IMSA CODE

COMPETITION RULES

OF THE

INTERNATIONAL
MOTOR SPORTS
ASSOCIATION, Inc.

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1976

base, except that for makes and models in which the standard engine location is further aft, the engine must lie within the limits of the standard compartment.

7) Exhaust system is free, except that outlets must be aft of wheelbase centerline and must not intrude on driver/passenger compartment. Tunneling is permitted.
8) Free: connecting rods, clutch, and flywheel. Otherwise, engine modifications per FIA Appendix J Group 2/4 and Paragraph 7. of these rules.
9) Any volume-produced American transmission may be used. Ratios are free, but number of forward speeds must not be changed. Reverse gear must remain operative.
10) Any differential or final drive may be used, including quick-change center section.

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 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.

2. Eligibility:

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

- Produced and marketed in sufficient volume so that its specifications are standard and may be easily checked, and so that cars and spare parts may be obtained easily.
- Marketed to the public in the USA.
- Able to seat 4 average-sized adults comfortably at the same time as sold to the public.
- Produced with an integral hardtop.
- Maximum engine size of 4 liters pushrod and 2.3 liters overhead cam.

3. Configuration

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

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. (See Appendix)

C. A six point driver restraint system of approved design, including two antisubmarine belts, must be installed.

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

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 mandatory whether or not the window remains open.

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

B. Chassis-Tires-Brakes-Wheels:

1. Suspension springs are free, provided they are of the same type as originally fitted and are installed in the standard position. McPherson strut-equipped cars may have the upper strut mount replaced with a slotted plate for camber adjustment. The upper ball joint retaining holes on Opels and Chevettes may be slotted for camber adjustment. Shock absorbers may be altered or replaced with others installed in original supports and brackets. Anti-sway bars, torque rods and similar axle-locating devices may be added or substituted. Heim joints are permitted on anti-sway bars and factory adjustable front suspension parts. Riding height, measured at the center of the rocker panel, must be maintained at 7" ± 1" 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. All cars must be equipped with IMSA-approved radial ply tires of a type marketed through normal retail outlets for ordinary street use by the public. No racing or recapped tires are permitted.

4. 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. Brake ducting inlets with areas of no more than 12 in.^{2} per side are permitted at the front of the car below the body work provided there is no effect on the aerodynamics of the car.
   - Hand brake may be removed.

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

D. Engine and Drive Train:
1. Engine and drive train must be as produced in combination with body and chassis of each recognized make and model. Except where these rules allow modifications or substitutions, all components must be mounted in standard locations and conform to standard dimensions. It is permitted to machine any component of the engine provided such component is always identifiable as a standard production part, except where these rules require that standard dimensions be preserved, such as cylinder bore, stroke, inlet and exhaust ports, carburetor base opening, etc. No material or mechanical extension may be added.
2. Cylinder head may be ported and polished; however, inlet and exhaust port sizes at the manifold face may not exceed the dimensions specified for the model engine concerned. On rotary engines, inlet and exhaust ports may be modified at the combustion chamber but must remain original in size and configuration at the manifold face.
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 basic type and the locations of valves and camshaft(s) may not be changed.
6. Induction System — IMSA may establish specific rules for the induction systems of various makes and models. Unless otherwise noted:
   - On engines larger than 1900 cc displacement, the standard carburetor may be modified by machining the throttle shaft and butterfly, changing the jet sizes (not jets), and altering the float and main venturi. Emission control devices, choke mechanism and air filter may be removed. It is expressly forbidden to drill or otherwise alter any passageways, add any material, install a spacer block between carburetor and manifold, enlarge the carburetor base opening, add velocity stacks or to make any other alterations which change the intrinsic design of the standard carburetor.
   - On engines with displacement between 1600 cc and 1900 cc, it is permitted to use any carburetor with the same number of venturis as the original, and any intake manifold. Otherwise, carburetor may be modified as for engines larger than 1900 cc.
   - On engines of less than 1600 cc displacement, it is permitted to use any carburetors, intake manifold and velocity stacks.
   - On rotary engines, emission control devices and choke mechanism may be removed, primary venturis may be bored to 25 mm and the float bowls may be vented to the exterior of the carburetor; however, no other modification may be made to the standard carburetor.
   - On fuel-injected engines, the standard components may be adjusted but not modified in any manner nor replaced with other types.
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., 13x2x6½), 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, the distribution of the Series Point Fund, and other awards.

11.1.1 Duration

Camel GT Challenge Series races will have a minimum duration of 100 miles. Races may be scheduled in heats.

Pontiac	Firebird Trans-Am	350,400,455
Shelby-American	GT350	302,351,351C,428,429

12.5 1976 RS SEDAN ELIGIBILITY LIST AND SPECIFICATIONS Per Rule 10.5

Car	Engine Size	Bore & Stroke	Carburetion	Wheel Size	Weight	Notes
Alfa Romeo						
Alfetta Sed	1962cc	84x88.5	Spica FI	5½x14	2600	7,10
1750 Berlina	1799cc	80x88.5	Spica FI	5½x14	2400	7,10
2000 Berlina	1962cc	84x88.5	Spica FI	5½x14	2400	7,10
AMC Gremlin	3805cc	95.2x88.9	1 Carter YF-IV 6903/6905S/ 6423/6511	6x14	2700	1,2,5
AMC Hornet	3805cc		Same as Gremlin	6x14	2850	1,2,5
AMC Pacer	3805cc		Same as Gremlin	6x14	2850	1,2,5
Audi Fox	1471cc	76.5x80	Free	5x13	1800	
Audi 100 LS	1875cc	84.1x84.3	2V Solex	5x14	2100	
Austin Marina	1798cc	80.2x88.9	1x1-bbl	4½x13	2000	
BMW 1600	1573cc	84x71	Free	5x13	2050	
BMW 2002	1990cc	89x80	1 Solex IV or	5½x13	2300	3,4
BMW 2002 Tii	1990cc	89x80	2V 32/32 or Bosch FI	5½x13	2300	3,4
Buick Skyhawk	3786cc	96.5x86.4	2V	6x13	2900	
Chevette	1400cc	82x66.2	Free	5x13	1900	
Chevette	1600cc	82x75.7	Free	5x13	1950	
Chevy Vega	2287cc	88.9x92	1 Rochester 2V or Holley 5310-	6x13	2300	
Monza	2287cc	88.9x92	C2V	6x13	2300	
Datsun B210	1288cc	73x77	Free	4½x13	1650	
Datsun B210	1400cc	76x77	Free	4½x13	1700	
Datsun 510	1595cc	83x73.7	Free	4½x13	1950	
Datsun 610	1952cc	85x86	1 Hitachi 2V DCH 340 30/40	4½x13	2100	
Datsun 710	1700cc	85x78	1 Hitachi 2V DCH 340 30/40	4½x13	2000	6
Datsun 710	1952cc	85x86	1 Hitachi 2V DCH 340 30/40	4½x13	2100	
Dodge Colt	1597cc	76.9x86	Free	5x13	1950	
Dodge Colt	1995cc	84x90	1 Mikuni/ Solex 2V	5x13	2200	7
Dodge Dart Lite	3687cc	86.4x104.6	Holley 1V	4½x14	2850	
Fiat 124 Spt Cpe	1438cc	80x71.5	Free	5x13	1950	7,10
Fiat 124 Special	1592cc	80x79.2	Free	5x13	1950	7,10
Fiat 124 Sport Cpe	1608cc	80x80	1 Weber 2V 28/36DHSA	5x13	2100	7,10
Fiat 124 Sport Cpe	1756cc	84x79.2	1 Weber 2V	5x13	2200	7,10
Fiat 128 Sport Cpe	1290cc	86.1x55.4	Free	4½x13	1800	11
Fiat 128 Sedan	1290cc	86.1x55.4	Free	4½x13	1800	11

Car	Engine Size	Bore & Stroke	Carburetion	Wheel Size	Weight	Notes
Fiat 131	1756cc	84x79.2	1 Weber 2V	5x13	2200	7
Ford Cortina	1599cc	81x77.6	Free	5½x13	1950	
Ford Maverick	3280cc	93.5x79.5	1 Carter 1V D1DF-GA or HA	6x14	2650	5
Ford Mustang II	2300cc	96x79.4	1 Weber or Motorcraft 2V	5½x13	2300	
Ford Mustang II V6	2792cc	93x68.5	1 Holley-Weber 2V	5½x13	2550	
Ford Pinto	1599cc	81x77.6	Free	5½x13	1950	13
Ford Pinto	1992cc	90.8x76.9	1 Weber 2V	5½x13	2100	13
Ford Pinto	2300cc	96x79.4	1 Weber 2V 32/36	5½x13	2300	13
Ford Pinto (Runabout)	2792cc	93x68.5	1 Motorcraft 2V	5½x13	2550	8,9
Honda Civic	1170cc	70x76	Free	4x13	1400	
Honda Civic	1238cc	72x76	Free	4x13	1400	
Honda CVCC	1487cc	74x86.5	Free	4x13	1850	7,12
Mazda RX2	2292cc		1 Hitachi 4V HJN 42	5x13	2200	
Mazda RX3	2292cc		1 Nikki 4V	5x13	2200	
Mazda RX4	2616cc		1 Nikki 4V	5x13	2500	
Mazda 808	1586cc	78x83	Free	4½x13	1950	
Mercury Bobcat	2300cc	96x79.4	1 Motorcraft 2V 32/36	5½x13	2300	
Mercury Capri	1600cc	81x77.6	Free	5x13	1950	
Mercury Capri	1992cc	90.8x76.9	1 Weber 2V DFAV 32/36	5x13	2100	
Mercury Bobcat	2800cc	93x68.5	1 Motorcraft 2V 32/36	5½x13	2550	8,9
Mercury Capri	2300cc	96x79.4	1 Motorcraft 2V 32/36	5x13	2300	
Mercury Capri V6	2792cc	93x68.5	1 Holley 2V or 1 Weber 2V	5x13	2550	
Olds Starfire	3786cc	96.5x86.4	2V	6x13	2900	
Opel Manta	1897cc	93x69.8	1 Solex 2V 32 DIDTA4	5½x13	2100	6
Opel Manta	1897cc	92.9x69.8	Fuel Injection	5½x13	2100	
Opel 51 & 99	1897cc	93x69.8	1 Solex 2V 32 DIDTA4	5x13	2100	6
Plymouth Feather Duster	3687cc	86.4x104.6	Holley 1V	4½x14	2850	
Pontiac Astre	2287cc	89x92	1 Rochester 2V or Holley 5310-c 2V	6x13	2300	
Renault 12L, 15, 16,17TL	1565cc	75x84	Free	5½x13	1950	
Renault 17 Gordini	1565cc	75x84	Bosch Electronic Fuel Injection	5½x13	1950	7
Saab 96	1698cc	90x66.8	1 Weber 40 DF1	4x15	1900	6
Saab 99E	1985cc	90x78	1 Zenith 1V 175CD2 or Bosch FI	4½x15	2600	

Car	Engine Size	Bore & Stroke	Carburetion	Wheel Size	Weight	Notes
Subaru DL	1361cc	85x60	Free	5x13	1950	7
Toyota Celica	1968cc	88.5x80	(1 Aisan 2v8R or	5x13	2100	
Toyota Corona SR-5	2189cc	88.5x88.9	(18R 34/34	5x13	2200	
Toyota Corolla SR-5	1588cc	85x70	Free	5x13	1950	7
Toyota Celica	1968cc	88.5x80	Aisan 2V 8R/ 13R	5x13	2100	7
ST & GT	2189cc	88.5x88.9	Aisan 2V	5x13	2200	
Toyota Corona Mk II	1968cc	88.5x80	Aisan 2V	4½x13	2100	
VW Dasher	1471cc	76.5x80	Free	5x13	1850	
VW Rabbit	1471cc	76.5x80	Free	5x13	1850	
VW Scirocco	1471cc	76.5x80	Free	5x13	1850	
VW Super Beetle and Beetle	1584cc	85.5x69	Free	4½x15	1950	
Volvo 122	1986cc	88.9x80	2 SU 1V HS6	5½x15	2250	
Volvo 142	1986cc	88.9x80	Bosch FI	5½x15	2300	

NOTES:

1. The brakes and differential previously used or those delivered on the 1976 model are the only ones authorized to replace original equipment.
2. 1½" dia. x .040 – .080 thick (pass under surface gauge) carb restrictor plate, located at the inlet face of the intake manifold.
3. BMW 2002 and 2002 Tii will be recognized as the same model.
4. Carb restrictor plate .040 – .080 thick x 31mm dia. opening in each throttle bore. F.I. air intake restrictor plate .040 – .080 thick x 44mm dia. opening. Restrictor plates must be mounted at the inlet face of the intake manifold, and concentric with original bore.
5. Three speed transmission.
6. Any carb with same number of venturis as original and any intake manifold.
7. Five speed transmission.
8. Automatic transmission.
9. No updates or backdates.
10. Front and rear disc brakes.
11. No optional trans gears. 1.037 4th gear
12. Competition head but not cross flow.
13. All 1600, 2000 and 2300 chassis and running gear factory parts are interchangeable.