



**INTERNATIONAL
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1993 IMSA GTP

- Type 3 & 4 engines with twin 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.

11.6.1 Definition

IMSA has developed rules for cars known as GTP (Grand Touring Prototype) cars. GTP cars shall be two-seaters conceived primarily for competition in closed-circuit races. They shall carry equipment for normal road use as well as all contemporary safety devices. There shall also be a division of GTP called GTP Light for cars with smaller engines.

* 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 meeting 1992 FIA car preparation regulations are also eligible to compete for full Camel GTP points at a weight of 1850 pounds.

11.6.2 Engine Eligibility

A. GTP 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 6.0 liters.

Type 3 - Type 1 engines with a single turbocharger equipped with a 54mm restrictor or with twin turbochargers equipped with 38mm restrictors. Maximum displacement 3.0 liters.

Type 4 - Type 2 engines with a single turbocharger equipped with a 54mm restrictor or twin turbochargers equipped with 38mm restrictors. Maximum displacement 3.0 liters.

Type 5 - Rotary engines (13J, 26B)

B. GTP Light Engine Eligibility

Type 1 - 2 valve conventional engines with a maximum displacement of 3.4 liters.

Type 2 - 4 valve conventional production engines with a maximum displacement of 3.0 liters and a maximum of 6 cylinders. Type 2 race engines are restricted to a maximum displacement of 3.0 liters with a maximum of 4 cylinders in line.

Types 3&4 - Turbocharged and supercharged engines are not eligible in GTP Light.

Type 5 - Two Rotor Rotary Engines (12A, 13B),
Three Rotor Rotary Engines (13G, 20B)

11.6.3 Engine Modifications

A. Free, except as follows:

1. Type 2 production engines and all Type 1 engines must use the production block or an IMSA approved alternate block.

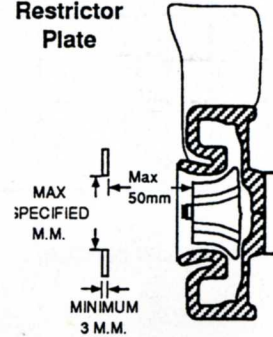
2. Type 1 engines may use modified or alternate cylinder heads that retain the original number and location of valves, camshafts and spark plugs.

3. Type 2 production engines must use the production cylinder heads that retain the original number and location of valves, camshafts and spark plugs. The heads may be modified but material may not be added.

4. All turbocharged engines must adhere to the following:

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

Restrictor Plate



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

d. 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.

* 5. Variable length induction runners are not permitted in Camel Light.

* 6. Pneumatically operated or assisted intake & exhaust valves are not permitted.

11.6.4 Minimum Weights/Maximum Displacements

Minimum weight for 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, also see Notes.

LITERS 1993 GTP WEIGHT AND DISPLACEMENT

