IMSA CODE

COMPETITION RULES

OF THE

INTERNATIONAL
MOTOR SPORTS
ASSOCIATION, Inc.

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

prevent gas spillage from the vent line. Note: According to article 260t of the Appendix J, the fuel filler orifice and vent may not protrude beyond the coachwork line.

2. On-board fire extinguishing system (Freon type) of at least 4 pound capacity is mandatory in the passenger compartment.
3. Mandatory driver restraint systems include an anti-submarine belt.
4. A strap must be installed under the front of the propeller shaft to prevent the shaft from dropping in case of failure of the front propeller shaft coupling.
5. Scattershields are required on all cars where failure of the clutch/flywheel could create a hazard to the driver.
6. Full roll cages of approved design including a side bar on the driver's side are mandatory. It is recommended that the side bar reach to the outer skin of the door.
7. It is recommended that the driver's door window opening be covered by a net.

5. **IMSA Waivers From FIA Rules:**
   1. Fenders may be flared as long as the flares are aesthetically acceptable. Note: Maximum width of car is 210 cm (82.7 inches) as per article 253b. of the Appendix J.
   2. Convertible tops, headliner, passenger front seat, rear seats and spare tire may be removed.
   3. Side windows and regulators may be removed, but may not be replaced with plexiglass or any other substitute material.
   4. Bumpers may be removed provided they are not an integral part of the coachwork.
   5. Stock differential may be modified to create a full floating rear axle.
   6. Parking light lenses may be removed and the original openings used for ducting.
   7. Dry-sump oil systems are permitted.
   8. Any system of carburetion or port fuel injection may be used. Direct fuel injection may be used only if homologated by the FIA for the make and model concerned.

10.5 IMSA RS (Racing Stock) CATEGORY

1. **Purpose**

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

2. **Eligibility:**
IMSA will recognize specific makes and models of cars eligible to compete in the sedan category. To qualify, a model must be:
- Produced and marketed in sufficient volume so that its specifications are standard and may be easily checked, and so that cars and spare parts may be obtained easily.
- Marketed to the public in the USA.
- Able to seat 4 average-sized adults comfortably at the same time as sold to the public.
- Produced with an integral hardtop.
- Maximum engine size of 4 liters pushrod and 2.3 liter overhead cam.

3. **Configuration:**
IMSA RS cars must conform to standard production configuration on the basic model. Except where these rules allow modifications or substitutions, all components of the cars must be identical to those produced by the manufacturer and delivered to the public in the USA on the basic model recognized. Standard appearance must be maintained strictly. Each model will have a recognized official weight which must be met or exceeded as raced with full tank of fuel but without driver.

4. **Required Modifications:**
A. Doors must be pinned or bolted shut, but may not be welded. Pins or bolts must be easily removable and doors must operate on original hinges when the pins or bolts are removed.
B. Full roll cages of approved design including a side bar on the driver's side are mandatory. It is recommended that the side bar reach to the outer skin of the door.
C. Driver restraint system of approved design, including antisubmarine belt, must be installed and worn.
D. Passenger seats, seat backs, mats and other loose gear must be removed.
E. Hoods and deck lids must be secured with pins or straps in addition to their normal latches. On cars where a key is required to open the trunk lid, the lock must be de-activated.
F. Steering lock mechanisms must be removed.
G. Headlight bulbs must be protected against breakage. Headlights may be taped or the bulb (only) may be removed and replaced with metal or fiberglass solid plate of same shape as bulb and fitted in the same manner. It should be possible to remove plate easily, install and operate headlights. Functional wiring must remain installed at all times.
H. Safety fuel cells are mandatory. Maximum size is 22 gallons capacity. Quick fill fuel fillers and breathers may be installed and bodywork modified accordingly, but fuel filler orifice and

vent may not protrude beyond the coachwork plane. Check valves must be installed to prevent loss of fuel from the filler and vents. Fuel cell must be located as close as possible to the original tank location. Metal bulkheads must be installed, if none exist, to separate the driver's compartment from the fuel cell and engine compartments.

I. 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.

J. Fire extinguisher of at least 2¾ lb. capacity must be carried in the car. On board fire extinguishing system (Freon type of at least a 4 lb. capacity is recommended.

K. Scattershields are required on all cars where the failure of the clutch/flywheel could create a hazard to the driver

L. A strap must be installed under the front of the propeller shaft to prevent the shaft from dropping in case of failure of the front propeller shaft coupling.

M. A net covering the driver's window opening is recommended.

5. Optional Modifications:

A. Bodywork:

1. Accessories, lights, gauges and switches may be added or removed and other interior modifications made for the convenience and comfort of the driver provided there is no effect on the car's mechanical performance. Driver's seat may be replaced.
2. Cables and lines may be re-routed and protected.
3. Undercoating may be removed.
4. Headliner may be removed. Bumpers and brackets must remain as original but may be updated or backdated within the model range recognized. Front door glass and regulators may be removed. All other glass must remain and function as orifinally installed. Interior door panels and trim panels must be fitted but may be modified to clear roll cage. Panels may be mounted with screws or other fasteners but may not cover openings where window originally operated. Panels may be made of substitute material (metal or fiberglass) resembling original panels and painted to match interior.
5. Parking light lenses may be removed and the original openings used for ducting to brakes.

B. Chassis-Tire-Brakes-Wheels:

1. Original or standard factory replacement springs of the same type for the particular model may be modified but not replaced. Shock absorbers may be altered or replaced with others installed in original supports and brackets. Anti-sway

bars, torque rods and similar axle-locating devices may be added or substituted. Heim joints are permitted on anti-sway bars and factory adjustable front suspension parts. Riding height must be maintained within a tolerance of 1" from listed specifications as checked race ready with fuel but without driver.

2. Original wheels may be strengthened but must remain of style, size and offset specified for that model. Spare wheel may be removed. All four road wheels and tires must be of the same dimensions. To allow for reinforcement of wheels, a tolerance of ½" in total track dimension is permitted both front and rear; however, no modification in the shape of the fenders is allowed.
3. Street approved radial ply tires as available to the public through a retail outlet and subject to IMSA approval must be used. No racing or recapped tires are permitted.
4. Standard brakes on the basic model car or factory optional brakes specifically recognized by IMSA must be used, but may be modified as follows:
   - Any dual master cylinders and pressure-equalizing devices may be used.
   - lining material is free.
   - backing plates and dirt shields may be ventilated or removed and air ducts installed provided no modifications are made in the body work. Twelve (12) square inches of brake ducting per side is permitted at the front of the car below the body work provided there is no effect on the aerodynamics of the car.
   - Hand brake may be removed.

C. Electrical System:
1. Battery may be replaced with another of same voltage, similar size and installed in the original location.
2. Any make of ignition coil, condenser, spark plugs, fuses, relays, and regulators of original type may be used.
3. Any battery ignition system may be used.
4. Alternators must function as originally intended, but may be replaced with another of different manufacture.

D. Engine and Drive Train:
1. Engine and drive train must be as produced in combination with body and chassis of each recognized make and model. Except where these rules allow modifications or substitutions, all components must be mounted in standard locations and conform to standard dimensions. It is permitted to machine any component of the engine provided such components are always identifiable as standard production parts, except where these rules require that standard dimensions be preserved,

such as cylinder bore, stroke, inlet and exhaust ports, carburetor base opening, etc. No material or mechanical extension may be added.

2. Cylinder head may be ported and polished; however, inlet and exhaust port sizes at the manifold face may not exceed the dimensions specified for the model engine concerned. On rotary engines, inlet and exhaust ports may not be modified in any respect from stock size and configuration.
3. Engine may be clearanced (blueprinted) and balanced.
4. Pistons and piston rings are free. A tolerance of .010" in cylinder bore measurement is permitted on reciprocating piston engines. On rotary engines, the standard rotor as delivered on the U.S. model may not be substituted or modified. Material of seals is free.
5. The valve train (consisting of camshaft, lifters, followers, pushrods, springs, keepers, retainers and valves) is free; however, their basis type and the locations of valves and camshaft(s) may not be changed.
6. Emission control devices may be removed along with the choke mechanism. Float modification is permitted. Venturis may be modified. The carburetor base opening may not be enlarged nor any alteration made which changes the intrinsic design of the factory installed unit. Air filter may be removed or replaced with any other type. Velocity stacks may not be added.

   On fuel injected engines, standard fuel injection components may be adjusted but not modified in any manner or replaced.
7. Exhaust manifold is free; exhaust emission devices may be removed and any resulting holes plugged.
8. Oil sump and oil pickup may be modified to increase oil capacity and to prevent surge, but no dry sump system may be used. Standard oil pump must be retained.
9. Vents, breathers and oil filters may be added or substituted. A single oil cooler on the engine is permitted, provided its dimensions total no more than 170 cu. in. (i.e., 13 x 2 x 6½), it is mounted within the engine compartment (that is, between the inner fenders, firewall and grill), it is not visible from the exterior of the car and is not ducted.
10. Any radiator which will fit the standard location and does not alter the car's appearance may be installed and shrouded. Fan blades may be removed.
11. Fuel pumps are free in type, size and number.
12. Any ring and pinion ratio may be used provided the differential housing for the model is retained and not modified. Differentials may be modified to produce a limited-slip or locked action.

13. Heater may be removed.
14. Clutch may be replaced with one of the same type, size, weight and manner of attachment but of different manufacture.

    No modifications are permitted to the flywheel.

E. Non-Standard Components:

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

- Nuts, bolts, screws, washers and other fasteners, including safety wiring;
- electrical wiring;
- gaskets and seals;
- fuel and brake lines;
- any bearings of standard dimensions and type;
- drive belts;
- bushings;
- pulleys.

10.6 OTHER CARS

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

11. STANDING SUPPLEMENTARY REGULATIONS

IMSA has established these uniform Supplementary Regulations covering basic aspects of events and to determine champions in its series of events.

11.1 Camel GT Challenge Series

The Camel GT Challenge is an annual calendar of races sponsored by Camel Filter Cigarettes, a brand of the R.J. Reynolds Tobacco Company.

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

11.1.1 Duration

Camel GT Challenge Series races will normally have a duration of at least 200 miles or two hours. Races may be scheduled in heats.

11.1.2 Car Eligibility

As per paragraph 10.4.2 of the IMSA Code and amendments thereto.

11.1.3 Driver Champions

An overall driver champion in the Camel GT Challenge Series will be based on the highest number of points received by a driver during the season. An under 2.5 liter driver champion will be based on the highest number of points received for overall finishing position by a driver in an under 2.5 liter car.