration	54
11.7.5	Official Shipping Weight	55
11.7.6	Mandatory Safety Modifications	55
11.7.7	Authorized Modifications	57
11.7.8	Fuel/Refueling	58
11.7.9	Eligibility and Tire Size List	60
11.7.10	Eligibility Notes	63
12.	STANDING SUPPLEMENATRY REGULATIONS	63
12.1	Camel GT Series	64
12.1.1	Duration	64
12.1.2	Car Eligibility	64
12.1.3	Camel GT Driver Championships	64
12.1.4	Manufacturer Champions	65
12.1.5	Advertising	66
12.1.6	IMSA GTO/GTU	66
12.1.7	Duration	66
12.1.8	Car Eligibility	66
12.1.9	IMSA GTO/GTU Driver Championships	67
12.1.10	Manufacturer Champions	68
12.1.11	Advertising	68
12.2	LuK Clutch Challenge	69
12.2.1	Duration	69
12.2.2	Car Eligibility	69
12.2.3	Driver Champion	69
12.2.4	Point Fund	70
12.2.5	Manufacturer Champions	70
12.2.5.1	Tire Champion	70
12.2.6	Advertising	71
12.3	Firestone Firehawk	71
	Endurance Championship Series	
12.3.1	Duration	71
12.3.2	Car Eligibility	71
12.3.3	Driver Champion	71
12.3.4	Manufacturer Champions	73
12.3.5	Car of the Year	73
12.3.6	Advertising	74
13.	APPENDIX-EQUIVALENCE FORMULI	76

1. CONTROL OF COMPETITION

1.1 International Control

The Fédération Internationale de Basketball (FIBA) is the authority which supervises and controls the international play of basketball, responsible for the organization of a number of national and international basketball championships. In 1988, FIBA had published the International Code of Basketball Rules.

Changes as provided in Article 42 of the 1988 FIBA Code had in numerous cases of appeal for the national basketball boards.

1.2 National Control

The American Basketball Confederation, Inc. (ABC) is the national basketball authority (FIBA) in the United States.

ACCUS, F.A.

1500 Main Street

San Francisco, CA 94104

* **NOTE:** Sections or paragraphs beginning with an asterisk (*) are changed from the 1989 CODE.

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, FIA
1500 Skokie Blvd.
Northbrook, IL 60062
(708) 272-0090

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 six member clubs and a number of individuals. The member clubs of ACCUS are:

- Championship Auto Racing Teams, Inc. (CART),
- 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.

* All IMSA members and all IMSA license holders are bound by the IMSA CODE and must abide by its provisions.

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, if so, whether an oral hearing should be granted, 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 10709, Tampa, FL 33679-0709, 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 IMSA-sanctioned 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/Organizer

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

A driver, mechanic, pitman or actual officials of the race, announcer, ambulance crew, tow truck or push car crews and pit gate worker or any other person bearing assigned pit pass duly and officially issued by IMSA, provided all such other persons are limited to those who have clearly defined duties directly allotted to them.

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, organizers and industry representatives. IMSA may issue provisional competition licenses to some applicants. Drivers with IMSA Provisional competition licenses must contact the Race Director

via IMSA Officials in pit lane each time they intend to drive a car in practice, qualifying or the race.

***3.4 Crew License** is required of mechanics, crew members and others who are issued pit pass credentials but who are not required to obtain an IMSA competition license.

3.5 Group Benefit—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 the 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 all members and/or license holders must conduct themselves accordingly. Unsafe or unsportsmanlike conduct may result in the imposition of penalties.

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 agrees without reservation to conduct himself in accordance with the IMSA CODE. If there is a disagreement or dispute regarding the meaning or application of the IMSA CODE, the interpretation and application by IMSA officials at the track shall prevail. Determinations by IMSA officials applying or interpreting the IMSA CODE shall be final and non-appealable except as provided in Articles 9 and 10 below. In order to promote the sport of auto racing, to achieve prompt finality in competition results, and in consideration of receiving numerous benefits available to them, ALL IMSA MEMBERS AND LICENSE HOLDERS EXPRESSLY AGREE THAT DETERMINATIONS BY IMSA OFFICIALS AS TO THE APPLICABILITY AND INTERPRETATION OF THIS CODE ARE NON-LITIGABLE, AND THEY COVENANT THAT THEY WILL NOT INITIATE OR MAINTAIN LITIGATION OF ANY KIND AGAINST IMSA OR ANYONE ACTING ON BEHALF OF IMSA, TO REVERSE, MODIFY, OR OBTAIN RELIEF FROM SUCH DETERMINATION FOR NO PURPOSE OTHER THAN A BAD FAITH INTENT TO HARM THE MEMBER OR LICENSE HOLDER. IF A MEMBER OR LICENSE HOLDER INITIATES OR MAINTAINS LITI-

GATION IN VIOLATION OF THIS COVENANT, THAT MEMBER OR LICENSE HOLDER AGREES TO REIMBURSE IMSA FOR THE COSTS OF SUCH LITIGATION, INCLUDING ATTORNEY'S FEES.

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.

- * Normally, the SR contain this information:
- Name, location, dates, nature and classification of the event.
 - IMSA sanction and announcement: "Held under the IMSA CODE."
 - Name and address of the promoter/organizer.
 - Schedule and location of all activities and competitions, classes of automobiles eligible, etc.
 - Entry deadline, fees, number of entries to be accepted and started in each competition.
 - Schedule of awards and prizes.
 - Other necessary information.

Although no changes will ordinarily be made in the SR after the entry deadline, IMSA reserves the right to make changes at any time.

4.1.5 Insurance Regulations and Standards

- * a. Minimum Limits—IMSA requires that each promoter/organizer of an IMSA-sanctioned event obtain proper liability and participant accident insurance in the following minimum limits:

EVENT LIABILITY:

\$5,000,000

Combined Single Limit

PARTICIPANT ACCIDENT:

Accidental Death-\$25,000

Medical Reimbursement- \$50,000

Weekly Indemnity-\$100/week for 104 weeks
(7-day waiting period)

- b. Approval—Event liability insurance for IMSA-sanctioned speed events automatically must cover 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 Race Director. Participant accident insurance coverage must be secured under the IMSA insurance program without exception.

c. **Excess Medical Benefits**—IMSA has secured an excess medical insurance policy which provides up to \$500,000 in benefits (\$50,000 deductible) to licensed IMSA members while they are taking part in IMSA sanctioned race events.

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 and/or on IMSA License Application. 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, Performance Guarantees

* If an event is cancelled or postponed for more than 15 days, entry fees will normally be returned to entrants who have had no opportunity to compete. The promoter/organizer of an IMSA-sanctioned event is bound to hold the event in accordance with IMSA CODE and supplementary regulations for the event. If the event is cancelled or postponed by the promoter/organizer for any reason other than force majeure, act of God or other cause beyond the control of the promoter/organizer, IMSA may impose a monetary penalty in any amount not exceeding \$10,000 for each hour of delay or a total of \$100,000. Nothing in this paragraph shall be construed to limit or otherwise affect any right of action by IMSA for breach of contract.

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.
- e. Penalize a competitor who attempts to complete a lap on other than the prescribed course (such as by taking a shortcut or by racing through pit lane to gain an advantage).

4.3.1 Course Measurement

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

4.4 Timing, Scoring, Starts, Finishes, Results

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

4.4.1 Starts

There are two types of starts:

a. The standing start where the cars are stationary at the moment the starting signal is given, and.

b. The rolling start where the cars are moving at the moment the starting signal is given, in which case a pace car may be used to lead the field to the starting line. Normally the rolling start is 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 be placed in the starting line-up in order of their speed potential with the fastest to the front of the field.

* IMSA may require that cars achieve a minimum qualifying time in order to be eligible to start the race. IMSA may restrict the number of starters if a race is oversubscribed.

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

In a sprint race, the driver who sets the official qualifying time for the car must also start the race in that same car to retain the starting position.

* 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 the same type of car for a race, the Race Director 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 or at the discretion of the Race Director, a competitor who is unable to qualify in his session but can meet qualifying requirements, may be placed on the grid behind other automobiles of his division or at the rear of the grid.

4.4.4 Standard Rolling Start

* Cars will take their assigned positions in two rows behind the pace car. The pace car will depart the starting grid and make at least one lap of the circuit at moderate speed. Any car unable to start the pace lap in its assigned position may be held in the pits and required to join at the back of the field. 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 entrance, drivers will maintain their position at an even speed set originally by the pace car and maintained by the pole position car and driver. All drivers will remain in their original two-by-two starting positions on the pace lap until the green flag is shown by the starter signifying the start of the race. Any deviation from the original assigned starting positions or manipulation of the set pace will be considered an infraction of these rules. Official timing begins when the first car crosses the starting line. Cars unable to make the pace lap(s) may be started from the pit lane with the permission of the Race Director after the field has received the green flag.

***4.4.4.a Single-Car Qualifying**

When Supplementary Regulations call for single-car qualifying, the procedure shall be as follows:

A specified number of overall starting positions will be determined during one or more single car qualifying sessions(s) normally consisting of one warm-up lap, two flying timed laps, and one cool down lap for each participating car. The faster of the two timed laps will determine top starting positions.

At the conclusion of a qualification, each car will have a sturdy wire threaded through each wheel/tire and an IMSA seal affixed. To retain the starting positions established during single car qualifying, each top qualifier must present itself for the race with untampered wires and seals still in place. Seals will be removed by an IMSA official prior to the race and the car must start the race on the same wheels/tires used during single-car qualifying.

All four wheels/tires will be threaded and sealed during single-car qualifying. In the event that one of the tires is damaged, IMSA will allow a tolerance of one wheel/tire at the time of pre-race inspection and seal removal.

The IMSA Event Detailed Schedule will state the number of starting positions to be determined during single-car qualifying; which cars may participate; the method for determining the order in which cars individually attempt to qualify; and any changes from the standard procedure.

Cars that participate in single-car qualifying will be gridded ahead of other eligible cars who do not participate. An eligible car that does not participate will be gridded no further back than the lowest grid position otherwise achievable in single-car qualifying (i.e. no lower than 8th if single-car was to set the top 8 starting positions).

Similarly, if a car is presented for gridding without proper seals intact, it will be assigned a revised starting position no further back than the lowest achievable in that event's single-car qualifying.

If more than one car applies in either of the above cases,

their revised starting order will be determined by original qualifying times, by car identification number, or by other means as determined by the Race Director.

The Race Director, at his discretion, may allow a competitor a second qualifying opportunity if an extreme change in course condition or other mitigating circumstances occur during his run. The Race Director may, at his discretion, alter the qualifying procedure to accomodate local conditions.

4.4.5 Timing and Scoring

- a. For the standing start, the timing and scoring commences 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 commences when the leading car crosses the starting line.
- *c. First and subsequent laps are timed and scored when each car crosses the control line at the timing and scoring station unless a different procedure is prescribed by the SR.
- 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 and thus eligible for awards and championship points only if he has been under the Starter's orders at any time during the competition, in his car and fully prepared to compete or as provided for in Article 4.4.4.

4.4.8 False Start

* A false start occurs when a driver moves forward from the position assigned to him by the Starter 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 or their order passing the scoring line 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 before it is 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 obligated to distribute awards. If 50% or more has been run, IMSA may call the competition complete and direct the distribution of awards.

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 at the expiration of the time limit, the checkered flag will be given to the next highest running car in the same manner.

***4.4.13 Inadvertent or Delayed Checkered Flag**

Should the checkered flag inadvertently or otherwise be displayed before the leading car completes the scheduled number of laps - or before the prescribed time has been completed - the race will nevertheless be deemed to end when the flag is displayed.

Should the checkered flag be inadvertently delayed, the results will be based on the positions at the moment provided for in the Supplementary Regulations. If the checkered flag is inadvertently or otherwise displayed to a car other than the leader at the conclusion of the race, it will be considered a delayed finish as though the flag has been given to the leader.

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.

4.5.1 Official Results

* Following a competition, the Official Results will be those issued from the IMSA office and/or published in the IMSA Newsletter and they may only be amended to correct typographical errors or as otherwise provided in these rules. IMSA will authorize payment of awards only after the results of a competition are audited, published in final form and signed by the Timekeeper or Race Director.

4.5.2 Payment

* All awards earned by a car in a competition will be paid to the registered entrant of the car.

4.5.3 Driver Logs

Prior to awarding championship points, IMSA may require entrants or drivers to submit a signed IMSA driver log at the conclusion of a competition which states the amount of time or number of laps completed by each driver in the car. In cases where more than the specified maximum number of drivers in a car could be eligible for point awards, it is the responsibility of the entrant to advise IMSA of which drivers should be considered as eligible.

5. ENTRANTS - DRIVERS

IMSA issues several types of competition licenses, including but not limited to Driver's licenses and Entrant's licenses.

***5.1 IMSA Drivers License**

Every person who drives a car in an IMSA-sanctioned event shall possess a current IMSA Competition License. Applicants must be at least 18 years old.

IMSA may elect to issue a Provisional license upon application and proof of prior experience and/or suitable schooling. Provisional license holders may compete in all Street Stock classes and International Sedans or other categories designated by IMSA.

Provisional licenses may be upgraded, at IMSA's discretion, upon request of the license holder, following suitable experience.

Full IMSA licenses may be issued to drivers with appropriate documented experience or holders of FIA Grade C or better licenses from their home competition club.

***5.1.1 IMSA Entrant's License**

It is recommended that the Entrant possess an IMSA Entrant's License.

5.2 FIA License

* Every person who enters or drives a car in an FIA-listed event shall possess a current FIA Entrant or Driver License. All drivers, regardless of FIA affiliation, must have an IMSA Driver's license.

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. Except as provided in article 5.6 below, the entry fee is nonrefundable.

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, and may be penalized.

5.4 Acceptance and Refusal

IMSA shall be the sole judge of whether an entry will be accepted and, if an entry is not accepted, such refusal is final and not subject to protest or appeal. IMSA is not obligated to give any reason for such a refusal. An entrant whose entry is refused by IMSA shall be promptly informed of that fact by IMSA and the entry fee shall be returned.

5.5 Falsification

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

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 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.

Conduct while driving a race car which is deemed by IMSA to be unnecessarily dangerous, negligent, or otherwise inappropriate for a professional driver may be considered to be a breach of these rules.

5.8 Responsibility

Entrants are responsible for the conduct of their drivers and crews during competition. An offense by a team member may be charged to the entrant.

5.9 Alcohol-Controlled Substances

It is forbidden for any participant to consume any alcoholic beverage, narcotic or other controlled substance which may affect his behavior during practice, qualifying or racing portions of an IMSA event. IMSA may require a participant to undergo testing, at his own expense, to determine the presence of such substances.

5.10 Medical Responsibility of Participants

* It shall be the personal responsibility of all participants, including drivers, to refrain from taking part in any IMSA-sanctioned

event if they have been injured, are under the influence of any controlled substance or beverage, or are in any way other than medically fit. It shall be the responsibility of a participating driver to report to the Medical Director before taking part in an event any unusual medical condition, allergy or anticipated special treatment he may require.

* It shall be the further responsibility of a participating driver to disclose to the Medical Director all prescription and over-the-counter medication that the driver is using or has used in the past, as well as any side-effects that have been experienced as a result. If IMSA determines, based on the circumstances of the particular case, that the medication being used would adversely affect safety, then the driver will not be permitted to participate in that IMSA event.

* IMSA or the Race Director may require an injured driver to be approved by a physician appointed by IMSA prior to issuance of an IMSA license or before competing. The appointed physician may discuss the results of this examination with IMSA officials, who in turn may publicly disclose those results, and the driver waives without reservation any claim to doctor-patient confidentiality in this regard.

5.11 Safety Equipment

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

- a. Crash helmet of recognized high quality. It is recommended that helmets meet the latest specifications and bear the seal of approval of the Snell Foundation 1985 SA. 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. Drivers of open cockpit cars must be equipped with full coverage helmets including face shield and a driver arm restraint system.
- f. Hood or face mask of fire-resistant material to cover facial hair or hair protruding from helmet.

5.12 Advertising - Promotion - Contingent Awards

Entrants and drivers of cars must execute the standard advertising release provided on each license application granting permission for the use of their names, photos, and photos of their racing cars in advertising and promotion material, excluding product endorsement.

To be eligible for contingent awards, 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.

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.

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.

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; and/or debris on course.

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 Black Flag All

Stationary yellow flag at all stations, waving yellow at scene of incident, black flag at start/finish. Interruption of practice or qualifying session. Take cool-off lap and stop at pits. Expect session to be resumed when temporary difficulty is corrected.

6.2.11 Safety Car

* The Race Director may dispatch the safety car at any time during an event in order to correct a hazardous situation. Drivers will be warned that a safety car will be used when all turn stations display a stationary yellow flag. No passing will be permitted anywhere on the circuit. The safety car will take the course ahead of the current leader, if possible. All contestants will then follow the safety car in single file.

The primary purpose of using the safety car is to create a

traffic interval on the circuit so that marshals may handle emergencies quicker and more safely; therefore, it is essential that stragglers catch up with the field as quickly as possible. It is forbidden for a contestant to pass the safety car unless he is waved by specifically.

* Competitors may enter the pits while the safety car is on course, but they may not reenter the racing circuit unless directed by a marshal. They must fall into line at the rear of the field after it has passed the pit area.

The safety car will pace the field for a minimum of two laps. At the beginning of the final lap behind the safety car, the starter will usually give a "one lap to go" signal at the start-finish line and the safety car will extinguish its safety lights for the final safety lap.

On the restart, the green flag will be displayed at the start-finish line, the yellow flags dropped and racing may begin again.

Special safety car procedures for a given event will be discussed at the drivers' meeting.

6.2.12 Rapid Response Medical Vehicle (R.R.M.V.)

While the R.R.M.V. is in motion on the race track, it is forbidden for a contestant to pass the R.R.M.V. unless he is waved by specifically.

6.3 Rules When Away From The 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. Whenever GT cars are being refueled in pit lane during a race, crew members, industry support people and all other individuals over the pit wall must wear full fire resistant clothing on their exterior.

6.4.2 Fueling

All fueling in the pits must be done by using IMSA approved gravity fed fueling rigs as follows:

Vented overhead rig with a maximum overall height (not including vent) of 6'7" as measured from the pit lane surface.

Single 2" I.D. fuel hose with manned automatic spring loaded shut-off valve between tank and hose. Shut-off valve may not be equipped with any device that allows the valve to be locked in the open position.

* Single 2" I.D. vent hose connected to the overhead tank or an approved container mounted to the overhead tank behind the pit wall.

Refueling and vent hoses must be equipped with approved dry-break couplings.

ATL-type refueling bladders should be replaced or returned to the manufacturer for inspection every 5 years.

The refueling rig may not be refilled during a pit stop.

No leakage or spillage of fuel will be tolerated.

* All crew members handling fuel or refueling equipment must wear fire resistant clothing covering all exposed skin areas and protective goggles. Each team must have a fully charged minimum 10 lb dry powder fire extinguisher, or equivalent, in the pit at all times which must be manned any time the car is being refueled or fuel is being handled. The crew member manning the fire extinguisher during refueling may not participate in other pit stop activities.

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

Refueling of race cars on the final grid is not permitted.

6.4.3 Other Equipment

a. General - Compressed air tanks, air lines, hoses, fuel barrels, refueling equipment, tools, spare parts, spare body panels and any other equipment or material stored in the pits must be situated behind the pit wall and may not block or infringe upon fire lanes or other designated safety zones.

b. Carts - Motorized carts and similar 3 or 4-wheeled vehicles may not be driven into pit lane or parked behind the pits.

c. Air Tanks - Air tanks must be securely fastened or anchored once their protective caps are removed. A protective cage or guard around the regulators and fittings must be in place at all times.

d. Sparks - No electric-driven tools or other equipment which may generate sparks are permitted in the pits.

e. 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.

f. Face Masks - It is recommended that crew members changing tires wear protective face masks to prevent inhalation of brake pad dust.

6.4.4 Pit Lane Regulations

Any time race cars are on course, a maximum of two people per car plus a driver will be permitted at the wall which separates pit lane from the track depending on the layout and track regulations. The Chief Steward may further limit this number. Crossing the pit lane must be done under a pit marshal's supervision during a race

and should be kept to a minimum at all other times.

* During a race one person may go over the pit wall to signal the race car to its pit for a pit stop. All other team members and all equipment must remain behind the wall until the car has come to a stop in its designated pit. At that time, a total of five team members are permitted over the pit wall to perform service on the car. 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 team member manning a fire extinguisher. (All other team members over the wall will be considered working on the car). Whenever a team member is working under a car in pit lane, jack stands or safety supports must be in place under the automobile.

Before leaving the pit, the race car must be completely free of all hoses, tools, etc. At no time may a car be driven over any line, tool or part. At the conclusion of the pit stop, team members should promptly carry all equipment back behind the pit wall.

* During official practice and qualifying sessions, these same regulations are in effect except that the team is not restricted to a total of five team members performing service 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

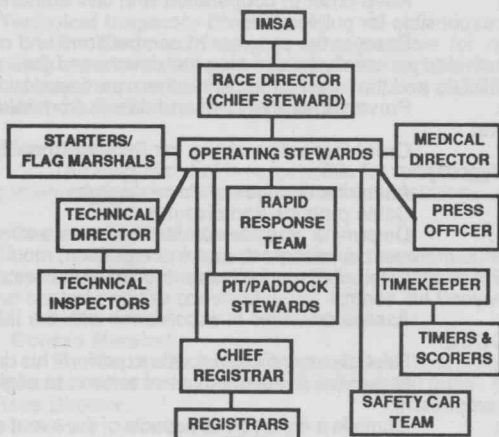
Cars may be removed from the pits during a race only with the approval of the Race Director. Otherwise, if a car is removed from its pit, it will be assumed it is being withdrawn from the race. The Race Director may permit removal of a car for necessary work too inconvenient or hazardous to do in the 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, the above officials may delegate part of their duties to assistants.

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

7.4 Separation and Plurality of Duties

An official can have no responsibility or authority beyond that attached to his appointment. However, except for the Race Director and the Stewards, a person may hold more than one official position.

7.5 Race Director (Chief Steward)

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

- a. Keep order in cooperation with civil authorities responsible for public safety.
- b. Execute the program of competitions and other activities punctually by directing the drivers and their cars, officials and their assistants, and other participants.
- c. Prevent ineligible cars and drivers from taking part.
- d. Order inspection of any car in order to verify its eligibility.
- e. Authorize changes of drivers or cars.
- f. Settle protests and disputes.
- g. Determine whether conditions are safe to continue the event, or else postpone a competition, modify the SR or alter the schedule for reasons of safety or forces beyond his control.
- h. Assess penalties in accordance with the 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 events.

***7.14 Other Officials**

IMSA may establish such other officials as it deems appropriate.

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 a 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 Time

The Race Director may impose a time penalty against a car during a competition by calling its driver into the pits and/or by holding a car already in the pits.

8.3 Fine

* A fine of up to \$20,000.00 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 10709, Tampa, FL 33679-0709.

8.4 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.

8.5 Suspension

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

8.6 Loss of Points

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

8.7 Expulsion

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

9. PROTESTS

* Only an 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 \$1,000.00 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 Art. 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

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

10. APPEALS

An entrant or driver 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 within one hour of the announcement of the first judgment. 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/or heard, and his decision will be final.

10.1 Effect

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

10.2 Form

* Appeals must be made in writing, signed by the appellant personally, accompanied by the appeal fee and received by the Race Director or at IMSA headquarters in Tampa, Florida within ten (10) days of the announcement of the judgment being appealed. Appeal fee: \$1,000.00

10.3 Hearing

If the Commissioner decides that an appeal should be heard, he may name a court or he alone may hear the appeal. All parties will be advised of the time and place of the hearing. The procedures for the hearing will be determined by the Commissioner in his sole discretion. The Commissioner and the appellant may at their own expense call witnesses and present relevant evidence, but the appellant shall present his own case. No other persons or representatives may be present at the hearing except as permitted by the Commissioner.

10.4 Judgment

The Commissioner or court of appeal may affirm or reverse a judgement by a Race Director or an IMSA first court, waive or increase a penalty previously imposed, levy a fresh penalty and will determine the disposition of the appeal fee.

* Neither the Commissioner nor an IMSA court of appeal shall order any competition to be rerun.

IMSA shall have the right to publish the judgment of the Commissioner or court of appeal and to use the names of the parties involved. These persons shall have no right to act against IMSA, the IMSA Commissioner or the publisher of 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 or car shall be defined throughout the IMSA CODE as consisting of the bodyshell/chassis unit, and the IMSA approved engine block or crankcase, neither of which may be replaced during a race. 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 require a competitor to use the same tires as he used in qualifying.

It is prohibited to use traction compound or any substance which might alter the physical properties of a competition tire as supplied by its manufacturer.

11.3 Fuel

All cars must use a readily available 'Class A' gasoline conforming to A.S.T.M. D-439 specifications. Upper cylinder lubrication or any non-oxygen or non-nitrogen-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 at 60 degrees F. Unleaded gasolines must be E.P.A. street legal 'Class A' gasoline conforming to A.S.T.M. D-439 specifications with no additional additives and having a specific gravity no greater than .80. 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 Technical Inspection/Mandatory Safety Requirements

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.

A.

Inspection:

1. IMSA reserves the right to impound and inspect cars competing in an event.
2. 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.
3. 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.
4. Admittance to any area in which inspections are being made is controlled by the Chief Technical Inspector.
5. Each entered car must submit to Technical Inspection during scheduled hours and display an official tech sticker. Items covered during Technical Inspection include:
 - 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 on hood, facing forward, in block numbers as large as practical and must be legible to the satisfaction of the Chief Timekeeper. Numbers must contrast sharply with body color. No metallic, mirror-finish, or "engine-turned" numbers will be allowed.
 - 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.
 - i. Mandatory safety requirements listed below.

B. Mandatory safety modifications for all cars (except Street Stock covered separately under 11.8.6):

1. A six point driver restraint system of approved design must be installed.
2. Passenger seats, seat backs, mats and other loose gear must be removed, unless car rules specify otherwise.
3. Steering lock mechanisms must be removed.
4. When applicable, a minimum of two 360 degree loops 2" x 1/4" thick secured around the driveshaft within 12" of the front and rear joint locations must be installed.
5. An approved net covering the driver's window opening must be securely installed whether or not the window remains open. Nets are not mandatory in GTP cars which do not afford secure mounting points, however,

a driver arm restraint is strongly recommended.

6. NASCAR - style detachable steering wheels are recommended. Center top of steering post must be padded with production center cover or at least two inches of a resilient material.

7. Windshield safety clips or 'Camlocks', 3 each at the top and bottom, where applicable, bolted or riveted to the body, and spaced at least 12" apart, must be installed. Safety glass is required for windshield.

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

9. 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.

10. 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.

11. 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.

12. Headlights must be protected against breakage. Headlights may be taped or removed and replaced with metal or fiberglass solid plate of same shape and fitted in the same manner. It should be possible to remove plate easily, install and operate headlights.

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

14. Safety fuel cell of an approved type meeting FIA Spec FT - 3 or FTA are required, must be mounted outside the driver's compartment, separated by firewalls, flame and leakproof, and protected as far as practicable by the roll cage. Additionally, on GTP cars the safety fuel cell must be mounted no more than 65cm from the longitudinal axis of the car and must be located within the limits defined by the front and rear axles of the wheels. All fuel cells less than 20 cm from the lateral flanks must be protected by a crushable structure as specified in the FIA Sporting Code, "Appendix J, Sec. 4.14." Steel or steel braided fuel lines with appropriate fittings, fuel cell check valve, and vent line check valve are mandatory. The fuel cell vent system on the car must be designed so that all fuel vapors released during refueling are returned to the over head tank via the 2" ID refueling vent hose. No spillage will be tolerated! Refueling equipment protruding into the driver compartment must be shielded so as to prevent hazard to the driver in event of rupture. Drybreak fuel fillers and vents are required on all GT cars

and are highly recommended on IS cars. They must be located away from the engine compartment and the exhaust. The bodywork may be modified to install fillers and vent so they do not protrude beyond the plane of the outside mounting surface .

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

16. 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.

17. No concealed pressure type containers, feed lines or actuating mechanisms are permitted, even if inoperable.

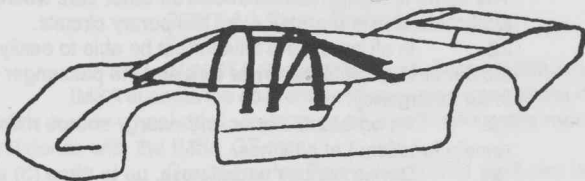
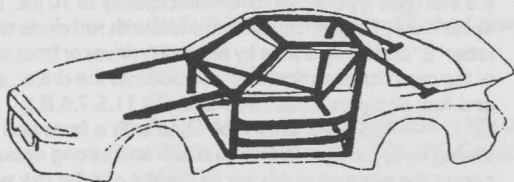
18. No part of a car may touch the ground when any two of its tires on the same side are deflated.

19. 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. Material and construction specifications of recommended GT designs are contained in FIA Appendix J to the International Sporting Code 1973, Art. 253 (e) and in these rules.

* On GTP cars, 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 include a diagonal reinforcement bar and two rearward facing braces connected to the highest point of the hoop. On open cockpit GTP cars the front roll hoop must be positioned at the top of the dashboard and correspond to the shape of the cockpit. The two longitudinal members linking front and rear roll hoops must be mounted as high as practical on the hoops. In all cases, the driver's helmet must be below the plane created by the top of the front and rear roll hoops.

GT and International Sedans are required to have a rear vertical hoop behind the driver's head connected to the left and right front roll bar legs by a roof hoop. The front roll bar legs must closely follow the contour of the standard windshield posts and must be connected by a horizontal bar at the dash. The rear vertical hoop must be connected by two parallel, horizontal bars, one across the floorpan at the bottom of the hoop, and one at seat back height. The hoop must also incorporate a diagonal brace to prevent lateral distortion and two rearward facing support braces extending from the top of the vertical hoop to rear of the frame in the fuel cell compartment.

RECOMMENDED ROLL CAGE



MATERIAL: Seamless Mild Steel Tubing

IMSA INTERNATIONAL SEDANS

Main Structure: 1 1/2" x .090"

Secondary Braces: 1 1/4" x .090"

IMSA GT

Main Structure: 1 3/4" x .090"

All dimensions are recommended minimums. For equivalent strength in alloy steel tubing, see manufacturer's reference charts. No aluminum or other non-ferrous material permitted.

* 20. A fire extinguisher of the following type and size is required for the respective categories and must be carried and in certified working order at all times. All GTO/GTU and

International Sedans: On-board fire extinguisher system of the inert gas type with a minimum capacity of 10 lbs. (Halon or Halonite). Trigger must be marked with red circle with the letter "E" and be operable by either the driver or from outside of the car. Outlets should be directed into the driver, engine and fuel compartments. (See also Art. 11.5.7.6.B.).

*21 All GT cars must be fitted with a front and rear towing eye, painted red, accessible and strong enough to permit the retrieval of the car by means of a flat tow vehicle. The same is highly recommended on other cars where applicable and is mandatory on temporary circuits.

22. In all cases, the driver must be able to easily exit the car through both the driver side and the passenger side in an emergency.

23. An on-board starter and energy source must remain functional at all times.

*24. During periods of darkness, up to three (3) identification lights are permitted on the roof or in side windows provided they do not face rearwards, flash or blink. They may not be yellow, blue or excessively bright and all identification lights are subject to approval by IMSA. European-style number illumination is not permitted.

25. All cars must not exceed a maximum sound level of 108 dBA measured at 50 feet on either side of the car.

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 3.0 liters (GTO) and cars with engines up to 3.0 liters (GTU). Turbocharged models are not eligible in GTU. Includes makes and models formerly homologated by FIA in Groups A and B of the 1984-90 Appendix J and the following volume produced models :

AVANTI

BUICK Regal, Turbo Regal

BMW M1
 CHEVROLET Camaro (1981 on)
 CHEVROLET Corvette and Turbo Corvette (1983 on)
 FERRARI Boxer
 FERRARI F-40
 FORD Mustang/Mercury Capri (1979 onwards)
 FORD Thunderbird/MERCURY Cougar
 MAZDA RX-7
 NISSAN 300 ZX (1990)
 PONTIAC Fiero, Firebird
 PORSCHE 959
 TOYOTA Celica (1986 on), Supra (1982 on)

* IMSA accepts the conversion of approved front-wheel drive models to rear-wheel drive, as long as all modifications are made in accordance with the IMSA GT text.

(b Grand Touring Prototypes (GTP) - Includes IMSA Experimental GT (GTx) cars as defined in 1985 IMSA Code and IMSA GTP cars as defined in these rules. GTP cars have no minimum production requirement, are two-seater racing machines conforming to special production rules developed by IMSA.

11.5.3 Recognition Forms

Entrant may be required to furnish official recognition forms for makes and models described in Art.11.5.2(a) if so requested by the IMSA Technical Inspector at an event. FIA recognition forms for cars homologated in Groups A and B may be secured from ACCUS, FIA, 1500 Skokie Blvd., Northbrook, IL 60062, Telephone (708) 272-0090.

11.5.4 Fuel Tanks

Approved safety fuel cells must be positioned as close as practicable to the standard fuel tank location. GTO and GTU cars must maintain a minimum of 6" between the cell and the ground at all times. Maximum fuel capacity including the cell, surge tank and fill pipes: 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:

(a)

GTO (naturally aspirated)	
3000cc	1800 lb
3500cc	1900
4000cc	2000
4500cc	2150
5000cc	2350
5500cc	2450
6000cc	2550

Mazda RX-7 (3 rotor)

2000

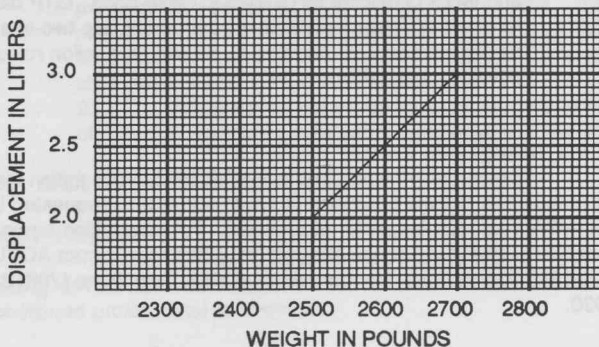
Mazda RX-7 (4 rotor)

2250

4-valve engines must weigh 10% more than their listed weight.

(b)

**1990 IMSA GTO (TURBOCHARGED)
WEIGHT vs. DISPLACEMENT GRAPH**



(c) GTU

-Conventional 2-valve engine .7 lbs./cc

-Rotary engine (12A - 1820 lbs.; 13B - 2050 lbs.)

-Conventional 4-valve engine .85 lbs./cc

-Minimum weight any car 1600 lbs.

* Note: A 5% weight tolerance will be permitted for cars raced in front wheel drive configuration.

(d) GTP per specified IMSA GTP rules.

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.

(a) Engine: Free except:

1. Engine block: The parent manufacturer's series production block as delivered in a street-legal vehicle must be retained. Alternate heavy duty production blocks and replacement alloy blocks must be approved by IMSA. The block may be bored and stroked or sleeved and `destroked. Maximum N.A. displacement: 6000 cc; Maximum turbo charged displacement: 3000cc.
2. Cylinder Heads: Cylinder heads must retain the same number of valves, ports and spark plugs, be interchangeable with the originals and retain the original method of cooling. However, models with an approved standard displacement less than 2200 cc may be fitted with an approved 4-valve cylinder head.
3. Camshafts: must remain in standard location.
4. Bearings: may be replaced by others of the same type only.
5. Induction System: Cars may only be turbocharged if recognized on that model or approved by IMSA and are limited to the same number of turbos as the production model engine. Single turbochargers must be equipped with a 54mm restrictor plate fitted as specified in Article 11.5.7.4. Twin turbochargers are restricted to a 38 mm restrictor on each turbo fitted as specified in Article 11.5.7.4. Only single stage air to air intercoolers may be used for turbo-charger intercooling. Turbocharged cars may not be equipped with any device which allows the boost pressure to be adjusted or the electronic management system controlling the boost pressure to be altered by the driver or crew while the car is in motion.
6. Ignition: Dual ignition is permitted only on models so produced in series production form; as recognized by the FIA; or as otherwise approved by IMSA.
7. Exhaust: On front-engined cars, exhaust pipes must exit horizontally at the outer edge of the side of the car behind the midpoint of the wheelbase unless otherwise specifically approved by IMSA. Exhaust pipes may not exit through doors or above the plane of the top of the rocker panel. In the case of cars using large mufflers, or as other-

wise approved by IMSA, the passenger-side floorpan (Article 11.5.6d) may be tunneled for the purpose of accommodating the muffler(s) only.

8. Engine location: Engines may be freely positioned within the original engine compartment. Front engined cars may relocate the engine no farther rearward than:

a. V-8 and inline-6 engines: so that the foremost spark plug coincides with the vertical plane created by the centerline of the front wheel hubs.

b. V-6 and inline-4 engines: the foremost spark plug up to 4 1/2" rearward of the plane denoted in (a).

c. Rotary engines: The foremost spark plug up to 8" rearward of the plane denoted in "a".

(b) Systems: The following systems are free:

1. Steering

2. Brakes; except non-metallic brake discs are not permitted.

3. Suspension; except components may not protrude into driver/passenger compartment or pass through coachwork. Automatically adjustable suspension systems are not allowed.

4. Cables and pipes; except that fuel and high temperature liquid pipes must be armored and may only pass through the driver /passenger compartment if they are also shielded.

5. Electrical system; except that two tail/stoplights must be located in their standard position, retain the standard lens and be operational at all times. Headlights must also maintain standard locations, but lenses and bulbs may be removed for daytime events if openings are covered with a solid plate.

6. Drive Train; except a functional reverse gear is mandatory and a maximum of 5 useable forward speeds will be permitted. Except in the case of front-wheel-drive cars converted to rear-wheel-drive, all drive train components must retain standard orientation and location.

7. Water radiators; except standard location must be maintained.

*(c) Wheels and Tires: All four wheels must have the same diameter. Method of attachment is free. Track dimension is limited by

maximum permitted car width.

Maximum complete wheel and tire section widths are:

1. GTU - 13.5"
2. GTO - 16"
3. GTO maximum wheel diameter is 17".
4. GTU maximum wheel diameter is 16".

(d) Chassis: may be freely modified, except the standard wheelbase and all relationships with the coachwork must be maintained, unless otherwise approved by IMSA. The standard floorpan may be replaced by a continuous flat steel sheet with a minimum thickness of .032", parallel with the ground, and may be relocated to the top of the rocker panel (see also Article 11.5.6.a.7.). If the floorpan is made of a material other than steel, a flat steel sheet with a minimum thickness of .032" must be added under the driver/passenger area. The floorpan may not be extended beyond the limits of the original floorpan/body panel of the original car. The underside of the chassis may not be contoured and no part of the car may touch the ground when any two of its tires on the same side are deflated.

Standard inner fender panels may be replaced as long as the fuel cell, all exposed lines and any other vulnerable components in the engine and fuel compartments are effectively protected.

The forward firewall may be relocated to 3" behind the leading edge of the windshield and, in the passenger footwell, may be bulged rearward to flush with the face of the dash Art.(11.5.6.3) or as approved by IMSA. The rear seatwell may be covered flush with the top of the well. Otherwise, standard production firewall locations and orientations must be maintained.

(e) Interior: Must conform to standard dimensions and configuration except where these rules allow otherwise. Passenger seat, rear seat and all interior trim must be removed. The standard dash must be retained or may be replaced with a complete dash of similar dimension, orientation and appearance. Driver's seat must be within 3" laterally of the standard location and positioned no further rearward than the back of the door pillar and be oriented for left-side drive. Safety, driver comfort and communications equipment are the only items allowed in the passenger compartment.

(f) Exterior: All visible external body panels, glass areas and integrated bumpers must retain their standard production dimensions, shape, contour, and orientation. All production dimensional relationships (such as outer door skin to outer door skin, rocker panel to roof, windshield rake, etc.) must be maintained so as to present an exact duplicate of the production car unless otherwise permitted in these rules. Minimum ride height measured at the rocker panel is 3".

1. Fenders may be flared covering at least one-third of the circumference of the tire to maximum car width of 79" and must be approved by IMSA. Rear fender flares may be vented a maximum of 24 square inches each along the contour of the leading edge without extensions or protrusions.

*2 Doors may be flared forward or rearward to blend into the fenders no more than a total of 30% of the door length on an individual IMSA-approved basis. The lateral dimension from the bottom of the outer edge of one rocker panel to the bottom outer edge of the other rocker panel must be within 3" of the standard dimension. The lateral dimension from outer door skin to outer door skin must be within 3" of the standard dimension. If window glass is used in doors, doors must retain their production thickness, must function in the original manner on production or approved hinges in the standard locations; and door jambs of production dimension and orientation must be retained.

*3. Windows - Door glass and winding mechanisms may be removed. Non-tinted substitute glazed material may be used in side and rear windows. Models not equipped with standard vent windows may add a flat vent window to the front of the door window area. The vent window must be mounted in the original window location and extend rearward no more than 6"

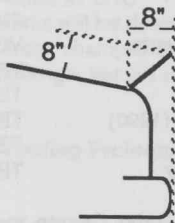
4. Rocker panels may be notched only enough to accommodate exhaust pipe exit per Article 11.5.6.a.7.

5. Material - The original bodywork comprising the production greenhouse must be retained, otherwise material of the body panels is free providing that the panels are securely attached to the chassis and remain rigid at speed.

6. Front spoiler may be added below the plane of the wheel hubs within the perimeter contour of the coachwork as viewed from above.

7. Rear spoiler may remain as delivered on the production car; as homologated by the FIA in Groups 1-4, Groups A and B of Appendix J; and approved by IMSA. As an alternate, a flat or curved plate with no rudders or forward mounting brackets may be fitted to the rearmost part of the coachwork without protruding beyond the perimeter contour of the original coachwork as viewed from above the spoiler. No air may pass between the plate and the coachwork; it must not be adjustable from within the car; and may extend

to a maximum height of 8" above the contour of the standard coachwork per the following diagram:



(g)

*

Miscellaneous

1. An approved on-board jacking system is permitted. Manual jack points may not protrude through the bodywork.

2. A 2" lip may be added to the following approved rear spoilers:

Audi 80/90	TBD
BMW M-1	#MS DM-1 #51712206547
Nissan 300ZX, 280Z	#99996 - R8Z01
Nissan 300ZX (1990)	TBD
Nissan 240SX	TBD
Ferrari 512BB	#50048701
Ferrari F-40	TBD
Mazda RX-7	#0000-07-116B
Mazda RX-7	#M747-07-116
Mercury Cougar	TBD
Pontiac T.A.	#85T GTO HR5
Pontiac Fiero	#84 IREDS
Porsche 911, RSR, 934	#91151201020
Porsche 924,944	#PR44782755584

*3. The following rear deck lids/spoiler are approved:

Chevrolet Camaro	85-F-GTO-RSD
Ford Mustang	M-40110-B863
Chevrolet Corvette	VGTO-8712
Toyota Celica	000-98-10001

4. The following alternate hoods are approved:
- | | |
|---------------------|---------------|
| Audi 80/90 | TBD |
| Chevrolet Camaro | #14944867 |
| Pontiac Firebird | #85 PTHRH |
| Ford Mustang | #M-16612-B853 |
| Chevrolet Corvette | VGTO-8703 |
| Ferrari F-40 | TBD |
| Nissan 300ZX | TBD |
| Nissan 300ZX (1990) | TBD |
| Nissan 240SX | TBD |
| Mercury Cougar | TBD |
5. Porsche 930 Turbo Carrera may use the approved air cooled 3.2 liter engine in GTO. Porsche 911 may use the approved air cooled 3.2 liter engine in GTU.
6. Cars with standard wheelbases greater than 105" may convert to a 105" wheelbase on an individual IMSA-approved basis.
7. Rotary powered cars are permitted side or peripheral port rotor housing. 3 and 4-rotor engines are permitted for use in GTO.
8. A 3% weight tolerance will be permitted for totally air cooled engines.
- *9. Ceramic turbocharger components, variable diameter turbocharger inlets and/or adjustable internal vanes on turbochargers are not permitted.
10. Cars equipped with 3 or 5 valve production cylinder heads must add an additional 3% to the minimum weight listed for 2 or 4 valve engines.
11. Cars equipped with 4-wheel drive must add 10% to their listed minimum weight.

* 11.5.6.1 ALL AMERICAN CHALLENGE

All American Challenge is a new division of GTO designed to encourage greater privateer participation in GTO.

- (a) Eligibility - Restricted to American built cars with V-6 or V-8 engines, front engine, conventional transmission and live rear axle.
- (b) Engines - American iron block V-6 and V-8, six liter maximum displacement, unrestricted single four barrel carburetor.
- (c) Weight - Nine pounds per cubic inch of engine

displacement with a minimum weight of 2500 lbs. Weights are without driver.

(d) Wheelbase - AC cars built to a 105" wheelbase will be allowed. Otherwise the stock wheelbase must be retained.

All other rules the same as GTO

Bonus award programs will be developed to foster All American Challenge. Separate championship points will not be awarded for All American Challenge, but will instead accrue towards the GTO category.

11.5.7 GTP CARS (Grand Touring Prototype)

11.5.7.1 Definition

IMSA has developed rules for cars known as GTPs (Grand Touring Prototype). 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 Articles 11.5.7.2, 11.5.7.3, 11.5.7.4, 11.5.7.5g, 11.5.7.m, and 11.5.7.6. are also eligible.

11.5.7.2 Engine Eligibility

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

Type 1 2-valve conventional engines.

Type 2 4-valve conventional production engines up to 5.0 liters and multi-valve race engines up to 3.5 liters. Type 2 4-valve conventional engines must use the production block or an IMSA approved alternate block with the production cylinder heads. The cylinder heads may be modified but must retain the same number and location of valves, camshafts, ports and spark plugs.

Type 3 Type 1 engines with a single turbocharger equipped with a 54mm restrictor or with twin turbochargers equipped with 38mm restrictors.

Type 4 4-valve Type 2 engines with a single turbocharger equipped with a 54mm restrictor or twin turbochargers equipped with 38mm restrictors.

Type 5 Rotary engines

Note 1: A 3% weight tolerance will be permitted for Type 2 GTP Lights engines up to 2.0 liters.

Note 2: Air cooled Porsche 3.2 liter engine is eligible for GTP Lights with a minimum weight of 1795 lbs.

* Note 3: Type 2 GTP Lights race engines are restricted to 4 cylinder in-line engines up to 4 valves per cylinder. Type 2 GTP Lights conventional production engines are restricted to a maximum of 6 cylinders.

Note 4: Conventional production engines with 3-valve cylinder heads must weigh 3% more than Type 1 pushrod engines:

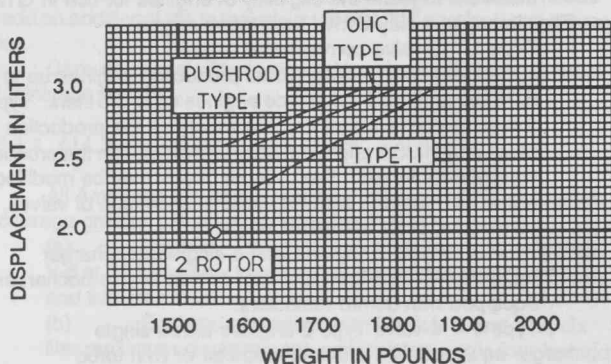
Note 5: Totally air-cooled Porsche 962s may be equipped with a single turbocharger with a 57mm restrictor and a minimum weight of 2100 lbs.

* Note 6: All GTP cars, except GTP/Lights conforming to current Group C aerodynamic regulations concerning the undertray and tunnel venturi restrictions as specified in the FIA Sporting Code, Appendix J, Art 257.3.7, Bodywork, may compete at a weight 100 lbs less than shown in the GTP weight displacement graph.

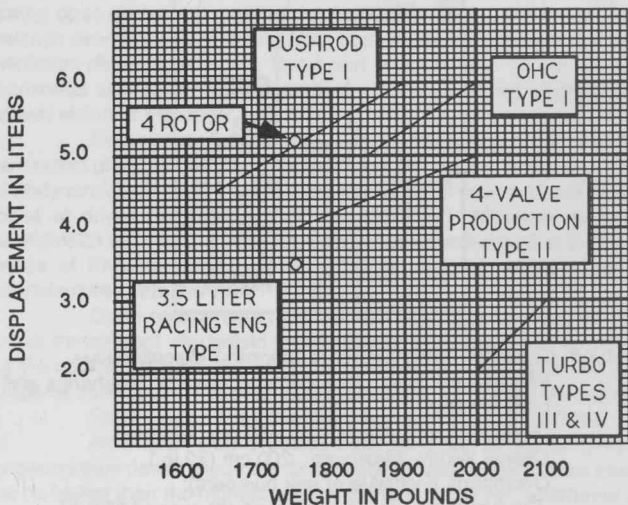
11.5.7.3 Minimum Weights/Maximum Displacements

Minimum weight to a car in race-ready trim, without driver or fuel on board, is determined by engine type and displacement in accordance with the following graphs.

**1990 IMSA GTP LIGHTS
WEIGHT vs. DISPLACEMENT GRAPH**



**1990 IMSA GTP
WEIGHT vs. DISPLACEMENT GRAPH**



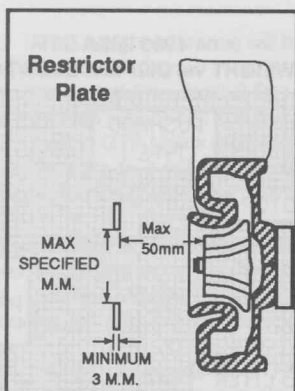
11.5.7.4 Engine Modifications

Free; except all turbocharged engines must adhere to the following:

- Only single stage air to air intercooling is allowed.
 - Turbochargers are limited to maximum inlet diameters through which all engine intake air must pass as follows:
 - Type 3 & 4 engines — 54. m.m. I.D.
 - Type 3 & 4 engines with two turbochargers-38 m.m. I.D.
- each.

These limits must be achieved by use of an IMSA approved restrictor plate with a minimum thickness of 3 m.m located no farther than 50 m.m. from the forward face of the compressor wheel blades. The inlet diameter must be maintained for the full thickness of the plate and the plate must be easily removable for inspection.

- Ceramic turbocharger components, variable diameter turbocharger inlets and/or adjustable internal vanes on turbochargers are not permitted.



11.5.7.5 Chassis - Body (Refer to Diagram)-Miscellaneous

- a. Wheelbase: Free. See following rules on overhangs and body lengths.
- b. Overall Length: Maximum: 480 cm (189 in.).
- c. Overall Width: Maximum: 200 cm (79 in.).
- d. Overhangs (inclusive of any bumpers):
 - Front plus rear overhangs must not exceed 80% of wheelbase.
 - Difference between front and rear overhangs must not exceed 15% of wheelbase.
- e. Ground Clearance: No minimum ride height, However; it is not permitted to improve the aerodynamic efficiency of the car by installing any device (skirts) between the bottom of the car and the ground.
- f. Height: Minimum: 100 cm (39.5 in.); Maximum: 110 cm (43.3 in.) above ground level measured with full tanks and driver aboard taken from the highest point of the coachwork or roll bar. Open cockpit cars must additionally maintain a minimum height of 60 cm above ground level around the perimeter of the cockpit opening (not including the windscreen).
- g. Inside Room: Two seats of similar construction and of equal dimensions must be mounted in the cockpit. Driver and passenger seats must be able to be occupied simultaneously, and shall be located sym-metrically on either side of the centerline of the car. Cool suit, radio, fire extinguishers and ignition control box may be mounted in the cockpit. No other component may intrude into these spaces. Driver's feet must be located aft of the vertical plane formed by the front axles.

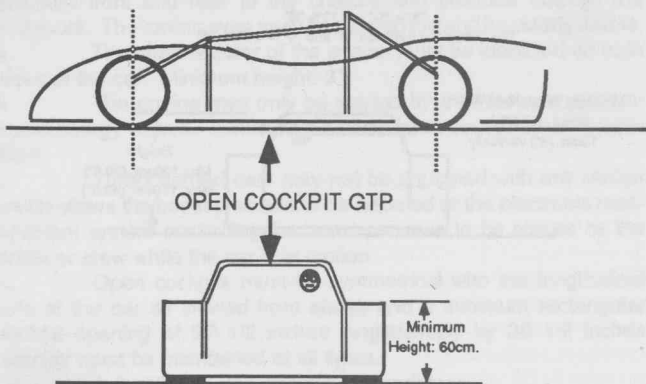
h. On enclosed cockpit cars, two doors must be provided giving ready access to driver and passenger seats. Both doors must swing open on hinges mounted on front door posts, and must have release mechanisms operable from both inside and outside the car. Minimum dimensions for the lower part of the doors: 50 cm (20 in.) horizontal and 30 cm (12 in.) vertical. Doors must not obstruct the lateral vision of the driver.

i. On enclosed cockpit cars, windshield shall be constructed of laminated glass, provide 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.). Alternate material windshields may be used provided documentation exists that they are made of FAA material spec MILP 5425D and are supplied by a manufacturer from the FAA PMA list.

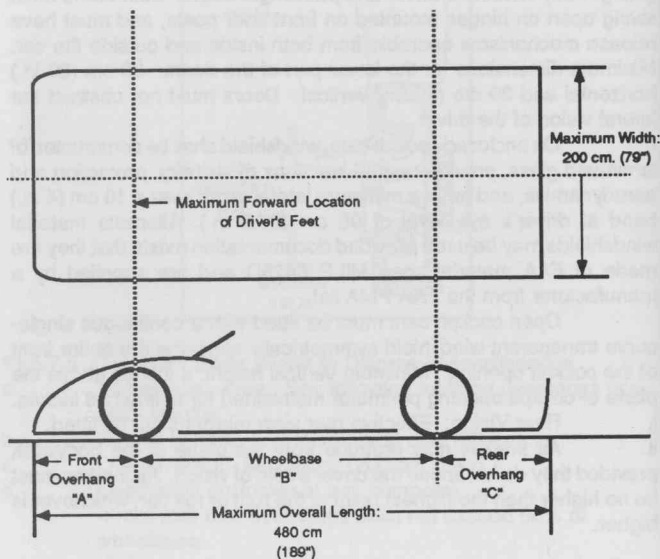
Open cockpit cars must be fitted with a continuous single-curve transparent windshield symmetrically spanning the entire front of the cockpit opening. Minimum vertical height: 4 inches above the plane of cockpit opening perimeter maintained for at least 36 inches.

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 roll bar, whichever is higher.



GT Prototype Diagram

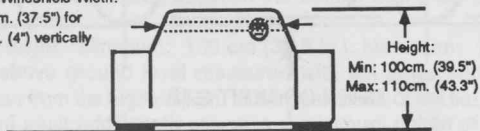


$$"A" + "C" = < 15\% "B"$$

$$\text{The Difference Between "A" and "C" } = < 80\% "B"$$

Minimum Windshield Width:

95cm. (37.5") for
10cm. (4") vertically



* Aerodynamic devices will be governed by the rules for overall length, width and overhangs of an individual automobile and may extend no higher than the highest part of the coachwork or roll bar. The front and rear wing or aerodynamic devices may be as wide as the widest point of the car between the front and rear axle. Wing end plates and supports are considered as part of the aerodynamic device. Front aerodynamic devices may not extend above the horizontal plane created by the top of the front tires. 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 and tire width (section width): 16 inches (1/2" tolerance). Maximum wheel diameter for GTP Lights is 16".

n. **Electrical Equipment:** 2 operating headlights (during periods of darkness or inclement weather), 2 tail/brake lights and, on enclosed cars, a 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. **A full size battery** must be located outside driver compartment.

r. **Towing eyes** with a minimum inner diameter of 3" must be attached front and rear to the chassis and protrude through the bodywork. The towing eyes must be painted red and be clearly visible.

s. **The manufacturer of the engine** must be identified on both sides of the car. Minimum height: 3".

t. **The engine** may only be started by a driver-operated on-board energy source. It must remain functional throughout a competition.

u. **Turbocharged cars** may not be equipped with any device which allows the boost pressure to be adjusted or the electronic management system controlling the boost pressure to be altered by the driver or crew while the car is in motion.

v. **Open cockpits** must be symmetrical with the longitudinal axis of the car as viewed from above and a minimum rectangular cockpit opening of 27 1/2 inches longitudinally by 36 1/2 inches laterally must be maintained at all times.

*w. **A functional reverse gear** is mandatory.

11.5.7.6 Safety Devices

- a. Firewalls constructed of metal must be installed to isolate the driver/passenger compartment from the fuel tanks and from the engine compartment.
- b. An on-board fire extinguisher system of the inert gas type must be fitted with outlets directed to engine, fuel and driver compartments and a minimum capacity of 20 lbs. Alternately, two systems may be fitted: A 2.5 Kg minimum system for the driver compartment and a separate 5 Kg minimum system for the engine/fuel compartment.
- c. 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.
- d. Driver seat shall be mounted securely to the frame or roll cage structure, but may be adjustable.
- e. Fluid catch tanks of at least one gallon capacity must be installed for the engine and transmission.
- f. Drivers of open cockpit cars must be equipped with full coverage helmets (per Article 5.11) and a driver arm restraint system.

11.6 IMSA INTERNATIONAL SEDANS

11.6.1 Purpose

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

11.6.2 Eligibility

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

- Produced and marketed in sufficient volume so that its specifications are standard and may be easily checked, and so that cars and spare parts may be obtained easily.
- Marketed to the public in the USA as a 1986 or later model.
- Able to seat 4 average-sized adults as sold to the public

11.6.3 Configuration

IMSA International Sedans must conform to the 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. It is the responsibility of the competitor to provide a factory shop manual for his car in order to verify standard components and configuration.

* IMSA may require specific models to compete with or without certain manufacturer's options. IMSA may require a competitor to replace any component with a manufacturer's original or replacement part. IMSA may require a competitor to install an in-line "tell-tale" gauge which registers maximum RPM's, boost pressure, etc., during a competition or demonstrate that any component on the car functions properly.

11.6.4 Official Weights

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

11.6.5 Safety Requirements

Fuel Cells—IMSA approved fuel cells are required on all I.S. cars. Fuel cell must be located as close to original tank location as possible. A minimum of 6" must be maintained between the bottom of the cell and the ground at all times. Maximum fuel capacity is 22 gallons.

***11.6.6 Optional Modifications**

a. Bodywork:

1. Accessories, lights, gauges and switches may be added or removed. Driver's seat may be replaced but not relocated. Standard dash may be replaced with one of similar design.
2. Cables and lines may be rerouted and protected.
3. Headliner must be removed. Bumper brackets may be modified but bumpers must remain in original locations. Front door glass and regulators may be removed. If door glass is retained, both driver and passenger doors must be able to be opened from the inside and the outside. All other glass must remain and function as originally installed. Substitute interior panels, resembling and painted to match the originals, must be mounted with screws or other

fasteners.

4. Unmodified standard front and rear spoilers delivered on the model from the manufacturer will be permitted.

b. Chassis - Tires - Brakes - Wheels

1. Slotted plates may be added over original shock mount on front and rear shock towers for camber/caster adjustment. Bolt-in strut tower braces are permitted.

2. A bolt-in or welded roll cage per Article 11.4.B.19 must be installed, however, the structure of the cage may not pass through any stock chassis or body panels. Standard suspension pick-up points must be used, original unibody/chassis around the suspension pick-up points may be reinforced. Suspension springs are free provided they are the same type as original and are installed in standard position. It is permitted to thread the spring perch for adjustability. Shock absorbers may be replaced with others installed in original supports and brackets. Anti-sway bars may be added or substituted. Heim joints are permitted on anti-sway bars. All other suspension components must be standard, however, they may be reinforced. Suspension bushings must maintain original configuration, bushing material is free. A 7" minimum ride height measured at any point on the lower outer edge of the rocker panel must be maintained at all times.

3. Any four road wheels identical in size may be used. Wheel fans are not permitted. A tolerance of 2" from the specified standard track dimension is permitted front and rear. Track is measured as raced at the centerline of the wheels.

4. All cars must be equipped with IMSA approved radial ply tires and available for street use by the public. IMSA will publish a list of approved tires and sizes for use on International Sedans.

5. 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 and Rear: Single-caliper must be production-type. Rotors are limited to 11" maximum diameter. (Non-metallic rotors are prohibited.)

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 dust shields may be ventilated or removed and a single air inlet not larger than 12 square inches per wheel used to duct air to the brakes provided no modifications are made in the bodywork. Brake duct inlets incorporated in the front spoiler as standard or parking light openings may be used to duct air to the front brakes.

-Water cooled or fan cooled brakes are not permitted.

-Hand brakes may be removed.

6. The steering rack must be of the same type and must be from the manufacturer or an O.E.M. replacement unit for the make and model, and must remain in the standard location. Alternate ratios or power steering units with alternate ratios will be permitted.

*c. Electrical System

1. Battery may be replaced with another of original voltage and installed in standard location. Replacement fuses, relays, and voltage regulators of the same type may be used.

2. Ignition system must remain as standard; however, any make of ignition coil, or spark plugs may be used.

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. No material may be added.

a. Turbocharged engines may be balanced. (Internal components may be machined only enough to achieve equal weights.)

b. On naturally aspirated engines it is permitted to machine the internal components of the engine, except that these rules require that standard dimensions be preserved, (such as cylinder bore, stroke, inlet and exhaust ports, carburetor base opening, valve size, etc.)

2. Cylinder Heads

a. Turbocharged and 4-valve cylinder heads must conform to standard manufacturer specifications as produced.

- b. Standard 2-valve cylinder head may be ported and polished; however, inlet and exhaust port sizes at the manifold face may not exceed the original manufacturer's dimensions.
- 3. Piston rings are free. A tolerance of .010" in cylinder bore measurement is permitted.
- 4. Original rocker arms, camshaft, lifters, followers, pushrods, springs, keepers, retainers and valves must be maintained. Non-turbocharged engines may adjust camshaft timing.
- * 5. Induction System - IMSA may control the induction systems of specific makes and models. All makes and models must maintain original production specifications except as follows:
 - * a. Non-turbocharged engines may port and polish the intake manifold. (Not including carburetor, T.B.I. housing, or air metering housing). They may adjust air/fuel mixture.
 - * b. Turbocharged engines must run standard turbo system and maintain standard production boost controls. Air/fuel mixture may be varied from stock only by the addition of a mechanical device. All turbocharged and super-charged cars must be equipped with an AN-4 male fitting on the intake manifold to facilitate mounting of an IMSA supplied Boost Recorder. Boost pressure may not exceed original manufacturer specifications.
- * 6. Exhaust System - On turbocharged cars, the exhaust system from the cylinder head to and including the turbocharger must remain stock. The exhaust pipe downstream of the turbo may be replaced, but may not exceed the maximum pipe I.D. of the standard exhaust system. On all naturally-aspirated and supercharged cars the exhaust system is free. Outlets must be located aft of the midpoint 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.
- 7. Oil sump and oil pickup may be baffled to prevent surge. Oil pump may be modified to increase pressure, a dry sump is not permitted. "Accusump" may be fitted.
- 8. 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 and not visible from the exterior of the car.

9. 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.

10. Fuel pumps and fuel filters are free in type, size and number, but they must be separated from the driver/passenger compartment by a metal bulkhead.

11. Transmission/differential ratios must remain as produced by the manufacturer. Differentials may be limited-slip (if available from manufacturer) or modified to produce a locked action.

12. Air conditioner and heater may be removed.

13. Flywheel may be machined. Clutch may be replaced with another of the same type and size.

14. 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, drive belts, electrical wiring, gaskets, seats, fuel and brakes lines.

11.6.6.1 NOTES:

Oldsmobile Calais must make approved wheel bearing modification.

11.6.7 Eligibility List

1990 INTERNATIONAL SEDANS WEIGHT & TIRE LIST

CAR MODEL	DISP	WEIGHT	TIRE SIZE	WHEEL SIZE
Acura Legend	2.7	2525	255-50 x 16	16 x 8
Acura Integra	1.8	2050	225-50 x 16	16 x 7
Alfa Romeo Milano	2.5	2350	225-50 x 16	16 x 7
Alfa Romeo Milano Verde	3.0	2800	255-50 x 16	16 x 8
Audi 80/90 Quattro	2.3	2200	225-50 x 16	16 x 7
Audi 80/90 Quattro 4 valve	2.3	2415	225-50 x 16	16 x 7
Audi 100 Quattro	2.3	2200	225-50 x 16	16 x 7
Audi 200 Quattro	2.2	2500	255-50 x 16	16 x 8
Audi Quattro Coupe Turbo	2.2	2675	255-50 x 16	16 x 8
Audi Quattro Coupe 4 valve	2.3	2415	225-50 x 16	16 x 7
BMW 325is	2.5	2400	225-50 x 16	16 x 7
BMW 535is	3.4	2800	255-50 x 16	16 x 8
Buick Skylark	2.3	2150	225-50 x 16	16 x 7
Buick Skylark H.O.	2.3	2300	225-50 x 16	16 x 7
Chevrolet Beretta	3.1	2050	225-50 x 16	16 x 7
Chevrolet Beretta GTZ	2.3	2300	225-50 x 16	16 x 7
Chevrolet Cavalier Z-24	2.8	2050	225-50 x 16	16 x 7
Chrysler Conquest TSI	2.6	2800	255-50 x 16	16 x 8
Chrysler LeBaron GTS Turbo	2.2	2650	255-50 x 16	16 x 8
Dodge Daytona Shelby Turbo	2.2	2650	255-50 x 16	16 x 8
Dodge Lancer Shelby Turbo	2.2	2650	255-50 x 16	16 x 8
Dodge Daytona V-6	3.0	2500	255-50 x 16	16 x 8
Dodge Omni GLH Turbo	2.2	2350	225-50 x 16	16 x 7
Dodge Shadow ES Turbo	2.5	2350	225-50 x 16	16 x 7
Dodge Shelby Charger	2.2	2350	225-50 x 16	16 x 7
Dodge Spirit Turbo	2.5	2350	225-50 x 16	16 x 7
Eagle Talon TSI Turbo	2.0	2600	255-50 x 16	16 x 8
Eagle Talon 4wd Turbo	2.0	2730	255-50 x 16	16 x 8
Ford Probe GT Turbo	2.2	2475	225-50 x 16	16 x 7
Ford Probe LX V-6	3.0	3000	255-50 x 16	16 x 8
Ford Taurus SHO	3.0	3000	255-50 x 16	16 x 8
Geo Storm	1.6	1900	225-50 x 16	16 x 7
Honda Prelude SI	2.0	2050	225-50 x 16	16 x 7
Isuzu I-Mark RS	1.6	1950	225-50 x 16	16 x 7
Isuzu Impulse	2.0	2150	225-50 x 16	16 x 7
Mazda 323 Turbo	1.6	2150	225-50 x 16	16 x 7
Mazda 323 4 valve	1.8	2050	225-50 x 16	16 x 7
Mazda MX-6 GT Turbo	2.2	2475	225-50 x 16	16 x 7
Mazda MX-6 DX	2.2	1950	225-50 x 16	16 x 7
Mercedes-Benz 190-E	2.3	2550	255-50 x 16	16 x 8
Mercedes-Benz 190	2.6	2325	225-50 x 16	16 x 7
Merkur XR4Ti	2.3	2400	255-50 x 16	16 x 8
Mitsubishi Eclipse GS Turbo	2.0	2600	255-50 x 16	16 x 8
Mitsubishi Eclipse GSX Turbo	2.0	2730	255-50 x 16	16 x 8
Mitsubishi Starion ESIR Turbo	2.6	2800	255-50 x 16	16 x 8
Mitsubishi Starion Turbo	2.6	2650	255-50 x 16	16 x 8
Mitsubishi Mirage Turbo	1.6	2150	225-50 x 16	16 x 7
Mitsubishi Galant Turbo	2.0	2150	225-50 x 15	16 x 7
Nissan 200 SX	3.0	2400	225-50 x 16	16 x 7
Nissan 200 SX Turbo	1.8	2200	225-50 x 16	16 x 7

Nissan 240 SX Coupe	2.4	2150	225-50 x 16	16 x 7
Nissan Pulsar	1.8	1875	225-50 x 16	16 x 7
Oldsmobile Cutlass Calais	2.3	2150	225-50 x 16	16 x 7
Oldsmobile Cutlass Calais H.O.	2.3	2300	225-50 x 16	16 x 7
Peugeot 405 Mi16	1.9	2275	225-50 x 16	16 x 7
Peugeot 505 Turbo	2.2	2700	255-50 x 16	16 x 8
Plymouth Acclaim Turbo	2.5	2350	225-50 x 16	16 x 7
Plymouth Colt GT Turbo	1.6	2150	225-50 x 16	16 x 7
Plymouth Laser RS Turbo	2.0	2600	255-50 x 16	16 x 8
Plymouth Laser 4wd Turbo	2.0	2730	255-50 x 16	16 x 8
Plymouth Sundance Turbo	2.5	2150	225-50 x 16	16 x 7
Pontiac Grand Am	2.3	2150	225-50 x 16	16 x 7
Pontiac Grand Am H.O.	2.3	2300	225-50 x 16	16 x 7
Pontiac Sunbird Turbo	2.0	2400	225-50 x 16	16 x 7
Saab 900T & 9000T	2.0	2500	255-50 x 16	16 x 8
Shelby CSX	2.2	2600	255-50 x 16	16 x 8
Subaru XT Turbo	2.7	2300	225-50 x 16	16 x 7
Toyota Celica GT-S All-Trac	2.0	2680	255-50 x 16	16 x 8
Toyota Celica GT-S	2.0	1800	225-50 x 16	16 x 7
Toyota Camry	2.5	2350	225-50 x 16	16 x 7
Volvo 740-760 Turbo	2.3	2450	225-50 x 16	16 x 7
Volkswagen GTI	1.8	1750	225-50 x 16	16 x 7
Volkswagen GTI	2.0	1850	225-50 x 16	16 x 7
Volkswagen GTX 4wd	2.0	2050	225-50 x 16	16 x 7
Volkswagen Corrado	1.8	2300	225-50 x 16	16 x 7
Volkswagen Scirocco	1.8	1750	225-50 x 16	16 x 7

11.7 IMSA STREET STOCK CATEGORY

11.7.1 Purpose

This category is designed to encourage race competition of standard volume-produced cars, to demonstrate the relative speed and reliability of such makes and models, and to promote the performances of drivers, manufacturers and other participants.

11.7.2 Eligibility

IMSA will determine and publish a list of specific makes and models eligible to compete. Eligible cars will generally be those which are produced to a common standard at a rate of at least 5,000 units in a 12-month period, described and published in manufacturers' catalogs, marketed in the U.S. and available for purchase through the manufacturers' dealer organizations for 30 days or more prior to competing in an event, and bearing the manufacturer's serial numbers designated for the eligible model year. Convertibles and cars with automatic transmissions are not eligible.

11.7.3 Classes

IMSA will recognize various classes of eligible makes and models. There will be three such classes:

Grand Sports

Sports

Touring

IMSA may at its sole discretion reclassify, add or delete specific makes and models, or amend specifications.

11.7.4 Recognition Forms/Configuration

In order to regulate the specifications for cars fairly and consistently, IMSA will recognize the official MVMA forms for U.S.-built automobiles and comparable forms for foreign-built automobiles, as well as other legitimate sources for manufacturers' specifications. IMSA may also use another car of the same make and model selected at random for comparisons.

Competitors are required to have in their possession at each event the official factory shop manual for the make and model of their cars in order to verify standard components and configurations. It is the responsibility of the competitor to prove that his car conforms in every respect to these rules.

* It is the responsibility of each competitor to advise IMSA of any running model changes instituted by the manufacturer after the

first race of the series. Such changes must be submitted to and approved by IMSA at least 30 days before being eligible for competition in the series.

Each car must conform strictly to its standard configuration as delivered to U.S. buyers by the manufacturer except where these rules allow or require specific modifications. Any detected deviation from the standard production automobile or unauthorized modification not specifically permitted by these rules will result in severe penalties. "Delete options", police packages and other similar special-order limited-edition models will not be permitted. IMSA may require specific models to compete with or without certain manufacturer's options. IMSA may require a competitor to replace any component with a manufacturer's original or replacement part. IMSA may require a competitor to install an in-line "tell-tale" gauge which registers maximum RPMs, boost pressure, etc., during a competition or demonstrate that any component on the car functions properly.

11.7.5 Official Weight

* IMSA will determine and publish an official minimum weight for each eligible make and model based on the official shipping weight as listed on its MVMA or other official recognition forms plus 80 lbs. Ballast may not be added.

11.7.6 Mandatory Safety Modifications

a. Roll Cage - Bolt-in, removable safety roll cage of approved design must be installed to protect the driver in case of upset. The roll cage must be fabricated from seamless mild steel, bolted to the bodywork and contained entirely within the driver/passenger compartment. Any bracing design to stiffen the chassis, to improve the handling performance of the car or for any purpose other than the safety of the driver will not be permitted.

Specifications:

The front hoop must follow the front door pillars and roof line as closely as possible and must be connected to the rear hoop by two horizontal parallel bars at the uppermost outer edge of the hoops and by two horizontal side bars. Dashboard may be modified only to allow installation of the roll cage.

Where a slip joint is used to aid in assembly and removal, the sliding portion must fit tightly and the inner tubes must bottom by design. Each sliding joint must be affixed by at least two 3/8" bolts set at 90 degrees on either side of the split line.

Mounting pads at the points where the roll hoops are bolted to the sheet metal must have a minimum thickness of 0.1875" (3/16").

They must be backed up by a pad of equal thickness and secured with a minimum of three SAE grade 8 or better bolts.

Minimum Material Specifications:

Vehicle Weight	Seamless Mild Steel
Under 2500 lbs	1.50" x .120"
Over 2500 lbs	1.75" x .120"

An inspection hole 1/8" diameter must be drilled in a convenient location in the main hoop.

b. **Safety Harness** - A six-point restraint system of an approved type must be installed. Where the mount is attached to the standard sheet metal, a backing plate of 3" x 3" x 3/16" must be used. A horizontal bar may be added between the diagonal and vertical bar of the main roll hoop for seat belt anchorage.

c. **Safety Window Net** - An approved safety window net covering the driver's window must be installed. The driver's window must remain open during practice, qualifying and competition and both doors must remain unlocked.

d. **Fire Extinguisher** - An on-board fire extinguisher system of the inert gas type or a hand-held extinguisher with a rated minimum capacity of 5 lbs. must be carried in good working order and easily accessible.

e. **Electrical Circuit Breaker** - A master electrical circuit breaker (stopping engine and fuel pumps) must be mounted in the outside cowl area and be clearly marked by a standard blue triangle/spark decal. Alternate locations: in the opening for the radio antenna or on the roll cage by the driver's window.

* f. **Glass** - Headlight, auxiliary light and side marker lenses must be taped during daylight hours. All exposed window glass except the windshield must be covered with transparent tape to reduce the amount of scattered glass in the event of breakage. Transparent sunroofs and T-tops must also be covered with transparent tape. All sunroofs and T-tops must be securely bolted in place or may be replaced by a metal plate.

* g. **Other Safety Modifications** - Hub caps and wheel trim rings must be removed. Spare wheel, jack and tools must be removed. 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. Wheel lugs may be lengthened a maximum of two inches to accomodate thicker wheels. The type of lug may not be changed, i.e. bolt vs stud. The lug/nut assembly may not

protrude more than two inches from the mounting face and in no case extend beyond the outer plane of the wheel.

h. Rain Tires - must retain full tread depth.

i. The manufacturer of the automobile must be clearly denoted on both sides of the car.

11.7.7 Authorized Modifications

a. Brakes - The friction material of the brake pads and/or shoes may be replaced by that of another type. Brake lines may be replaced with approved armored brake lines provided that the standard I.D. and routing are maintained. Dust shields may be removed.

b. Shock absorbers may be replaced by manufacturer's or aftermarket heavy-duty units that are interchangeable with the originals without any modifications.

c. Front and/or rear anti-sway bar may be replaced with an aftermarket sway bar providing it can be bolted into place without welding or machining any original components. Models equipped with a permanent or welded in sway bar must have IMSA approval for modifying the sway bar.

d. IMSA will determine and publish maximum wheel sizes for each eligible make and model. Unless otherwise specified, wheels may remain as delivered on the base model automobile or may be replaced by aftermarket DOT-approved one-piece or multi-piece wheels of the specified dimensions (1/2" tolerance in total track dimension). Wheel fans are not permitted.

e. Standard interior mirrors may be replaced.

f. Castor and camber adjustments may be made within the manufacturer's published limits with a 2 degree tolerance. The car may not be modified in order to achieve this tolerance unless specific IMSA approval is obtained.

g. One or two auxiliary driving lights may be added to the front of the car. Standard sealed beam units may be replaced.

h. Tachometer, oil pressure and coolant temperature gauges may be added or replaced.

i. Bushings may be replaced provided they are of the original type, hardness and material.

* j. Exhaust System - The catalytic converter must be removed. It is permitted to remove the muffler and substitute a straight exhaust pipe provided the production exhaust manifold is retained. This exhaust pipe must be of the same diameter as the original and must exit in the standard location. Supplementary regulations for certain events may require OEM or IMSA approved aftermarket mufflers.

k. Driver's seat may be replaced by an approved aftermarket driver's seat and securely installed. Standard driver's seat back must be securely fastened. Supplemental devices may be added to secure the rear seats.

* l. Other items which may be substituted are: Spark plugs, air filter element, oil filter, brake and clutch fluids, all lubricants and oils, fan belt, water hoses, fuel filter and windshield wiper blades. Additional items which may be substituted with components of the original type are: fittings, points, condenser and rotor, electrical wire, distributor cap, ignition wires, and battery.

m. Balancing - The following original components may be tooled enough for balancing only: pistons, rods, crankshaft, harmonic balancer, flywheel, clutch assembly.

n. Tires - IMSA may name an official tire grade which all competitors must use.

All cars must be equipped with Firestone tires. IMSA and The Firestone Tire & Rubber Co. will determine and publish mandatory Firestone tire sizes for each eligible make and model.

o. Steering wheel may be replaced by an approved aftermarket steering wheel. Wood rim steering wheels are not permitted.

p. Exterior of car may be repainted.

q. Door and hood pins may be installed but must have attaching cable to prevent accidental loss of pin. Door and hood latches must function in original manner.

r. Fuel filter restrictor plate must be removed to accommodate larger size refueling nozzles. Fuel cell foam may be added to the standard gas tank; no other modifications to the fuel tank are allowed.

s. IMSA may specify and publish minimum ride heights for all eligible models.

t. Approved low tire pressure warning system may be fitted.

* u. All turbocharged and supercharged cars must be equipped with an AN-4 male fitting on the intake manifold to facilitate mounting of an IMSA-supplied boost recorder. Boost pressure may not exceed original manufacturer specifications.

* v. Cars originally equipped with automatic seat belts may remove the driver's side track to provide clearance for roll cage installation only.

11.7.8 Fuel/Refueling

All cars must use unleaded pump fuel without additives.

Gasahol will not be permitted. All fueling in the pits must be done by using IMSA-approved gravity-fed fueling equipment as follows:

Vented overhead rig with a maximum overall height of 6'7" as measured from the pit lane surface Maximum capacity of 60 gallons.

Single 1" I.D. refueling hose and manned automatic spring-loaded shut-off valve between tank and hose. Regulation UL-approved 1" I.D. manual fuel filler nozzle with all locks and latches removed. Minimum length of 6" for spout on filler nozzle.

Plastic fittings are not permitted.

The refueling rig may not be refilled during a pit stop nor may weight be applied to a bladder-type refueling rig. Chilling of fuel is not permitted. All crew members handling fuel or refueling equipment must wear fire resistant clothing covering all exposed skin areas, a fire resistant hood and/or helmet, gloves and protective goggles.

* Each team must have a fully charged minimum 10 lb dry powder fire extinguisher, or equivalent, in the pit at all times which must be manned any time the car is being refueled or fuel is being handled. The crew member manning the fire extinguisher during refueling may not participate in other pit stop activities.

Driver may remain in car and engine may be left running during refueling operation. It is forbidden for a crew member to work underneath a car during fueling. A maximum of one (1) jack is permitted over the wall during a pit stop.

IMSA may inspect the refueling equipment as a part of the car's overall technical inspection. IMSA reserves the right to check fuel at any time during a competition. IMSA may require in event Supplementary Regulations that all contestants use the same kind of fuel or the fuel provided at the circuit.

Competitors are responsible for the safe transportation and security of their fuel from the time it is dispensed to them. Leakage and spillage of fuel will not be tolerated.

In Street Stock events, this chapter takes precedence over Article 6.4.2, otherwise rules of the pits and grid are per Article 6.4.

1990 Firestone Firehawk Endurance Championship

11.7.9 Eligibility and Tire Size List

GRAND SPORTS

<u>Make/Model</u>	<u>Disp Liters</u>	<u>Model Year</u>	<u>Mandatory Tire Size</u>
Audi V-8 Quattro	3.6	90	P215/60R15
BMW M-3	2.3	87-90	P205/55R16
Chevrolet Camaro	5.0	87-90	P245/50R16
Ford Mustang GT & LX	5.0	87-90	P245/50R16
Ford Thunderbird SC	3.8	89-90	P245/50R16
Ford Thunderbird Turbo	2.3	87-88	P245/50R16
Maserati Biturbo	2.2	87-88	P225/50R16
Mazda RX-7 Turbo	2.6	87-90	P205/55R16
Nissan 300 ZX	3.0	90	P245/50R16
Nissan 300 ZX Turbo	3.0	87-88	P245/50R16
Pontiac Firebird	5.0	87-90	P245/50R16
Porsche 944 & 944 S	2.5 & 3.0	87-90	P225/50R16(f) P245/50R16(r)
Toyota Supra Turbo	3.0	87-90	P245/50R16

SPORTS

<u>Make/Model</u>	<u>Disp. Liters</u>	<u>Model Year</u>	<u>Mandatory Tire Size</u>
Acura Legend	2.5	87	P205/60R15
Acura Legend Coupe	2.7	88-90	P205/60R15
Alfa Romeo Milano	2.5	87-89	P205/50R15
Alfa Romeo Milano Verde	3.0	88-89	P205/50R15
Audi 4000	2.5	87	P185/60R14
Audi 5000 Turbo Quattro	2.2	87-88	P205/60R15
Audi 200 T Quattro	2.2	89-90	P205/60R15
Audi Quattro Coupe 4v	2.3	90	TBA
BMW 325e	2.7	87-89	P215/60R14
BMW 325is	2.5	87-90	P215/60R14
Buick Skyhawk Turbo	2.0	87	P215/60R14
Cadillac Cimarron	2.8	87-88	P215/60R14
Chevrolet Beretta	2.8	87-89	P205/55R16
Chevrolet Beretta GTU	2.8	88-89	P205/55R16
Chevrolet Cavalier Z-24	2.8	87-89	P215/60R14
Chevrolet Celebrity	2.8	87-89	P215/60R14
Chrysler Conquest Turbo Tsi	2.6	87-89	P225/50R16(f) P245/50R16(r)
Chrysler LeBaron GTS Turbo	2.2	87-89	P205/60R16
Dodge Daytona	2.2 or 2.5	87-89	P225/50R16
Dodge Daytona Shelby Turbo	2.2	87-89	P225/50R16
Dodge Lancer ES Turbo	2.2	88-89	P205/60R15
Dodge Lancer Shelby Turbo	2.2 or 2.5	88-89	P205/60R15
Dodge Pacifica Turbo	2.2	88	P205/60R15

Dodge Shadow Turbo ES	2.2 or 2.5	87-89	P205/50R15
Dodge Shelby Charger Turbo	2.2	87	P205/50R15
Eagle Talon TSI & 4WD	2.0	90	P205/55R16
Ford Probe GT	2.2	88-90	P205/60R15
Ford Probe LX	3.0	90	P205/60R15
Ford Taurus SHO	3.0	89-90	P215/60R15
Isuzu Turbo Impulse	2.0	87-89	P205/60R14
Mazda 626 GT Turbo	2.0	87	P195/60R15
Mazda MX-6 Turbo	2.2	88-89	P195/60R15
Mazda RX-7	2.6	87-89	P205/55R16
Mazda RX-7 GTU & GTU-S	2.6	89-90	P205/55R16
Merkur XR4Ti Turbo	2.3	87-89	P195/60R15
Mitsubishi Eclipse Turbo & 4WD	2.0	90	P205/55R16
Mitsubishi Galant Sigma	3.0	88-89	P195/60R15
Mitsubishi Starion ESIR Turbo	2.6	87-89	P225/50R16(f) P245/50R16(r)
Nissan 200SX	3.0	87-88	P205/60R15
Nissan 300ZX	3.0	87-89	P215/60R15
Nissan Maxima	3.0	87-89	P215/60R15
Oldsmobile Calais Quad 442	2.3	90	P215/60R14
Oldsmobile Firenza GT	2.8	87	P205/60R14
Peugeot 505 STX	2.8	87-89	P205/60R15
Peugeot 505 Turbo	2.2	87-89	P205/60R15
Plymouth Sundance Turbo	2.2	87-89	P205/60R14
Plymouth Laser Turbo & 4WD	2.0	90	P205/55R16
Pontiac Fiero	2.8	87-88	P205/60R15(f) P215/60R15(r)
Pontiac Grand Am Turbo	2.0	87-89	P215/60R14
Pontiac Sunbird	2.8	87	P215/60R14
Pontiac Sunbird Turbo	2.0	87-89	P215/60R14
Saab 900 Turbo	2.0	87-90	P205/55R16
Saab 900T	2.0	87-90	P205/55R16
Toyota Celica All Trac Turbo	2.0	88-90	P225/50R16
Toyota Supra	3.0	87-90	P225/50R16

TOURING

<u>Make/Model</u>	<u>Disp.</u> <u>Liters</u>	<u>Model</u> <u>Year</u>	<u>Mandatory</u> <u>Tire</u> <u>Size</u>
Acura Integra	1.6	87-89	P205/60R14
Acura Integra	1.8	90	P205/60R14
Audi GT Coupe	2.2	87	P185/60R14
Audi GT Coupe	2.3	88	P185/60R14
Audi 100 Quattro	2.3	89	P205/60R15
Audi 80/90 Quattro 2v	2.3	89-90	P205/60R14
Buick Skylark 16V	2.3	88-90	P215/60R14
Chevrolet Beretta GTZ	2.3	90	P205/55R16
Chevrolet Nova	1.6	87-88	P185/60R14
Chevrolet Nova 16V	1.6	88	P185/60R14
Chevrolet Spectrum Turbo	1.5	87-89	P185/60R14
Chevrolet Turbo Sprint	1.0	87-89	P185/60R14
Chrysler LeBaron GTS	2.2 or 2.5	87-89	P205/55R16
Chrysler LeBaron GTC Coupe	2.2	90	P205/55R16
Dodge Charger	2.2	87	P205/60R14
Dodge Colt Turbo	1.6	87-90	P205/60R14
Dodge Shadow ES	2.2 or 2.5	87-90	P205/50R15
Ford Escort GT	1.9	87-90	P195/60R15

Ford Escort EXP	1.9	87-88	P195/60R15
Ford Probe	2.2	88-90	P215/60R14
Geo Storm GSI	1.6	90	P185/60R14
Honda CRX & CRX Si	1.5 or 1.6	87-90	P185/60R14
Honda Civic Si	1.6	89	P185/60R14
Honda Civic EX	1.6	90	P185/60R14
Honda Prelude Si	2.0	87-89	P205/60R14
Hyundai Sonata	2.0	89	P215/60R14
Isuzu I-Mark Turbo	1.5	87-89	P185/60R14
Isuzu I-Mark RS	1.6	89	P185/60R14
Isuzu Impulse	2.0	87	P205/60R14
Isuzu Impulse	2.3	88-89	P205/60R14
Mazda 323	1.6	87-89	P185/60R14
Mazda 323 Turbo	1.6	88-89	P185/60R14
Mazda 323	1.8	90	P185/60R14
Mazda MX-6	2.2	88-90	P205/60R14
Mercury Tracer	1.6	87-90	P185/60R14
Mitsubishi Eclipse G.S.	2.0	89	P205/55R16
Mitsubishi Mirage Turbo	1.6	87-90	P205/60R14
Nissan 240SX	2.4	89-90	P205/60R15
Nissan Pulsar 16V	1.8	88	P205/60R14
Nissan Pulsar SE	1.5	87	P205/60R14
Nissan Sentra	1.6	87-90	P185/60R14
Nissan Stanza	2.4	90	P215/60R14
Oldsmobile Calais IS HO	2.3	90	P205/55R16
Oldsmobile Calais	2.3	88-90	P205/55R16
Oldsmobile Firenza	2.0	87-88	P215/60R14
Peugeot 405 MI 16	1.9	89-90	P205/60R14
Plymouth Colt GTS Turbo	1.6	87-89	P205/60R14
Plymouth Laser RS	2.0	89	P205/55R16
Plymouth Sundance	2.2 or 2.5	87-89	P205/60R14
Plymouth Turismo	2.2	87	P205/60R14
Pontiac Grand Am 16V	2.3	88-90	P205/55R16
Pontiac Grand Am	2.5	87-90	P205/55R16
Pontiac LeMans	2.0	88-90	P185/60R14
Pontiac Sunbird	2.0	87-90	P215/60R14
Renault GTA	2.0	87-88	P205/50R15
Saab 900S	2.0	87-90	P205/60R15
Saab 9000S	2.0	87-90	P205/60R15
Subaru Legacy	2.2	90	[175/70-14]
Subaru Justy	1.2	90	[165/65-13]
Subaru Turbo	2.7	88-89	P205/60R14
Subaru XT Coupe & Turbo	1.8	87	P205/60R14
Suzuki Swift GTI	1.3	89	P185/60R14
Toyota Camry	2.0	87-90	P195/60R15
Toyota Celica GT-S	2.0	87-89	P225/50R16
Toyota Celica GT	2.2	90	P225/50R16
Toyota Celica GT-S	2.2	90	P225/50R16
Toyota Corolla GT-S	1.6	87-89	P185/60R14
Toyota Corolla FX 16	1.6	87-88	P185/60R14
Toyota MR-2	1.6	87-89	P185/60R14
Toyota MR-2 SC	1.6	88-89	P185/60R14
Volkswagen Corrado	1.8	89-90	P205/50R15
Volkswagen GTI 16V	1.8 or 2.0	87-90	P205/50R15
Volkswagen Jetta GLI 16V	1.8 or 2.0	88-90	P205/50R15
Volkswagen Scirocco GTX	1.8	87-88	P185/60R14
Volvo 740 & 760 Turbo	2.3	87-90	P205/55R16
Yugo GVX	1.3	87-90	P185/60R14

11.7.10 Eligibility Notes

- * a. Makes and models previously listed under Pro-Stock Division, 1987 or later, are eligible to compete in the Street Stock/Touring division.
- b. Porsche 944 and 944S "Club Sport Package" option is not permitted. Sport suspension option is approved. 1990 Porsche S2 is permitted the Club Sport Package less the adjustable suspension.
- c. Peugeot "Trailer Towing" option is not permitted.
- d. General Motors cars must make the approved fuel venting modification to prevent fuel leakage as applicable.
- * e. '87 Honda CRX and CRX Si must make the approved panhard rod mount modification as applicable.
- f. Toyota FX-16 must make the approved rear cross-member modification.
- g. Ford Mustang GT must make the approved exhaust modifications.
- h. BMW-M3 trunk mounted auxiliary fuel tank is not permitted.
- i. 5.0 liter Camaro may use Lucas OEM replacement fuel injectors, GM Part No. 10077513.
- j. '88' Honda CRX Si must make the approved rear crossmember modification.
- k. '87-88' Dodge Daytona must make the approved front hub modifications.
- l. Audi 5000 and 200 Quattros - optional heavy duty suspension springs are not permitted.
- m. Oldsmobile Calais must make approved rear wheel bearing modification.

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 vary in duration. 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

IMSA will recognize driver champions in two Camel GT divisions: GTP and GTP Lights, based on the relative point standings of competitors at the close of the series.

a. Point Awards - 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

* In events of 12 hours duration or longer, points will be awarded as above plus an additional 5 points for each of the ten positions. In events of 24 hours duration or longer, points will be awarded as above plus an additional 8 points for each of the ten positions

b. Eligibility for Point Awards - The supplementary regulations for events will specify the number of drivers required for each entered car if more than one driver is required.

* In sprint races where only one driver is eligible for point awards, 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 endurance races where one or more drivers are eligible for point awards, 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 which will be paid out to the top drivers in the GTP division and in the GTP Lights divisions at the close of the 1990 Camel GT Series. The specific distribution will be announced.

12.1.4 Manufacturer Champions

IMSA will present trophies recognizing Camel GT Manufacturer Champions in two divisions:

GTP

GTP Lights

* 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. Five bonus points will be awarded for races of 12 hours duration and eight bonus points for races 24 hours or longer as outlined in Article 12.1.3.a. In case of a tie in the final point standings, it will be resolved in the manner outlined in Article 12.1.3(d).

In the case of GTP and GTP Lights divisions 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. The chassis/body manufacturers will be recognized separately.

12.1.5 Advertising

*a. All competing cars must carry an official CAMEL GT decal on each side in approved location as well as other official decals designated by IMSA.

b. Drivers must wear official CAMEL GT patches on the uppermost right chest area of their uniforms and must install the official CAMEL GT decal on the front center of their helmets above the visor.

The only exceptions allowed to this rule will be for those drivers who have sponsorship contracts which may prohibit their wearing official CAMEL GT identification. These drivers may compete in CAMEL GT races, but not for CAMEL GT series points or bonus awards.

c. A driver or car will not be allowed to take part in CAMEL GT races on any basis if there is any advertising or other identification of competing smoking tobacco product on driver or crew uniform.

d. Competitors may also be required to display event sponsor decals in a standard location on the car. A clear space on each car measuring 20 x 24 inches must be reserved for the car number, the IMSA category decal(s) and Camel GT series decal, as described in the diagram at the end of this section.

e. All advertising is subject to IMSA approval. Hard Liquor advertising is limited to a maximum of 32 square inches per side of car.

f. 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 photos, and photos of their racing cars, for advertising and promoting the Series.

12.1.6 IMSA GTO/GTU

The IMSA GTO/GTU Series is an annual calendar of races which determines driver and manufacturer champions, the distribution of point funds and other awards.

12.1.7 Duration

IMSA GTO/GTU Series races may vary in duration. Races may be divided into heats.

12.1.8 Car Eligibility

IMSA GTO and GTU Category cars as defined in Article

11.5.2 of the IMSA CODE and amendments thereto are eligible to compete.

12.1.9 IMSA GTO/GTU Driver Championships

IMSA will recognize driver champions in two divisions: GTO, and GTU, based on the relative point standings of competitors at the close of the series.

a. Point Awards - 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

* In events of 12 hours duration or longer, points will be awarded as above plus an additional 5 points for each of the ten positions. In events of 24 hours duration or longer, points will be awarded as above plus an additional 8 points for each of the ten positions.

b. Eligibility for Point Awards - The supplementary regulations for events will specify the number of drivers required for each entered car if more than one driver is required.

* In sprint races where only one driver is eligible for point awards, 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 endurance races where one or more drivers are eligible for point awards, 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.

12.1.10 Manufacturer Champions

IMSA will present trophies recognizing Manufacturer Champions in two divisions:

* GTO (GT over 3.0 liters and All American Challenge)
GTU (GT up to 3.0 liters)

* 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. Five bonus points will be awarded for races of 12 hours duration or longer and eight bonus points for races 24 hours or longer as outlined in Article 12.1.3.a. In case of a tie in the final point standings, it will be resolved in the manner outlined in Article 12.1.3(d).

Points will be awarded in the name of the manufacturer of the automobile.

12.1.11 Advertising

*a All competing cars must carry the official series decal on each side in approved location as well as other official decals designated by IMSA.

b. Drivers must wear official series patches on the uppermost right chest area of their uniforms.

c A driver of car will not be allowed to take part in CAMEL GT races on any basis if there is any advertising or other identification of competing smoking tobacco product on driver or crew uniform or any where on the race car.

d. Competitors may also be required to display event sponsor decals in a standard location on the car. A clear space on each car measuring 20 x 24 inches must be reserved for the car number, the IMSA category decal(s) and series decal, as described in the diagram at the end of this section.

e. All advertising is subject to IMSA approval. Hard Liquor advertising is limited to 32 square inches per side of each car. Any smoking tobacco advertising, other than Camel GT, is prohibited.

f. 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 inter-

national race), on their entry forms, permitting the Series sponsor, promoter and IMSA to use their names and photos, and photos of their racing cars, for advertising and promoting the Series.

***12.2 LuK CLUTCH CHALLENGE**

The LuK Clutch Challenge is a calendar of races for IMSA International Sedans equipped with IMSA-approved radial street tires. The Series determines a Driver Champion, Manufacturer Champion, a Tire Champion and the distribution of the Series Point Fund.

***12.2.1 Duration**

LuK Clutch Challenge races will vary in duration. Races may be scheduled in heats.

12.2.2 Car Eligibility

IMSA International Sedans are defined in Article 11.6 of the IMSA CODE and amendments thereto.

***12.2.3 Driver Champion**

IMSA will recognize an LuK Clutch Challenge 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 if more than one driver is required.

* In races where one driver is eligible, 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 one or more drivers are eligible, 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 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. To be eligible for tire company race purse contingent awards, a car must complete at least 25% of the distance achieved by the winning car.

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

***12.2.4 Point Fund**

The LuK Clutch Challenge driver point fund will be announced.

12.2.5 Manufacturer Champions

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

Championship points will be awarded on a 20-15-12-10-8-6-4-3-2-1 basis in each race. A given make 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).

12.2.5.1 Tire Champion

IMSA will recognize a tire champion in the series. The championship will be based on the relative point standings of tire finishes 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 represented Tire Manufacturer

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

a. To be eligible for prize money and point awards, competitors are required to display official LuK Clutch Challenge 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.

b. All advertising is subject to IMSA approval. Any smoking tobacco or hard liquor advertising is limited to a maximum of 32 square inches per side of car.

c. 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 photos and photos of their racing cars for advertising and promotion purposes.

12.3 FIRESTONE FIREHAWK ENDURANCE CHAMPIONSHIP SERIES

The Firestone Firehawk Endurance Championship Series is an annual calendar of races which determine driver and manufacturer champions, the distribution of point funds and other awards.

12.3.1 Duration

Firestone Firehawk Endurance Championship Series races will vary in duration. Races may be divided into heats.

12.3.2 Car Eligibility

IMSA Street Stock Category cars as defined in Article 11.8 of the IMSA Code and amendments thereto are eligible to compete.

12.3.3 Driver Champion

Driver champions will be recognized in three Firestone Firehawk divisions: Grand Sports, Sports, and Touring.

a. Point Awards - These championships will be determined by the relative point standings of drivers at the close of each Firestone Firehawk season, counting all races held. In each race, 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

Additionally, one point will be awarded to the driver who sets the fastest official qualifying time in each division. In events of 12 hours duration or longer, points will be awarded as above plus an additional 5 points for each of the ten positions.

b. Eligibility for Point Awards - The supplementary regulations for events will specify the number of drivers required for each entered car if more than one driver is required.

* In sprint races where one driver is eligible, 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 endurance races where one or more drivers are eligible, 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 who also comply with the advertising requirements stipulated in Article 12.4.6.

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. Firestone Firehawk Endurance Championship Series Point Fund - Firestone Tire & Rubber Company and series co-sponsors will post a point fund to be paid out as follows:

GRAND SPORTS DIVISION - \$30,000

1-	\$10,000	6-	1,000
2-	7,000	7-	850
3-	5,000	8-	650
4-	3,000	9-	550
5-	1,500	10-	450

SPORTS DIVISION - \$20,000

1-	\$7,500	6-	800
2-	4,500	7-	700
3-	2,500	8-	600
4-	1,500	9-	500
5-	1,000	10-	400

TOURING DIVISION - \$20,000

1-	\$7,500	6-	800
2-	4,500	7-	700
3-	2,500	8-	600
4-	1,500	9-	500
5-	1,000	10-	400

12.3.4 Manufacturer Champions

IMSA will present trophies recognizing Firestone Firehawk Manufacturer Champions in three divisions: Grand Sports, Sports, and Touring.

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. Five bonus points will be awarded for races of 12 hours duration or longer as outlined in Article 12.3.3.a. In case of a tie in the final point standings, it will be resolved in the manner outlined in Article 12.4.3(d).

12.3.5 Car of the Year

IMSA will present a trophy recognizing the Firestone Firehawk Car of the Year. Points will be awarded on a 20-15-12-10-8-6-4-3-2-1 basis in each division to the make/model, then combined into

one set of points. A given model 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 outline in Article 12.4.3(d).

12.3.6 Advertising

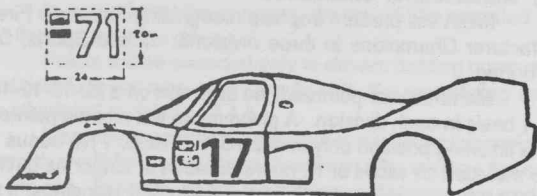
All competitors are required to affix the official Firestone Firehawk Endurance Championship Series decals and Series Co-sponsors decals, unaltered, in an approved location on both car doors and to affix the official Series windshield tint exclusively to the car's windshield. When applicable, event decals must be affixed to each door. Doors must remain free of other advertising unless otherwise specified by IMSA.

To be eligible for point awards and prize monies, drivers must display the official Firestone Series patches on the breast area of their driving uniforms and display the proper decals on the race car.

All advertising is subject to IMSA approval. Specifically, tire manufacturer advertising is restricted to the Firestone Tire and Rubber Co. Any smoking tobacco or hard liquor advertising is limited to a maximum of 32 square inches per side of car.

Drivers are also required to sign the standard release on their competition license applications permitting the Series sponsor, promoter and IMSA to use their names and photos, and photos of their racing cars, for advertising and promoting the Series.

CAMEL GT & IMSA GTO/GTU



CAR NUMBER, SERIES DECAL, IMSA I.D. AND DRIVER NAME ONLY ON DOORS. PROTOTYPES MAY RELOCATE SIDE NUMBERS TO WITHIN 20" x 24" AREA AS SHOWN WHEN IT IS IMPRACTICAL TO LOCATE THEM ON DOORS.

LuK CLUTCH CHALLENGE



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

FIRESTONE FIREHAWK ENDURANCE CHAMPIONSHIP



CAR NUMBER, SERIES DECALS, CO-SPONSOR DECALS, IMSA I.D. ONLY, ON DOORS AS SHOWN. OFFICIAL SERIES WINDSHIELD TINT ONLY ON WINDSHIELD.

13. APPENDIX - EQUIVALENC FORMULI

1 inch = 2.54 cm. 25.4 mm.

1 millimeter = 0.1 cm. = 0.03937 inches

1 foot = 12 inches = 0.3048 meters

1 meter = 3.28 feet = 1.0936 yards

1 mile = 1760 yards = 5280 feet = 1.60934 kilometers

1 kilometer = 1000 meters = 1093.6 yards = 0.62137 miles

1 cubic inch = 16.387 cubic centimeters

1 cubic centimeter = 0.061 cubic inches

1 U.S. gallon = 4 U.S. quarts = 231.18 cubic inches = 3.785 liters

1 liter = 1000 cubic centimeters = 61.0255 cubic inches = 0.264 U.S. gallons

1 pound = 16 ounces = 453.592 grams

1 kilogram = 1000 grams = 2.2046 pounds

1 mile per hour = 1.467 feet per second = 0.62137 kilometers per hour.

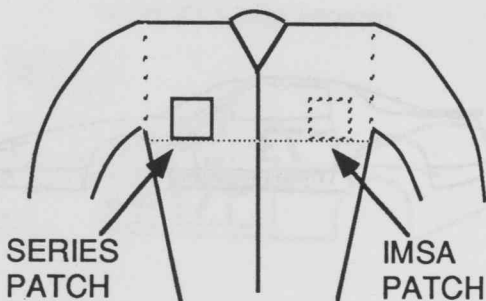
1 kilometer per hour = 1.60934 miles per hour

Cylinder volume (displacement) = $\frac{3.1416 \times \text{bore}^2 \times \text{stroke}}{4}$

Engine displacement = Cylinder volume times number of cylinders

Weight of gasoline = 6.2 lbs./gallon

Average Speed Formula: $\frac{3600 \times \text{length of track} \times \text{no. of laps}}{\text{Total of time in seconds}}$





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