IMSA CODE

COMPETITION RULES

OF THE

INTERNATIONAL
MOTOR SPORTS
ASSOCIATION, Inc.

P.O. Box 3465
Bridgeport, Conn. 06605
(203) 336-2116
Telex: 64-3859
FAX (203) 335-8473

1988

IMSA CODE

COMPETITION RULES

OF THE

INTERNATIONAL MOTOR SPORTS ASSOCIATION, Inc.

P.O. Box 3465
Bridgeport, Conn. 06605
(203) 336-2116
Telex: 64-3859
FAX (203) 335-8473

1988

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, herinafter 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 1988 IMSA CODE supersedes all previous editions of the IMSA CODE as well as all amendments thereto, and shall remain in force and effect except as amended as provided herein, until superseded by publication of the next edition of the IMSA CODE.

Foreword

The 1988 IMSA Code takes effect immediately upon publication and establishes for all participants the standards governing the organization and conduct of IMSA-sanctioned events. In general, the IMSA CODE contains three main sections.

The opening articles are devoted to establishing procedures and setting appropriate guidelines for the safe and uniform operation of the sport. They closely parallel international regulations and change very little from year to year.

The articles pertaining to detailed automobile preparation rules reflect our desire to create a competitive arena in which both the privateer and the parent manufacturer can participate with the same opportunity for success. Maintaining long-term overall rules stability while also allowing for variety and growth is fundamental to this philosophy.

Accordingly, major rules changes are infrequent and are preceded by ample notice and broad discussion within the entire motorsports community. Minor adjustments are one part of an on-going process of fine-tuning and updating the rules to incorporate recent technological developments, reflect trends in the industry, and to provide for balanced competition. In both cases, it is our policy to present the rules in concise, easily-understood language.

The closing articles of the IMSA CODE give detailed information about each of IMSA's racing series and championships in the form of the Standing Supplementary regulations.

Success begins with understanding. I urge all IMSA members to read and familiarize themselves with these rules so that together we can continue putting on the most promotable, enjoyable and rewarding events.

All the best for a safe and successful season in 1988.

John M. Bishop
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
3.	**MEMBERSHIP - LICENSES**	3
3.1	IMSA Members	3
3.2	Application Forms	3
3.3	Competition License	3
3.4	Crew License	3
3.5	Group Benefit	3
3.6	IMSA Conduct	4
4.	**EVENTS**	4
4.1	Organization	4
4.1.1	Approval	4
4.1.2	Acknowledgment of Rules	4
4.1.3	Sanctions	4
4.1.4	Supplementary Regulations (SR)	4
4.1.5	Insurance Regulations and Standards	5
4.1.6	Postponement, Abandonment, Cancellation	5
4.2	Classification	5
4.3	Courses	5
4.3.1	Course Measurement	6
4.4	Timing, Scoring, Starts, Finishes, Results	6
4.4.1	Starts	6
4.4.2	Starting Line	6
4.4.3	Starting Positions	6
4.4.4	Standard Rolling Start	7
4.4.5	Timing and Scoring	7
4.4.6	Control Line	7
4.4.7	Starter	7
4.4.8	False Start	7
4.4.9	Restart	8
4.4.10	Minimum Duration	8
4.4.11	Ties	8
4.4.12	Winner	8
4.5	Awards	8

ARTICLE	ITEM	PAGE
4.5.1	Official Results	8
4.5.2	Payment	8
4.5.3	Driver Logs	9
5.	**ENTRANTS - DRIVERS**	9
5.1	Competition License	9
5.2	FIA License	9
5.3	Entries	9
5.4	Acceptance and Refusal	9
5.5	Falsification	9
5.6	Scratch	9
5.7	Conduct	10
5.8	Responsibility	10
5.9	Alcoholic-Controlled Substances	10
5.10	Medical Responsibility of Participants	10
5.11	Safety Equipment	10
5.12	Advertising - Promotion - Contingent Awards	11
6.	**RACING RULES**	11
6.1	Passing	11
6.1.1	Pit Entry/Exit	11
6.2	Flag Signals	11
6.2.1	Green Flag	11
6.2.2	Blue Flag	11
6.2.3	Yellow Flag	12
6.2.4	White Flag	12
6.2.5	Yellow Flag with Vertical Red Stripes	12
6.2.6	Black Flag	12
6.2.7	Black Flag with Orange Disc	12
6.2.8	Red Flag	12
6.2.9	Black and White Checkered Flag	12
6.2.10	Black Flag All	12
6.2.11	Safety Car	13
6.2.12	Emergency Rapid Response Vehicle (E.R.R.V.)	13
6.3	Rules When Away From Pits	13
6.4	Rules of the Grids and Pits	13
6.4.1	Uniforms	13
6.4.2	Fueling	14
6.4.3	Other Equipment	14
6.4.4	Pit Lane Regulations	14
6.4.5	Pit Traffic	15
6.4.6	Removal From Pits	15
6.4.7	Gridding of Automobiles	15
7.	**OFFICIALS**	16
7.1	Supervision	16
7.2	Appointment of Officials	16
7.3	Conduct	16
7.4	Separation and Plurality of Duties	16
7.5	Race Director/Chief Steward	16
7.6	Stewards	17
7.7	Starter	17

ARTICLE	ITEM	PAGE
7.8	Timekeeper (Timer and Scorer)	17
7.9	Technical Inspector (Scrutineer)	17
7.10	Flag Marshal	17
7.11	Communications Marshal	17
7.12	Course Marshal	18
7.13	Medical Director	18
8.	**PENALTIES**	18
8.1	Range of Penalties	18
8.2	Fine	18
8.3	Disqualification	18
8.4	Suspension	19
8.5	Loss of Points	19
8.6	Expulsion	19
9.	**PROTESTS**	19
9.1	Form	19
9.2	Time Limits	19
9.3	Protests Against Cars	19
9.4	Disposition of Protests	20
9.5	Awards	20
9.6	Malicious Protests	20
10.	**APPEALS**	20
10.1	Effect	20
10.2	Form	20
10.3	Hearing	21
10.4	Judgment	21
10.5	Malicious Appeals	21
11.	**AUTOMOBILES**	21
11.1	Automobile	21
11.2	Tires	21
11.3	Fuel	21
11.4	Technical Inspection/Mandatory Safety Requirements	22
11.5	IMSA GT Category	27
11.5.1	Purpose	27
11.5.2	Eligibility	27
11.5.3	Recognition Forms	28
11.5.4	Fuel Tanks	28
11.5.5	Minimum Weights	28
11.5.6	Authorized Modifications - GTO and GTU	29
11.5.7	GTP Cars (Grand Touring Prototype)	33
11.5.7.1	Definition	33
11.5.7.2	Engine Eligibility	34
11.5.7.3	Minimum Weights/Maximum Displacements	34
11.5.7.4	Engine Modifications	35
11.5.7.5	Chassis - Body - Miscellaneous	36
11.5.7.6	Safety Devices	39
11.6	IMSA International Sedans	39
11.6.1	Purpose	39
11.6.2	Eligibility	40

ARTICLE	ITEM	PAGE
11.6.3	Configuration	40
11.6.4	Official Weights	40
11.6.5	Safety Requirements	40
11.6.6	Optional Modifications (ProFormance)	40
11.6.7	Optional Modifications - International Sedans	45
11.6.8	ProFormance Eligibility List	49
	International Sedans Eligibility List	50
11.7	IMSA American Challenge	51
11.7.1	Purpose	51
11.7.2	Eligibility	51
11.7.3	Eligibility List	51
11.7.4	Official Weight	51
11.7.5	Chassis Frame	52
11.7.5.1	Roll Cage	52
11.7.5.2	Suspension	52
11.7.5.3	Bodywork	52
11.7.5.4	Engine and Drive Train	54
11.8	IMSA Street Stock Category	57
11.8.1	Purpose	57
11.8.2	Eligibility	57
11.8.3	Classes	57
11.8.4	Recognition Forms / Configuration	57
11.8.5	Official Weights	58
11.8.6	Mandatory Safety Modifications	58
11.8.7	Authorized Modications	59
11.8.8	Fuel/Refueling	61
11.8.9	Eligibility and Tire Size List	62
11.8.10	Eligibility Notes	65
12.	**STANDING SUPPLEMENTARY REGULATIONS**	66
12.1	Camel GT Series	66
12.1.1	Duration	66
12.1.2	Car Eligibility	66
12.1.3	Camel GT Driver Championships	66
12.1.4	Manufacturer Champions	67
12.1.5	Advertising	68
12.2	IMSA International Sedan Series	68
12.2.1	Duration	68
12.2.2	Car Eligibility	68
12.2.3	Driver Champion	68
12.2.4	Point Fund	69
12.2.5	Manufacturer Champions	69
12.2.6	Advertising	70
12.3	IMSA American Challenge Series	70
12.3.1	Duration	70
12.3.2	Car Eligibility	70
12.3.3	Driver Champion	70
12.3.4	Point Fund	71
12.3.5	Manufacturer Champion	71
12.3.6	Advertising	71

ARTICLE	ITEM	PAGE
12.4	Firestone Firehawk Endurance Championship Series	71
12.4.1	Duration	71
12.4.2	Car Eligibility	72
12.4.3	Driver Champion	72
12.4.4	Manufacturer Champions	73
12.4.5	Car of the Year	73
12.4.6	Advertising	73
13.	**APPENDIX**	76
	Equivalence Formulas	76

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
(312) 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 five member clubs and a number of individuals. The member clubs of ACCUS are:

- International Motor Sports Association, Inc. (IMSA),
- National Association for Stock Car Auto Racing, Inc. (NASCAR),
- National Hot Rod Association, Inc. (NHRA),
- Sports Car Club of America, Inc. (SCCA), and
- United States Auto Club, Inc. (USAC).

ACCUS delegates to its member clubs most of the normal duties of an ASN, including the authority to organize, sanction and conduct FIA-listed events, and events counting towards international and world championships.

1.3 IMSA Control

The International Motor Sports Association, Inc. has established these rules (the IMSA CODE) which govern the organization and conduct of IMSA-sanctioned events, the standards for eligibility and conduct of competitors and officials, the regulations for eligibility and preparation of automobiles, and the rules for annual IMSA series of events.

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

IMSA may amend the IMSA CODE from time to time by publishing a notice of amendment in either an IMSA bulletin or newsletter mailed to IMSA competitors, and an amendment shall become effective upon the date of such mailing unless otherwise provided in the notice of amendment.

1.4 IMSA Commissioner

IMSA shall appoint a Commissioner responsible for the orderly administration of appeals in accordance with Article 10 of the IMSA CODE and other specific duties and projects assigned by IMSA.

The Commissioner shall decide on behalf of IMSA, whether or not an appeal should be considered and heard, and his decision shall be final.

Notwithstanding Article 10.3, if the Commissioner decides that an appeal should be heard, he may name a court of appeal, or he alone may hear the appeal. The court of appeal or the Commissioner shall render a judgment in accordance with Article 10.4 and this judgment shall be final and binding upon all IMSA members.

The Commissioner shall prepare for IMSA a written report of all appeal proceedings, which shall be subject to the same right of publication set forth in Article 10.4.

2. DEFINITIONS — TERMS

Standard nomenclature will be used wherever practicable in IMSA activities.

2.1 IMSA — International Motor Sports Association, Inc., P.O. Box 3465, Bridgeport, CT 06605, a national sanctioning organization formed to promote motor sports; to organize, sanction, supervise and conduct motor sports events; to promote uniform rules and safer standards; to collect and disseminate information relating to motor sports; to supervise and grant affiliation to other organizations with similar purposes, and to cooperate with such organizations; and to undertake any other activities to advance motor sports.

2.2 IMSA CODE

The laws and regulations governing the sanctioning and conduct of IMSA-sanctioned events. IMSA may amend the IMSA CODE from time to time by publishing notices of amendment in IMSA bulletins or newsletters, as provided in Article 1.3 hereof.

2.3 Competition

A contest in which an automobile takes part and which is of a competitive nature or is given a competitive nature by publication of results.

2.4 Event

An entire program of competitions.

2.5 Sanction

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

2.6 Driver

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

2.7 Entrant

A person or organization whose automobile is accepted for competition.

2.8 Promoter/Organizer

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

3. MEMBERSHIP — LICENSES

3.1 IMSA members are independent contractors and are neither agents, servants nor employees of IMSA, and IMSA members assume and take full responsibility for reporting and paying to the appropriate authorities all charges, premiums, and taxes, if any, due or payable on any funds IMSA members may receive as a result of their participation in IMSA-sanctioned events, including but not limited to social security taxes, unemployment insurance taxes, compensation insurance, income taxes, and withholding taxes.

3.2 Application forms for an IMSA membership and/or license may be obtained from IMSA headquarters, which is solely responsible for issuing such memberships and licenses. Membership and/or license application forms must be fully executed, signed by the applicant, and accompanied by the requisite funds. The mere acceptance of an IMSA membership and/or license application form and fee by an IMSA official does not constitute the issuance of or approval by IMSA of such application. Applicants will be advised in writing by IMSA headquarters whether their application for IMSA membership and/or license has been approved.

3.3 Competition License is required of drivers, entrants, officials, promoters and industry representatives; in other words, all key persons directly involved in the conduct and presentation of IMSA-sanctioned race events.

Drivers with IMSA Provisional competition licenses must contact the Chief Steward 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 do not have key responsibilities in staging IMSA-sanctioned events.

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 this IMSA benefit is made at the time application for such IMSA license is approved by IMSA headquarters.

3.6 IMSA Conduct - IMSA is dedicated to the highest standards of safety and sportsmanlike conduct and expects all members and/or license holders to conduct themselves accordingly.

4. EVENTS

4.1 Organization — An IMSA event may be organized by

a. IMSA
b. An Affiliated Organization of IMSA
c. Other organizations or promoters approved by IMSA.

4.1.1 Approval

The name, service mark or emblem of IMSA may be associated only with activities and events which have been sanctioned or approved by IMSA.

4.1.2 Acknowledgement of Rules

Every driver, entrant, official, promoter or other participant in an IMSA-sanctioned event, and every person who is issued an IMSA license agrees without reservation to conduct himself in accordance with the IMSA CODE and renounces the right to any recourse or tribunal or court of law not provided for in the IMSA CODE except with the prior written consent of IMSA.

4.1.3 Sanctions

Every speed event with which IMSA's name, service mark or emblem is associated must be formally sanctioned by IMSA.

4.1.4 Supplementary Regulations (SR) — define for all participants the specific conditions for an event. SR usually are combined with entry forms sent to competitors and officials. Since SR accommodate local conditions, they may occasionally appear to contradict a provision of the IMSA CODE; in such a case, the SR take precedence over the IMSA CODE.

The SR normally contain this information:

a. Name, location, dates, nature and classification of the event.
b. IMSA Sanction number and announcement: "Held under the IMSA CODE."
c. Name and address of the promoter/organizer.
d. Schedule and location of all activities and competitions, classes of automobiles eligible, etc.
e. Entry deadline, fees, number of entries to be accepted and started in each competition.
f. Schedule of awards and prizes.
g. Other necessary information.

No changes will normally be made in the SR after the entry deadline.

4.1.5 Insurance Regulations and Standards

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

EVENT LIABILITY: $5,000,000 Combined Single Limit
PARTICIPANT ACCIDENT: Accidental Death — $20,000
Medical Reimbursement — $50,000
Weekly Indemnity — $100/week for 104 weeks
(7-day waiting period)

b. Approval — Event liability insurance for IMSA-sanctioned speed events automatically covers all participating drivers, crew members, car owners and sponsors as well as the sanctioning body and promoters. This protection must ordinarily be secured through the IMSA insurance program; otherwise the insurance policies must be submitted to IMSA for approval prior to the granting of IMSA sanction. Promoters must also provide evidence of such insurance coverage to the Chief Steward. Participant accident insurance coverage must be secured under the IMSA insurance program without exception.

c. 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

If an event is cancelled or postponed for more than 15 days, entry fees will normally be returned to those who have had no opportunity to compete.

4.2 Classification

IMSA will classify events according to the drivers and types of automobiles which will take part. IMSA will create and maintain championship series of events for specific purposes and automobiles.

4.3 Courses

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

IMSA may:

a. Limit a course to certain event classifications.
b. Restrict the classes of automobiles to be raced at a course.
c. Restrict the number of cars to be started in a race.
d. Restrict the course to certain grades of drivers.

4.3.1 Course Measurement

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

4.4 Timing, Scoring, Starts, Finishes, Results

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

4.4.1 Starts

There are two types of starts:

a. The standing start where the cars are stationary at the moment the starting signal is given, and
b. The rolling start where the cars are moving at the moment the starting signal is given, in which case a pace car may be used to lead the field to the starting line. The rolling start is normally used unless otherwise stated in the supplementary regulations for the event.

4.4.2 Starting Line

In a standing start, the starting line is the fixed position of each car prior to the starting signal.

In a rolling start, the starting line is the point on the course where timing begins.

4.4.3 Starting Positions

Cars will normally be placed in the starting line-up in order of their speed potential with the fastest to the front of the field.

IMSA may require that cars achieve a minimum qualifying time in order to be eligible to start the race.

A car may be qualified only 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 cars for a race, the Chief Steward may elect to place all cars in the first session in one row and all cars in the second session in the other row, with the fastest session on the pole row. Otherwise, pole position goes to the fastest qualifier. The pole is defined as the front row, inside position with respect to the first turn past the starting line.

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

In the interest of safety or at the discretion of the Chief Steward, a competitor who is unable to qualify in his session but can meet qualifying requirements, may be placed on the grid behind the 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 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 orginally 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 start-finish line.

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 normally timed and scored when each car crosses the control line at the timing and scoring station.
d. All starting cars will be credited with a finishing position whether or not they are running when the checkered flag is given.

4.4.6 Control Line

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

4.4.7 Starter

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

4.4.8 False Start

A false start occurs when a driver under the Starter's orders moves forward from his assigned position before the starting signal is given. The SR may define a penalty or the Race Director may assess a penalty for a false start.

4.4.9 Restart

If it should become necessary to stop a competition, the Race Director may restart the competition with competitors in their original starting positions, in single file according to their standings at the time the competition was halted, or as otherwise prescribed in the SR.

Pace laps on the restart will not be scored.

No work or replenishment may be done or assistance rendered to any car during the period after the competition is halted and restarted, unless specifically authorized by the SR or the Race Director.

4.4.10 Minimum Duration

If a competiton is stopped at less than 50% of its scheduled time or distance and is not restarted, it will be considered incomplete , and organizers will not be normally obligated to distribute awards. If 50% or more has been run, IMSA may call the competition complete.

4.4.11 Ties

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

4.4.12 Winner

The driver or drivers of the car which completes the distance of the competition in the least time or the greatest distance in the time set for the competition will be declared the winner(s).

In competitions of a given distance, the checkered flag will be given first to the winner, then to the other finishers as they cross the finish line.

In competitions of a timed length, the checkered flag will be given first to the leading car as it crosses the finish line at or after the expiration of the specified duration, then to the other finishers as they cross the finish line.

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

4.5 Awards

As one of the conditions of granting sanction, IMSA may require a promoter to post the announced prize money prior to the start of the event, and that IMSA control the payment of these awards.

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 Chief Timekeeper or Chief Steward.

4.5.2 Payment

Unless directed otherwise, 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

5.1 Competition License

Every person who enters or drives a car in an IMSA-sanctioned event, other than an FIA-listed event, shall possess a current IMSA Competition License.

5.2 FIA License

Every person who enters or drives a car in a FIA-listed event shall possess a current FIA Entrant and Driver License.

IMSA requires that Entrants and Drivers in an FIA-listed event which is also a part of an IMSA championship series additionally possess IMSA Competition Licenses in order to be eligible for championship points in that series.

5.3 Entries

An entry submitted and accepted by IMSA for an IMSA-sanctioned event constitutes a contract binding the entrant to take part in the event, either with the driver(s) designated or with IMSA-approved substitute driver(s), unless the entrant is excused from competing by IMSA. Upon the acceptance of the entry by IMSA, the organizer and IMSA are bound to hold the event in accordance with the IMSA CODE and the Supplementary Regulations for the event.

If it should be determined that an accepted entrant has no intention to take part in nor fulfill his other obligations in connection with an event, the entrant may be deemed in violation of these rules.

5.4 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 forfeit.

5.6 Scratch

An entrant may, with the permission of IMSA, scratch (withdraw) an entry by advising IMSA of such withdrawal. If such notice is received prior to the entry deadline date, his entry fee will be returned.

However, if an entrant or driver, properly entered in an event, fails to appear, and if instead he should take part in another competition on the same day, he will have violated these rules and may be penalized.

5.7 Conduct

Every entrant and driver at an IMSA-sanctioned event is expected to conduct himself as a gentleman and sportsman and in a manner which will enhance the good name of motor sports and IMSA. Failure to do so may be considered to be a breach of these rules.

5.8 Responsibility

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, and it shall be the responsibility of a participating driver to report any unusual medical condition, allergy or anticipated special treatment he may require to the Medical Director prior to his taking part in the event.

IMSA or the Race Director may require an injured driver to be approved by a physician prior to issuance of an IMSA license or before competing.

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 specifications set forth in Title 49, Code of Federal Regulations, Part 571, Federal Motor Vehicle Safety Standard Number 571.218, or meet the specifications set forth by the American National Standards Institute, Inc., in NASI Z90.1 a 1971 and NASI Z90.1 a 1973, or bear the seal of approval of the Snell Foundation 1975 onward.

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

b. Suit manufactured of Nomex or equivalent material and covering the entire body from the neck to the ankles and wrists, worn with full-length underwear of similar material.

c. Gloves made of leather or fire-resistant material such as Nomex.
d. Socks made of fire-resistant material such as Nomex.
e. 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 his name, photos, and photos of his racing car 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 ob-

viously 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 and/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 Chief Steward 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 their reentry to the racing circuit will be 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 Emergency Rapid Response Vehicle (E.R.R.V.)

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

6.3 RULES WHEN AWAY FROM PITS

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

6.4 RULES OF THE GRIDS AND PITS

6.4.1 Uniforms

Crew members shall wear clean uniforms or other appropriate and safe attire at all times during a race in order to present the best possible appearance to the public. Tank tops and similar attire will not be permitted. Whenever GT cars are being refueled in pit lane during a race, all crew members and/or industry support people over the pit wall

must wear full fire resistant clothing.

6.4.2 Fueling

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

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

b. standard NASCAR-type 11-gallon cans.

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

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. The crew member manning the fire extinguisher during refueling may not partcipate 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 seperates 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.

One crew member may go over the pit wall to signal the race car to its pit for a pit stop. All other crew 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 crew 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 crew member manning a fire extinguisher. (All other crew members over the wall will be considered working on the car).

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, crew members should promptly carry all equipment back behind the pit wall.

6.4.5 Pit Traffic

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

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

6.4.6 Removal from Pits

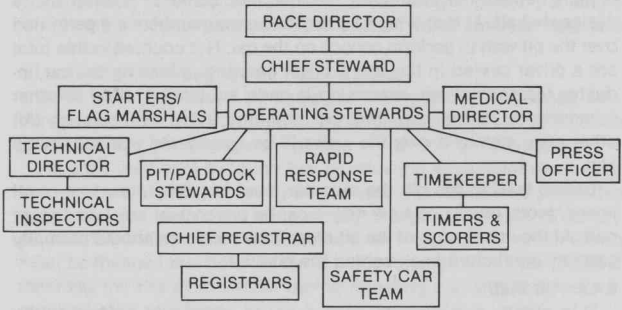
Cars may be removed from the pits during a race only with the approval of the Chief Steward. Otherwise, if a car is removed from its pit, it will be assumed it is being withdrawn from the race. Chief Steward will normally permit removal of a car for necessary work too inconvenient or hazardous to do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

6.4.7 Gridding of Automobiles

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

7. OFFICIALS

The officials responsible for conducting an IMSA event are organized as follows:



Except for the Stewards, they may delegate part of their duties to assistants.

7.1 Supervision

In addition to these officials, IMSA reserves the right to appoint a person to evaluate and report on the event.

7.2 Appointment of Officials

The Race Director and Stewards are appointed by IMSA. Other officials are appointed subject to approval of IMSA.

7.3 Conduct

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

7.4 Separation and Plurality of Duties

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

7.5 Race Director/Chief Steward

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

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 event.

8. PENALTIES

Any driver, entrant, official or other participant who violates these rules or the SR of an event, attempts to bribe anyone connected with an IMSA event or activity, or is party to a fraud or other act prejudicial to IMSA and the good reputation of motorsports may be penalized according to the nature of the offense by IMSA, the Race Director of an event, or by a court convened by IMSA.

IMSA shall have the right to publish notice that it has imposed a penalty and the reasons therefor, and the person or body referred to in such notice shall have no right to act against IMSA or the person publishing the notice.

8.1 Range of Penalties

Penalties which may be imposed, in order of their severity, are:

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

8.2 Fine

A fine of up to $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 3465, Bridgeport, Conn. 06605.

8.3 Disqualification

The Race Director may disqualify a driver, an entrant or an automobile from competition, in which case his rights to any awards in the competition are forfeit, and the official results will advance the next competitors accordingly.

8.4 Suspension

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

8.5 Loss of Points

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

8.6 Expulsion

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

9. PROTESTS

Only an individual entrant or driver taking part in a competition may enter a protest in that competition. He may protest any irregularity, decision, act or omission of the promoter, official, entrant or driver which he considers to be a violation of the IMSA CODE or SR, except he may not protest the refusal of an entry.

9.1 Form

Protests must be made in writing, specifying the rule considered to have been violated, accompanied by a protest fee of $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 **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 Bridgeport, Connecticut 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 uphold or deny an appeal, waive or increase a penalty previously imposed, levy a fresh penalty and will determine the disposition of the appeal fee.

Neither 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 whomever publishes the judgment.

10.5 Malicious Appeals

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

11. AUTOMOBILES

IMSA will publish rules and specifications for various classes of cars eligible to compete.

11.1 Automobile

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

11.2 Tires

IMSA will regulate the eligibility of tires in its sanctioned competitions. In order that no competitor shall have any tire advantage in qualifying or a race. IMSA may 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 pump fuel. Upper cylinder lubrication or any non-oxygen-bearing additive may be added directly to the gasoline provided the specific gravity of the resulting fuel does

not exceed .750 as measured by a hydrometer at 60°F. 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 reponsibility 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 Inpector.
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 in block numbers of at least 18" high and on hood facing forward 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 and ProStock 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° loops 2" x ¼" 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, 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. Headlight bulbs must be protected against breakage. Headlights may be taped or the bulb (only) may be removed and replaced with metal or fiberglass solid plate of same shape as bulb and fitted in the same manner. It should be possible to remove plate easily, install and operate headlights. Headlight mounting receptacles and functional wiring must remain installed at all times.
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. Steel or steel braided fuel lines with appropriate fittings, fuel cell check valve, and vent line check valve are mandatory. Catch tank or an IMSA - approved discriminator valve must be used on the vent tube to prevent spillage during fuels stops. 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. Vent tube must extend to the outer body surface and directed away from hot equipment such as exhaust. Drybreak fuel fillers and vents are required on all GT cars and are highly recommended on AC and ProFormance cars. They must be located away from the engine compartment and the exhaust. The bodywork may be modified to install fillers and breathers so they do not protrude beyond the plane of the outside mounting surface.

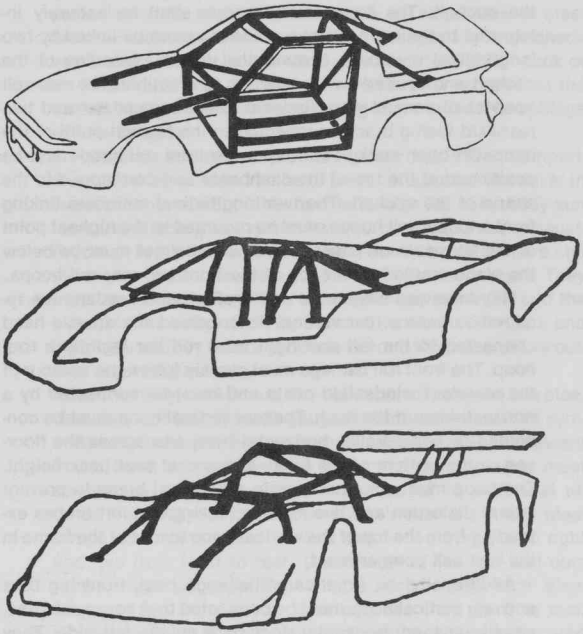
    Additionally, on AC cars, the cell must be encased in a steel container not less than 20 gauge in thickness, mounted symmetrically between the rear frame kick ups and as far forward in the trunk as possible. The bottom of the container must maintain a minimum ground clearance of 10 inches at all times. The cell must be secured with 1 inch x 1/8 inch steel straps across the top of the fuel cell — two from left to right and two from front to rear. The bottom of the fuel cell container must be supported with 2 inch x 3/16 inch steel straps — two from left to right and two from front to rear.
15. Hoods, deck lids and movable body sections must be secured with supplemental pins or fasteners. Latches may be de-activated. On cars where a key is required to open the trunk lid, the lock must be de-activated or may be removed.
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 practible. The rear roll hoop shall consist of 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 to the highest point of 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, American Challenge and ProFormance 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.

Additionally, on American Challenge cars, front leg bars and rear vertical hoop must be connected by 4 convex shaped, equally spaced, horizontal door bars on the left side. They must have 6 equally spaced vertical studs with 2 angular studs attaching the lower bar to the frame. Right side door bars may be either 4 horizontal bars with 6 vertical studs or 2 horizontal bars and 2 bars configurated in an X design. If the X design is used, a vertical bar must connect through the center of the X from the top horizontal bar to the frame. A leg protector is required on the driver's side. A front hoop is required. Butt welds, joints, and connections must be reinforced with gusset plates.

RECOMMENDED ROLL CAGE



IMSA PROFORMANCE SEDANS

Main Structure: 1½" × .090"
Secondary Braces: 1¼" × .090"

IMSA GT AND AMERICAN CHALLENGE

Main Structure 1 3/4" × .090

MATERIAL: Seamless Mild Steel Tubing

All dimensions are recommended minimum.

For equivalent strength in alloy steel tubing, see manufacturer's reference charts.

No aluminum or other non-ferrous material permitted.

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, American Challenge and ProFormance Sedans: On-board fire extinguisher system of the inert gas type with a minimum capacity of 10 lbs. (Halon

or Freon). 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. 11.5.7.1.6.).

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.
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, yellow, red or flashing identification lights are not permitted and no lighting whatsoever may be added above the roof line. Additionally, European-style number illumination is not permitted.
25. All cars must not exceed a maximum noise level of 110 db 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). Includes makes and models formerly homologated by FIA in Groups A and B of the 1983-87 Appendix J and other volume-produced models recognized by IMSA.

Only those turbocharged GTU cars which competed in at least one IMSA race during the 1987 season may compete in turbocharged trim during 1988. After 1988, turbocharging will not be permitted in GTU. In addition to cars eligible under FIA Appendix J, the following models are recognized in IMSA:

BUICK Regal,Turbo Regal
BMW M1
CHEVROLET Camaro (1981 on)
CHEVROLET Corvette and Turbo Corvette (1983 on)
FERRARI Boxer
FORD Mustang / Mercury Capri (1979 onwards)
FORD Thunderbird

PONTIAC Fiero, Firebird
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 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 (1987) may be secured from ACCUS, FIA, 1500 Skokie Blvd., Northbrook, IL 60062, telephone (312) 272-0090.

11.5.4 Fuel Tanks

Approved safety fuel cells must be positioned as closely 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)

up to 3000 cc	1900 lb
3500 cc	2000
4000 cc	2100
4500 cc	2300
5000 cc	2500
5500 cc	2600
6000 cc	2700

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

(b) GTU (Turbocharged)

up to 2000 cc	2300 lb
2250 cc	2400
2500 cc	2500
2750 cc	2600
3000 cc	2700

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

(c) GTU

- Conventional 2-valve engine	.7 lbs. / cc
- Rotary engine (12A, 13B)	.84 lbs. / cc
- Conventional 4-valve engine	.92 lbs. /cc
- Conventional 2-valve turbocharged engines up to a maximum of 2 liters	1.2 lbs. / cc (actual displacement)
- 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 must be approved by IMSA. The block may be bored and stroked or sleeved and destroked. Maximum N.A. displacement: 6000 cc; Maximum turbocharged displacement: 3000 cc.
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 a standard displacement less than 2000 cc may be fitted with a 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 IMSAm and are limited to the same number of turbos as the production model engine. Single turbochargers must be equipped with a 57 mm restrictor plate fitted as specified in Article 11.5.7.2. (Twin turbochargers are restricted to a 40.3 mm restrictor on each turbo fitted as specified in Article 11.5.7.2). Only single stage air to air intercoolers may be used for turbocharger intercooling. Turbocharged cars may not be equipped with any device which allows the boost pressure to be adjusted 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: Cars must not exceed a maximum sound level of 110 db measured at 50 feet on either side of the automobile. On front-engined cars, exhaust pipes must exit horizontally at the outer edge of the side of the car behind the mid-point of the wheel base 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 otherwise approved by IMSA, the passenger-side floorpan (Article 11.5.6.d) 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 4½" 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 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 up to 5000 cc - 15"
3. GTO over 5000 cc or official minimum weight over 2500 lbs. -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.

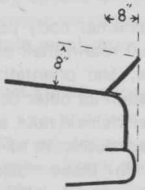
Standard inner fender panels may be replaced as long as the fuel cell, all exposed lines and any other vulnerable components in the engine and fuel compartments are effectively protected.

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 (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 rocker panel to bottom outer edge of rocker panel 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 - Side windows and winding mechanisms may be removed. Non-tinted substitute glazed material may be used in side and rear windows.
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. No air must 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:

BMW M1	#MS DM-1 #51712206547
Datsun 300ZX, 280Z	#99996 - R8Z01
Datsun 200SX	#96666 DPRSX
Ferrari 512BB	#50048701
Mazda RX-7	#0000-07-116B
Mazda RX-7	#M747-07-116
Pontiac T.A.	#85T GTO HR5
Pontiac Fiero	#84 IREDS
Porsche 911, RSR, 934	#91151201020
Porsche 924,044	#PR44782755584

3. The following rear deck lids/spoilers are approved:

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

4. The following alternate hoods are approved:

Chevrolet Camaro	#14944867
Pontiac Firebird	#85 PTHRH
Ford Mustang	#M-16612-B853
Chevrolet Corvette	VGTO-8703
Nissan 300ZX	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-approval basis by moving forward the rear wheels, their associated drive train components, and the rear fender wheel openings.
7. Rotary powered cars are permitted side or peripheral port rotor housing. 3-rotor engine is permitted for use in GTO.

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, 11.5.7.5m and 11.5.7.6. are also elegible.

11.5.7.2 Engine Eligibility

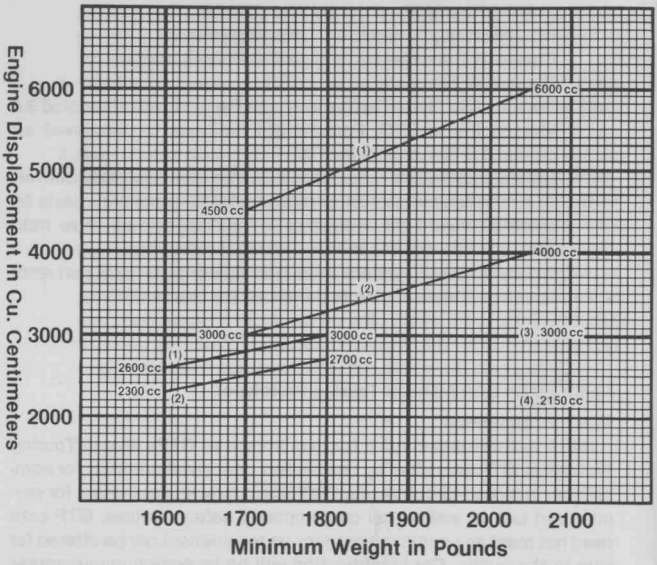
IMSA will regulate the eligibility of engines for use in GTP cars. Eligible engines may derive from these origins:

Type 1 2-valve conventional and rotary engines.
Type 2 3 or 4-valve conventional engines (restricted to 4 cylinder in-line for GTP Lights).
Type 3 Type 1 engines with a single turbocharger
Type 4 Type 2 engines with a single turbocharger.

11.5.7.3 Minimum Weights/Maximum Displacements

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

1988 IMSA GTP WEIGHT VS. DISPLACEMENT GRAPH



*Note 1: A 2% weight tolerance will be permitted to cars powered by pushrod Type 1.

*Note 2: A 3% weight tolerance will be permitted for Type 2 GTP Lights engines of up to 2.0 liter displacement.

*Note 3: Minimum weight for all turbocharged engines is 2050 lbs.

*Note 4: Air cooled Porsche 3.2 liter engine is eligible for GTP Lights with a minimum weight of 1850 lbs.

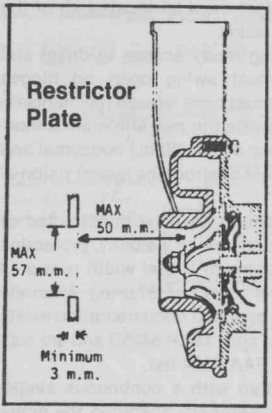
11.5.7.4 Engine Modifications

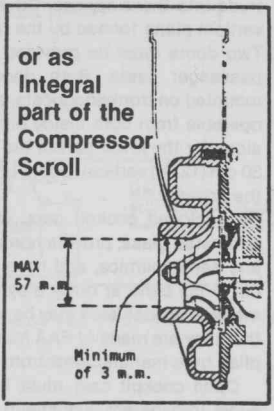
Free; except all turbocharged engines must adhere to the following:

a. Only single stage air to air intercooling is allowed.

b. Single turbocharger limited to a maximum air inlet diameter of 57 mm I.D. thru which all intake air must pass. This limit may be achieved by the use of an IMSA-approved restrictor plate or by use of a turbocharger having a compressor inlet not larger than 57 mm. The 57 mm dimension of the plate or turbo compressor inlet must be maintained for a minimum distance of 3 mm and may be located no farther than 50 mm from the forward face of the compressor wheel blades. The restrictor must be removable for inspection.

TURBOCHARGER RESTRICTOR DESIGN





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: Minimum: 2.5 inches.
   No part of the car may touch the ground when any two tires on the same side are deflated. It is not permitted to improve the aerodynamic efficiency of the car by installing any device between the body and the ground.

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).

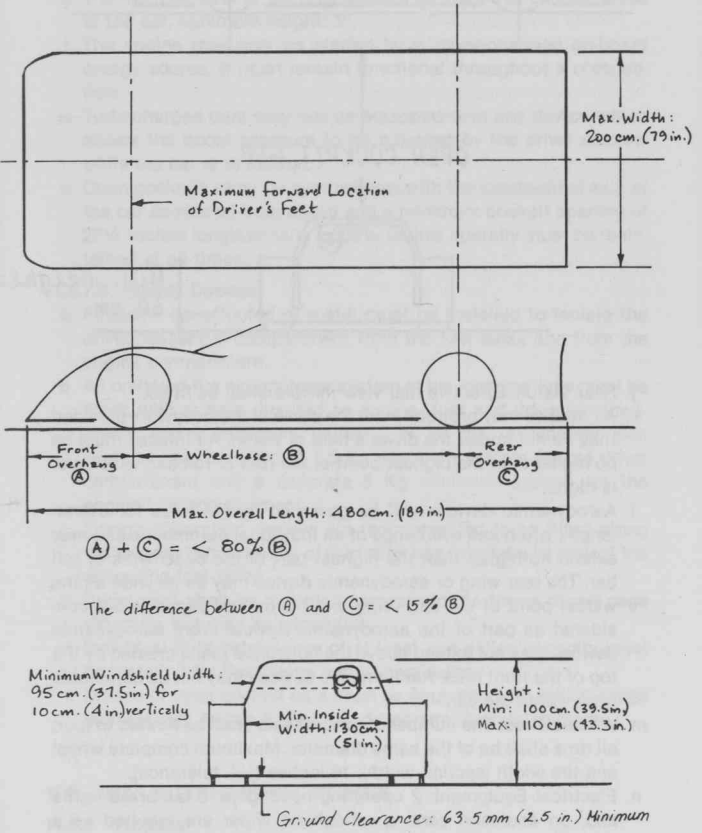
g. Inside Room: Two seats of similar construction and of equal dimensions must be mounted in the cockpit. Driver and passenger seats must be able to be occupied simultaneously, and shall be located symmetrically on either side of the centerline of the car. Cool suit, radio, fire extinguishers and ignition 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.

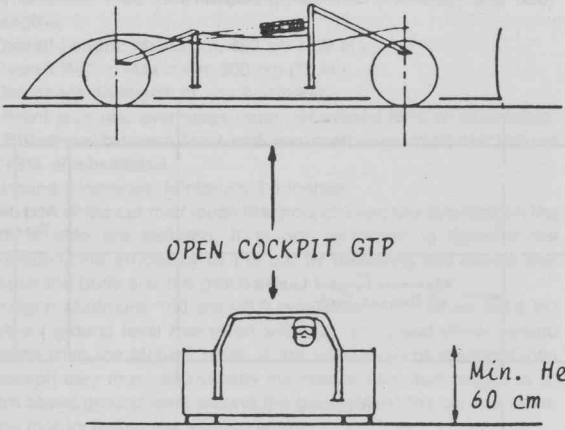
h. Two doors must be provided giving ready access to driver and passenger seats. Both doors must swing open on hinges mounted on front door posts, and must have release mechanisms operable from both inside and outside the car. Minimum dimensions for the lower part of the doors: 50 cm (20 in.) horizontal 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 windsheild 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.

GT Prototype Diagram





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.

l. 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 rear wing or aerodynamic device may be as wide as the widest point of the car. 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 (½" tolerance).

n. Electrical Equipment: 2 operating headlights, 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 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 cockpit opening of 27½ inches longitudinally by 36½ inches laterally must be maintained at all times.

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. Individual 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

This category includes two divisions: ProFormance and International Sedans. IMSA will recognize makes and models of cars eligible to compete in each division.

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.
- ProFormance cars must be 1982 or later front-wheel drive models marketed in the U.S.A.

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.

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.

a. ProFormance Cars
Minimum Weight Scale/Maximum Carburetor Choke Diameter
(refer to chart)

b. International Sedans
(refer to Eligibility Weight chart)

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 (ProFormance)

a. Bodywork:
   1. Accessories, lights, gauges and switches may be added or removed and other interior modifications made for the convenience and comfort of driver provided there is no effect on the car's mechanical performance. Driver's seat may be replaced, but not relocated.
   2. Cables and lines may be re-routed and protected.
   3. Standard inner fender material may be reshaped but not replaced. Front and rear shock towers may be modified for

MINIMUM WEIGHT SCALE/MAXIMUM CARBURETOR CHOKE DIAMETER

Engine Displacement up to (not including overbore)	2-Valve Production Head (as delivered) in USA	Max. Choke Size	Alternate 2-Valve Head	Max. Choke Size	4-Valve Production Head (as delivered in USA)	Max. Choke Size
1500 cc	1675 lbs.	34 mm	1775 lbs.	34mm	1850 lbs.	31mm
1600 cc	1750 lbs.	33mm	1850 lbs.	33mm	1920 lbs.	30mm
1800 cc	1850 lbs.	32mm	1950 lbs.	33mm	2000 lbs.	30mm
2000 cc	1975 lbs.	32mm	2100 lbs.	32mm	2150 lbs.	28mm
2200 cc	2050 lbs.	31mm	2150 lbs.	31mm	2200 lbs.	27mm
2500 cc	2150 lbs.	31mm	2200 lbs.	31mm	2250 lbs.	26mm

camber-caster adjustment plates. Plates may be slotted for a maximum strut adjustment of 3½" from standard strut location.

4. 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.
5. The standard sheet metal panel between the grille and radiator may be modified to accommodate a larger radiator, oil cooler and ducting.
6. Unmodified standard front air dams and rear spoilers delivered on the model from the manufacturer will be permitted. Minimum ground clearance of the front spoiler: 4". On models where these devices are not standard, IMSA may permit an approved aftermarket part. Front air dams may use a flat sheet metal brace extending from the front lip rearward a maximum of 12".

b. Chassis - Tires - Brakes - Wheels

1. Suspension springs are free provided they are the same type as original and are installed in standard position. It is permitted to thread the strut or shock absorbers to make the spring perch adjustable. Rear suspension springs may be replaced with coil-over units mounted in the original shock absorber or spring location. Rear camber and toe-in may be adjustable, however, all suspension components must maintain standard dimensions and mounting points. Shock absorbers may be altered or replaced with others installed in original supports and brackets. Anti-sway bars, torque rods and similar devices may be added or substituted. Heim joints are permitted on anti-sway bars and factory adjustable front suspension parts. A 7" minimum ride height measured at any point on the lower outer edge of the rocker panel must be maintained at all times. Axle locating devices may not pass through the body panels.
2. Any four road wheels, identical in size, may be used. Maximum wheel size of 7" × 14" for cars with a minimum weight of 1925 lbs. and greater; cars with a minimum weight less than 1925 lbs. may use a maximum wheel size of 6" × 14". A tolerance of 2" from the specific standard track dimension is permitted front and rear. Track is measured as raced at the centerline of the wheels.

3. All cars must be equipped with IMSA approved radial ply tires intended and available for street use by the public. IMSA will publish a list of approved tires and sizes for use on ProFormance Sedans.
4. All cars must be equipped either with standard brakes as delivered for the make and model, or brakes of any origin which do not exceed the following criteria:
   - Front: Single caliper must be production-type. Rotors are limited to 10.5" maximum diameter. (Non-metallic rotors are prohibited.)
   - Rear: Cars with disc brakes as standard must retain standard caliper and rotor. Cars with drum brakes are limited to 9" × 1-¾" brake drums.

   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.
5. 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 within the confines of the engine compartment.
   2. Any make of ignition coil, condenser, spark plugs, fuses, relays and regulators of the original type may be used. Any battery ignition system may be used.
   3. Alternator must function as originally intended, but may be replaced with another of different manufacture.

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

except where these rules require that standard dimensions be preserved, such as cylinder bore, stroke, inlet and exhaust ports, carburetor base opening, etc. No material or mechanical extension may be added. Alternate crankshaft and connecting rods of the same dimensions and material as the original and bearing a manufacturer's part number will be permitted.

2. Cylinder head may be ported and polished; however, inlet and exhaust port sizes at the manifold face may not exceed the dimensions specified for the model cylinder head concerned. An alternate 2-valve cylinder head (submitted to IMSA for approval) produced by the manufacturer of the make and model concerned, available to all competitors and listed in their parts catalog, may be used.

   Approved alternate cylinder heads:

Chevrolet	#14044878
Mazda	#515-10-100B
Pontiac	#10038422 and #10049801
Renault	#7700461496 and #7701459782

3. Engine may be clearanced (blueprinted) and balanced.
4. Pistons and piston rings are free. A tolerance of .050" in cylinder bore measurement is permitted. No engine may be overbored to exceed 2.5 liters.
5. Rocker arms, camshaft, lifters, followers, pushrods, springs, keepers, retainers and valves are free; however, their basic type, location and method of operation may not be changed.
6. Induction System: IMSA may control the induction systems of specific makes and models. Unless otherwise noted, all makes and models may use two Weber 45 DCOE or Mikuni Solex 44 PHH carburetors. Maximum choke diameter per Article 11.6.4.a. On makes and models required to use chokes smaller than 32 mm, 40 DCOE or 40 PHH carburetors may be used. Modifications to the carburetor body, venturis, bores, booster venturis or butterflies are not permitted. Jet sizes, linkages and float mechanisms may be altered. Manifolding must be straight runners, one per intake port with no balance bars or plenum designs allowed. If an air filter is used it must be of a conventional type through which all air to the carburetors must pass. All air fuel mixture to the engine must pass through the carburetors. No ram or air box structures may be used to duct air to the carburetors. To allow for carburetor to firewall clearance, it is permitted to rotate the engine forward around the crankshaft centerline a maximum of 5 degrees (provided no modifications are made to the chassis or bodywork).

7. Exhaust system is free. Outlets must be located aft of the mid-point of the wheelbase. No bodywork modification is permitted. Exhaust megaphones are not permitted. The exhaust pipe outlet must be the same size as the exhaust pipe.
   Cars must not exceed a maximum noise level of 110 db measured at 50 feet on either side of the automobile.
8. Oil sump and oil pickup may be modified to increase oil capacity and to prevent surge. Oil pump may be modified or substituted, but a dry sump is not permitted. "Accusump" may be fitted.
9. Vents, breathers and oil filters may be added or substituted. All emission control devices may be removed and the resulting holes plugged. A single oil cooler on the engine is permitted, provided it is mounted within the engine compartment and not visible from the exterior of the car.
10. Any radiator which will fit the standard location and does not alter the car's appearance may be installed and shrouded. Fan blades may be removed.
11. Fuel pumps and fuel filters are free in type, size and number, but they must be separated from the driver/passenger compartment by a metal bulkhead.
12. Gear ratios are free provided the differential housing for the model is retained and not modified. Differentials may be modified to produce a limited slip or locked action. Heavy-duty axles and constant velocity joints of the same type may be substituted. If the transmission has an oil supply separate from the engine, a differential oil cooler may be installed provided it is mounted within the confines of the bodywork but outside the driver/passenger compartment.
13. Heater may be removed.
14. Clutch and flywheel are free.

e. Non-Standard Components:
The following components may be added or replaced with others of any origin: Nuts, bolts, screws, washers and other such fasteners, including safety wiring, any bearing of standard dimension and type, bushings, pulleys, drive belts, electrical wiring, gaskets, seats, fuel and brakes lines.

11.6.7 Optional Modifications - International Sedans

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. 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.

4. 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.
5. The radiator may be replaced with a larger unit and an engine oil cooler may be added.
6. Unmodified standard front and rear spoilers delivered on the model from the manufacturer will be permitted.

b. Chassis - Tires - Brakes - Wheels

1. 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 strut or shock absorbers to make the spring perch adjustable. 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 may be replaced with others of any material.

   A 6" minimum ride height measured at any point on the lower outer edge of the rocker panel must be maintained at all times.
2. 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.
3. 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.
4. All cars must be equipped either with standard brakes as delivered for the make and model, or brakes of any origin which do not exceed the following criteria:
   - Front 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.

5. 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 rations will be permitted.

c. Electrical System
1. Battery may be replaced with another of original voltage and installed in standard location.
2. Any make of ignition coil, condenser, spark plugs, fuses, relays and regulators of the original type 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.
   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 that air/fuel mixture may be adjusted.
   a. Non-turbocharged engines may port and polish the intake manifold. (Not including carburetor, T.B.I. housing, or air metering housing.)
   b. Turbocharged engines must run standard turbo system and maintain standard production boost controls. Boost pressure may not exceed original manufacturer specifications.
6. Exhaust System - On all naturally-aspired cars and downstream of the turbocharger on turbo equipped 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.

   Cars must not exceed a maximum noise level of 110 db measured at 50 feet on either side of the automobile.
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.

11.6.8 Eligibility List

a. PROFORMANCE

Make	Model
ACURA	Integra
AUDI	Audi 80
	4000 (4 cyl)
BUICK	Skylark
	Skyhawk
CADILLAC	Cimarron
CHEVROLET	Cavalier
	Citation
	Nova 16-v
	Spectrum
	Sprint
CHRYSLER	Laser
	LeBaron
DODGE	Aries
	Colt
	Daytona
	Omni
	024
	600
	Charger
	Shadow
	Shelby
FIAT	Strada
FORD	Escort
	Tempo
HONDA	Accord
	Civic
	Prelude
MAZDA	GLC
	323
	626
MERCURY	Lynx
	Topaz
MITSUBISHI	Cordia
	Mirage
	Tredia
NISSAN	Pulsar
	Sentra
	Stanza
	310
OLDSMOBILE	Firenza
	Omega
PLYMOUTH	Champ
	Horizon
	Reliant
	Sundance
	Turismo
	TC-3
	Colt
PONTIAC	2000
	Sunbird
	6000
	Phoenix
	Grand Am
RENAULT	Alliance
	R-5
	Encore
	Fuego
SAAB	900
SUBARU	DL, GL
	XT Coupe
TOYOTA	Tercel
	Celica
	Corolla
	Corolla FX-16
	Corolla GT-S
VOLKSWAGEN	Rabbit
	Jetta
	Scirocco
	Scirocco GTX
	Golf
	GTI

b. INTERNATIONAL SEDANS

Make/Model	Disp. Liters	Minimum Weight*
Acura Legend Coupe	2.7	2225
Alfa Romeo Milano Verde	3.0	2635
Audi Coupe GT	2.3	1872
Audi 80/90	2.3	1872
Audi 5000 CS Turbo	2.2	2260
BMW 535is	3.4	2620
BMW 325is	2.5	2425
Buick Skylark	2.3	2100
Chevrolet Beretta	2.8	1800
Chevrolet Cavalier Z-24	2.8	1800
Chrysler Conquest TSI Turbo	2.6	2610
Chrysler Lebaron GTS Turbo	2.2	2020
Dodge Daytona Shelby Turbo	2.2	2425
Dodge Lancer Shelby Turbo	2.2	2425
Dodge Shadow Turbo ES	2.2	2020
Ford Taurus - Sable	3.8	2015
Honda Prelude SI	2.0	1860
Isuzu Impulse Turbo	2.0	1940
Maserati BiTurbo	2.2	3650
Mazda MX-6 Turbo	2.2	2020
Mazda 323 Turbo	1.6	1840
Mazda 626 GT Turbo	2.0	1665
Mercedes-Benz 190-E 16V	2.3	2300
Merkur XR4Ti Turbo	2.3	2440
Mitsubishi Starion ESIR Turbo	2.6	2610
Nissan 200SX	3.0	2300
Nissan Pulsar	1.8	1675
Oldsmobile Cutlass Calais	2.3	2100
Peugeot 505 Turbo	2.2	2495
Plymouth Sundance Turbo	2.2	2020
Pontiac Grand Am	2.3	2100
Saab 900T and 9000T	2.0	2230
Shelby CSX	2.2	2425
Subaru XT Turbo	2.7	2010
Toyota Celica GT-S All Trac	2.0	2625
Volvo 740-760 Turbo	2.3	2230
VW GTI - GTX	1.8	1700

*Weight in lbs. without fuel or driver

11.7 IMSA AMERICAN CHALLENGE

11.7.1 Purpose

This category is designed to promote interest in race competition for American-built, volume-produced sedans marketed to the public throughout the U.S.

IMSA will recognize driver and manufacturer champions in an annual series of races for these cars.

11.7.2 Eligibility

To qualify, a make and model must be a 2-or-4 door sedan designed to seat at least four adults, produced and marketed in the USA as a 1982 or later model. IMSA will approve certain makes and models produced in a front-wheel drive configuration to be converted to rear wheel drive and prepared in accordance with these rules using an approved V-8 engine less than 318 cu.in. or a V-6 engine less than 280 cu.in. capacity available from the parent manufacturer.

11.7.3 Eligibility List

BUICK	Regal, Century, Skylark, Somerset, Riviera
CHEVROLET	Camaro 1982-on, Beretta, Celebrity, Citation, Monte Carlo
CHRYSLER	New Yorker, Le Baron Coupe, Le Baron GTS
DODGE	600, Lancer Dynasty
FORD	Mustang 1982-on, Taurus, Thunderbird
MERCURY	Capri 1982-on, Cougar, Sable
OLDSMOBILE	Cutlass, Omega, Ciera, Calais, Toronado
PONTIAC	Firebird 1982-on, Phoenix, 6000, Grand Am, Grand Prix

Cars built to the 1984 IMSA Code will still be eligible to compete in competition using the standard production wheelbase, and prepared to the regulations of IMSA Code Supplement #1-1986 available from the IMSA office.

1988 will be the final year of eligibility for cars built to the 1984 American Challenge rules. 1988 will also be the last year of eligibility for GM 'F' bodies (Camaro, Firebird) and Ford Mustang, Mercury Capri bodies.

11.7.4 Official Weight

Required minimum weights must be met or exceeded at all times throughout an event. Cars will be weighed with driver aboard as raced. Cars with an engine displacement of 300 cubic inches or larger must exceed a weight of 9.3 lbs per cubic inch; cars with an engine displacement less than 300 cubic inches must exceed 10 lbs. per cubic inch. All cars must display engine displacement on each side of the hood in letters at least 3" high and weigh accordingly at all times. Absolute minimum weight for any car/driver combination: 2650 lb.

All ballast carried must be securely bolted to the chassis.

11.7.5 Chassis-Frame

Main frame rails must be constructed of .120 inch thickness steel box tubing with a minimum width of 2 inches and a minimum height of 3 inches. The front frame stub and rear frame kick-ups must be similar in design and appearance to the standard passenger car frame. The centerline of the front frame stub and the rear frame kick-ups must be on the centerline of the tread width.

11.7.5.1 Roll Cage

Per Article 11.4.B.19.

11.7.5.2 Suspension

a. Standard-type front lower A-frames, reinforced stock or fabricated, may be used but must be made of steel and be equipped with standard automotive type heavy duty ball joints. Upper A-arms, spindles and hubs are free.

   Coil-over suspension units are permitted.

   Rear suspension components and axle locating devices are free but must be made of steel.

   Wheelbase for all cars built to these rules will be 105 inches.

b. Wheels - All four road wheels must be identical steel wheels with a maximum rim width of 10 inches, measured inside the bead, and a maximum diameter of 16 inches.

c. Tires - IMSA approved racing tires with a maximum section width of 13.5 (½" tolerance) must be used. Measurement will be taken of a new tire mounted on the required rim at 30 PSI.

d. Track will be measured with zero toe-in, at the center of the tire at spindle height. Maximum track width: 63 inches

   Ride height, taken with the car ready to race or qualify, must be maintained equally on both sides and must be at least 6 inches measured at any point along the lower edge of the rocker panel. The rear ride height may not be more than 1 inch higher than the front ride height.

e. Steering is free.

f. Any standard or readily available brakes may be used. Dual master cylinders are required. Wheel fans are not permitted. Non-metallic rotors are prohibited.

11.7.5.3 Bodywork

a. All cars must run production steel outer door skins, rear deck lid, roof panels and windshield pillars. Other panels may be made of alternate materials. A hood scoop open at the rear with a maximum height of 2", maximum width of 24" and extending from the rear of the hood forward to cover the air cleaner, may be added to the standard production hood. The hood scoop and hood may be one piece and may be made of alternate materials.

   An addition to the rear of the hood may be required on certain models to maintain the production fit in relation to the windshield. Unless otherwise stated, all body panels must be the same dimensions and contour as the stock panel which they replace.

Templates may be used to check questionable body configuration. Where a longer body variation is necessary to achieve the required wheelbase, the front wheels must be moved forward while leaving the rear wheels relative to the stock location for the make and model car. Where a shorter body variation is necessary, the rear wheels must be moved forward while leaving the front wheels relative to the stock location for the make and model car. Stock location will be determined as the measurement from the rear of the door/quarter panels seam to the centerline of the front or rear axle. Wheel openings may be altered to accommodate tires. Fenders must be flared only enough to cover the wheels and tires for their full width. Fender top contour when viewed from the side must remain as standard. No slots, vents or other modifications which alter or confuse the original appearance are permitted.

b. Doors must be securely fastened and are not required to open, but the original production dimensions must be retained. A flat vent window may be added 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".

c. Rocker panel material may be substituted but must retain exact stock dimensions for the make and model. Rocker panels only may be notched for exhaust clearance.

d. Front header panels - All cars must use a stock appearing front header panel with stock dimensions and contour. Standard dimension headlight openings may be used for ducting air to oil coolers or brakes.

e. Interior - The interior of the car, floorpan, engine firewall and fuel cell compartment firewall must be constructed of steel, not less than 20-gauge thickness, welded into position. The horizontal portion of the floorpan may not be higher than the top of, nor lower than the bottom of the standard rocker panels. It is not permitted to tunnel the floorpan for exhaust clearance. Firewalls must maintain as close to a continuous plane on either side of the vehicle centerline. The interior of the car must be totally enclosed and sealed from the engine and fuel tank compartments.

All cars must have a complete dash similar in appearance to the production automobile.

f. Glass - The original windshield must be retained and mounted in the standard position (angle of windshield) for make and model of car being used. A minimum of two interior support braces made of 1 inch x 1/8 inch steel must be used. The windshield must be secured from the outside by six clips spaced at least 12" apart, three at the top and three at the bottom.

The rear window may be replaced with lexan of the same dimensions mounted in the stock position (rear window angle) and must have a minimum of two 1-inch x 1/8 inch external straps.

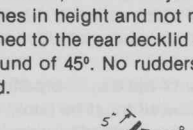
All door and side window opening dimensions must remain standard for make and model. Door windows must remain open. Lexan may be used in side windows rearward of the main roll cage hoop.

g. Rear panel - All cars must be equipped with a stock or alternate rear panel of standard dimensions, devoid of holes, with stock tail light lens mounted in the standard position.

h. Bumpers - All cars must have a complete set of stock bumpers in top quality condition. No holes may be drilled in the bumpers in order to lighten. No home made type bumpers will be allowed. Bumper ends should be fastened to the fenders as a safety factor. On cars where the bumpers are integral with the front and rear panels, the stock dimensions must be retained.

i. Spoilers - Front Air Dam - The stock unmodified front air dam as sold on the vehicle may be used. Or a flat, straight metal plate may be installed perpendicular to the ground at the trailing edge of the front bumper or nose area. The plate may extend only to the centerline of the front tire and may be vented for brake cooling ducts. All support brackets must be mounted to the rear of the air dam. The front spoiler must have a minimum of 4 inches of ground clearance along its entire length.

Rear Spoiler - The production unmodified rear spoiler as sold on the vehicle may be used, or a non-adjustable flat plate spoiler, not exceeding 5 inches in height and not more than 60 inches in width, may be attached to the rear decklid at a minimum angle in reference to the ground of 45°. No rudders or forward mounting brackets are allowed.



11.7.5.4 Engine and Drive Train

a. V-8 engines must be located so that the centerline of the forwardmost spark plug hole is no further back than a line formed by the two front suspension outer top ball joints.

V-6 engines may be located so that the centerline of the forwardmost spark plug is 4½ inches rearward of the plane created by the ball joints.

A minimum height from the centerline of the crankshaft to the ground must be maintained at 10 inches at all times.

All drive train components, engine, transmission, drive shaft and rear end housing must be mounted within 1 inch of the centerline of the tread width of the car.

Only IMSA-approved cast iron production type cylinder blocks of standard external dimensions are approved. Block may be O-ringed for sealing the head gasket.

b. Cylinder heads - It is permitted to use IMSA-approved alternate heavy duty cylinder heads of standard design. By standard design it is meant the same number and location of valves, ports and spark plugs as the original.

Approved alternate heads:
Chevrolet V-8, part #14011049
Chevrolet V-6, part #14044802, 14044841 and 14044883
Brodix, part #CSBT-8
Cylinder Heads of America, part #303-B
Buick V-6, part #25500030
Ford 351, part #E2ZM-6049-A3
Pontiac V-8, part #10033867
Pontiac V-6, part #10045449

Crankshaft, connecting rods, pistons, wrist pins and rings are free. Camshaft must remain in the standard location within the engine block. Camshaft, cam followers, pushrods, rocker arms, valves, valve springs, keepers and retainers are free.

c. Carburetion - All cars are required to use a specific Holley carburetor through which all air fuel mixture to the engine must pass. Engines with a displacement up to and including 318 cubic inches may use a model 4150, List 0-4777, 650 cfm Holley or a model 4150, List 0-4776, 600 cfm Holley. Engines with a displacement less than 300 cubic inches may use a model 4150, List 0-4779, 750 cfm Holley.

No modifications are permitted to the venturis, bores, boosters, butterflies or throttle shafts. Alterations are permitted in jet sizes, linkages, floats, float mechanisms and float housings, and to alter or remove emission control devices and choke mechanisms (not air horn).

A spacer not to exceed 1 inch in thickness made of metal may be used to adapt carburetor to manifold. Only standard thickness gaskets may be used. Heat shields are not permitted.

All 8 and 6 cylinder engines must use an IMSA-approved intake manifold. Generally, IMSA will approve any production type, commercially available intake manifold listed in a manufacturer's catalog. No additions to the manifold as sold will be permitted. No tunnel ram manifolds will be approved.

d. Air Cleaner - All engines must use a round air cleaner with a minimum diameter of 12 and a maximum diameter of 17 inches fitted directly on the approved carburetor. A standard paper-type air filter element with a minimum thickness of 1 inch and a maximum height of 3 inches must be used. All air to the carburetor must be filtered through this element. Top of the air cleaner must

be solid. No heat shields, ducts, hood vents or opening for carburetor air are permitted.

e. Exhaust System - Free, except the exhaust pipe must remain beneath the floorpan and extend rearward of the driver and exit to the side of the car or exit on the passenger side no further forward than the mid-point of the door. Cars must not exceed a maximum noise level of 110 db measured at 50 feet on either side of the automobile.

f. Oil System - Oil sump may be modified to increase oil capacity and to prevent surge. A dry sump oiling system may be used. The oil reservoir tank is limited to a maximum capacity of 5 gallons and must be securely mounted outside the driver/passenger compartment. All oil lines must be steel braided and fitted with the appropriate fittings. Size of oil lines is free.

g. Cooling System - A radiator of any size and origin which will fit in the standard location may be installed and reshrouded within the confines of the coachwork for the make and model. A catch or overflow tank with a minimum capacity of 1 gallon must be securely mounted as a permanent installation.

h. Electrical System - Any battery type ignition system may be used. Type, voltage, size and weight of battery is free. Battery must be located outside of the driver/passenger compartment and encased in a secure leakproof box. Type and size of alternator is free but must function as originally intended. A self-starter in good working order is required.

Electrical cable and wiring is free.

i. Fuel System - Fuel pumps are free in types, size and number but must be mounted outside of the driver/passenger compartment in an area protected from impact.

A fuel pressure regulator is permitted.

j. Fuel Cell - Fuel cells are mandatory and are limited to a maximum capacity of 32 gallons including the filler neck. The bottom of the container must maintain a minimum ground clearance of 10 inches at all times.

k. Transmission - Any transmission of up to 4 forward speeds supplied as original equipment in any automobile model produced by the parent automobile manufacturer will be permitted. Cast iron or aluminum replacement cases, tailshaft housings or nose pieces are permitted; however, the internal components may be replaced.

Clutch and flywheel are free.

Driveshaft and universal joints must be similar in design, material and construction to the standard production type. Two 360° loops, 2 inches wide and ¼ inch thick secured around the driveshaft are mandatory. Hoops must be mounted forward and aft within 12 inches of the universal joints.

l. Rear End Assembly - The make and type of conventional rear end assembly is optional but a continuous housing from the center section to the mounting brackets is mandatory. Full floating axles and hubs are required. No independently sprung rear axle suspension is allowed.

m. Seat - A factory manufactured bucket seat is mandatory. No home made seat will be allowed. The seat must be securely mounted to the main frame in a suitably engineered manner. Seats mounted directly to the floorpan are not permitted. Driver's seat may be relocated no further rearward than the rear door quarter panel seam.

11.8 IMSA STREET STOCK CATEGORY

11.8.1 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.

11.8.2 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 are not eligible.

11.8.3 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.

11.8.4 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.

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.

11.8.5 Official Weights

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

11.8.6 Mandatory Safety Modifications

a. Roll Cage - Bolt-in, removeable 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.
- 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° 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, auxillary 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 and securely bolted in place or may be replaced by a metal plate of the same dimensions.

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 to accommodate thicker wheels; maximum length: 2". Type of lug may not be changed, i.e., bolt vs. stud. (Lugs may not extend past the outer plane of the wheel.)

h. Rain Tires - must retain full tread depth.

11.8.7 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 modifiying 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 (½" 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° 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 standard mufflers. Rotary engine cars may be required to be fitted with approved 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: points, condenser and rotor, electrical wire, distributor cap, ignition wires, 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 filler restricter 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.

11.8.8 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
- 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.

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.

1988 Firestone Firehawk Endurance Championship

11.8.9 Eligibility and Tire Size List

GRAND SPORTS

Make/Model	Disp. Liters	Model Year	1988 Max. Tire Size
BMW M-3	2.3	87-88	P205/50R15
Chevrolet Camaro	5.0	85-88	P245/50R16
Ford Mustang GT & LX	5.0	85-88	P245/50R16
Ford Mustang SVO Turbo	2.3	85-86	P245/50R16
Ford Thunderbird Turbo	2.3	85-88	P245/50R16
Maserati Biturbo	2.2	85-88	P225/50R16
Mazda RX-7 Turbo	2.6	86-88	P225/50R16
Mercury Capri RS H.O.	5.0	85-86	P245/50R16
Nissan 300 ZX Turbo	3.0	85-88	P225/50R16
Pontiac Firebird	5.0	85-88	P245/50R16
Porsche 944	2.5	85-88	P225/50R16
Porsche 944S	2.5	88	P225/50R16
Toyota Celica All Trac Turbo	2.0	88	P205/60R14
Toyota Supra Turbo	3.0	87-88	P245/50R16

SPORTS

Make/Model	Disp. Liters	Model Year	1988 Max. Tire Size
Acura Legend	2.5	86-87	P205/60R15
Acura Legend Coupe	2.7	88	P205/60R15
Alfa Romeo Milano	2.5	86-88	P195/60R15
Alfa Romeo Milano Verde	3.0	88	P195/60R15
Alfa Romeo GTV-6	2.5	85-86	P195/60R15
Audi 4000	2.5	87	P185/60R14
Audi 5000 Turbo Quattro	2.2	85-88	P205/60R15
BMW 325e	2.7	85-88	P215/60R14
BMW 325is	2.5	87-88	P215/60R14
Buick Skyhawk Turbo	2.0	87	P215/60R14
Buick Skylark 16V	2.3	88	P215/60R14
Cadillac Cimarron	2.8	86-88	P215/60R14

Chevrolet Beretta	2.8	87-88	P205/60R15
Chevrolet Cavalier Z-24	2.8	86-88	P215/60R14
Chevrolet Celebrity	2.8	87-88	P205/60R14
Chrysler Conquest Turbo Tsi	2.6	85-88	P225/50R16 (F)
			P245/50R16 (R)
Chrysler LeBaron GTS Turbo	2.2	85-88	P205/60R15
Dodge Daytona	2.5	86-88	P205/60R15
Dodge Daytona Shelby Turbo	2.2	87-88	P225/50R16
Dodge Lancer ES Turbo	2.2	88	P205/60R15
Dodge Lancer Shelby Turbo	2.2	88	P225/50R16
Dodge Omni GLH Turbo	2.2	85-86	P205/50R15
Dodge Pacifica Turbo	2.2	88	P205/60R15
Dodge Shadow Turbo ES	2.2	87-88	P205/50R15
Dodge Shelby Charger Turbo	2.2	85-87	P205/50R15
Honda CRX-SI 16V	1.6	88	P185/60R14
Isuzu Turbo Impulse	2.0	86-88	P205/60R14
Mazda 323 Turbo	1.6	88	P185/60R14
Mazda 626 GT Turbo	2.0	86-87	P195/60R15
Mazda 929	3.0	88	P205/60R15
Mazda MX-6 Turbo	2.2	88	P195/60R15
Mazda RX-7	2.6	86-88	P205/60R15
Merkur XR4Ti Turbo	2.3	85-88	P195/60R15
Mitsubishi Galant Sigma	3.0	88	P195/60R15
Mitsubishi Starion ESIR Turbo	2.6	85-88	P225/50R16 (F)
			P245/50R16 (R)
Nissan 200SX	3.0	87-88	P205/60R15
Nissan 200SX Turbo	1.8	85-86	P205/60R15
Nissan 300ZX	3.0	85-88	P215/60R15
Nissan Maxima	3.0	85-88	P195/60R15
Oldsmobile Cutlass Calais 16V	2.3	88	P215/60R14
Oldsmobile Firenza GT	2.8	86-87	P205/60R14
Peugeot 505 STX	2.8	87-89	P205/60R15
Peugeot 505 Turbo	2.2	85-89	P205/60R15
Plymouth Sundance Turbo	2.2	87-88	P205/60R14
Pontiac Fiero	2.8	85-88	P205/60R15 (F)
			P215/60R15 (R)
Pontiac Grand Am 16V	2.3	88	P215/60R14
Pontiac Grand Am Turbo	2.0	87-88	P215/60R14
Pontiac Sunbird	2.8	87	P215/60R14
Pontiac Sunbird Turbo	2.0	87-88	P215/60R14
Saab 900 Turbo	2.0	85-88	P225/50R16
Saab 9000T	2.0	86-88	P225/50R16
Toyota Celica GT-S	2.0	86-88	P205/60R14
Toyota MR-2 Supercharged	1.6	88	P185/60R14
Toyota Supra	3.0	85-88	P225/50R16
Volvo 740 & 760 Turbo	2.3	85-88	P225/50R16

TOURING

Make/Model	Disp. Liters	Model Year	1988 Max Tire Size
Acura Integra	1.6	86-88	P205/60R14
Audi GT Coupe	2.2	87	P185/60R14
Audi GT Coupe	2.3	88	P185/60R14
Chevrolet Nova	1.6	86-88	P185/60R14
Chevrolet Nova 16V	1.6	88	P185/60R14
Chevrolet Spectrum Turbo	1.5	87-88	P185/60R14
Chevrolet Turbo Sprint	1.0	87-88	P185/60R14
Chrysler LeBaron GTS	2.2 or 2.5	85-88	P215/60R14
Dodge Charger	2.2	85-87	P205/60R14
Dodge Colt Turbo	1.6	85-88	P185/60R14
Dodge Omni GLH	2.2	85-86	P205/50R15
Dodge Shadow ES	2.2 or 2.5	87-88	P205/50R15
Ford Escort GT	1.9	86-88	P195/60R15
Ford Escort EXP	1.9	86-88	P195/60R15
Honda CRX & CRX Si	1.5	85-88	P185/60R14
Honda Prelude si	2.0	85-88	P205/60R14
Isuzu I-Mark Turbo	1.5	87-88	P185/60R14
Isuzu Impulse	2.0	85-87	P205/60R14
Isuzu Impulse	2.3	88	P205/60R14
Mazda 323	1.6	86-88	P185/60R14
Mercury Tracer	1.6	87-88	P185/60R14
Mitsubishi Mirage Turbo	1.6	85-88	P185/60R14
Nissan Pulsar 16V	1.8	88	P205/60R14
Nissan Pulsar SE	1.5	87	P205/60R14
Nissan Sentra	1.6	85-88	P185/60R14
Nissan 200 SX	2.0	85-86	P195/60R15
Oldsmobile Firenza	2.0	87-88	P215/60R14
Plymouth Colt GTS Turbo	1.6	85-88	P185/60R14
Plymouth Sundance	2.2 or 2.5	87-88	P205/60R14
Plymouth Turismo	2.2	85-87	P205/60R14
Pontiac Grand Am	2.5	85-88	P215/60R14
Pontiac Sunbird	2.0	87-88	P215/60R14
Pontiac Sunbird Turbo	1.8	85-86	P215/60R14
Renault Alliance	1.7	85-86	P185/60R14
Renault GTA	2.0	87-88	P205/50R15
Saab 900S	2.0	86-88	P195/60R15
Saab 9000i	2.0	87-88	P195/60R15
Subaru Turbo	2.7	88	P205/60R14
Subaru XT Coupe & Turbo	1.8	85-87	P185/60R14
Toyota Camry	2.0	85-88	P205/60R14
Toyota Corolla GT-S	1.6	85-88	P185/60R14
Toyota Corolla FX16	1.6	87-88	P185/60R14

Toyota MR-2	1.6	85-88	P185/60R14
Volkswagen GTI	1.8	85-86	P185/60R14
Volkswagen GTI 16V	1.8	87-88	P185/60R14
Volkswagen Jetta GLI 16V	1.8	88	P185/60R14
Volkswagen Scirocco GTX	1.8	86-88	P185/60R14
Yugo GVX	1.3	87-88	P185/60R14

11.8.10 Eligibility Notes

a. Makes and models previously listed under Street Stock Compact Division and Pro-Stock Division, 1985 or later, are eligible to compete in the Street Stock /Touring division.
b. Porsche 944 and 944S "Club Sport Package" option is not permitted.
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. Honda CRX and CRX Si must make the approved panhard rod mount modification as applicable.
f. Toyota FX-16 must make the approved rear crossmember 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. 1988 will be the last year of eligibility for cars equipped with automatic transmissions.

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 four Camel GT divisions: GTP, GTP Lights, 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.

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 required, points will be awarded only to the starting driver who must drive the car for at

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

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

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

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

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

d. In case of a tie in the final point standings, the tie shall be resolved according to the driver's record of first place finishes; then, if necessary, the number of second place finishes, and so on down to tenth place finishes. If a tie still remains, the tie shall stand and awards will be shared equally.

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

f. Camel GT Series Point Fund

R.J. Reynolds Tobacco Company has posted a Point Fund which will be paid out to the top drivers in the GTP division and to the top drivers in the GTP Lights, GTO and GTU divisions at the close of the 1988 Camel GT Series. The specific distribution will be announced.

12.1.4 Manufacturer Champions

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

GTP
GTP Lights
GTO (GT over 3.0 liters)
GTU (GT under 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. In case of a tie in the final point standings, it will be resolved in the manner outlined in Article 12.1.3(d).

GTO and GTU points will be awarded in the name of the manufacturer of the automobile. In the case of 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.

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 uniforms.

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 on page 75.

e. All advertising is subject to IMSA approval.

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.

12.2 IMSA INTERNATIONAL SEDAN SERIES

The International Sedan Series is a calendar of races for IMSA ProFormance and ProStock category cars equipped with IMSA-approved radial street tires. The Series determines a Driver Champion, Manufacturer Champion and the distribution of the Series Point Fund in each category.

12.2.1 Duration

International Sedan Series races will vary in duration. Races may be scheduled in heats.

12.2.2 Car Eligibility

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

12.2.3 Driver Champion

IMSA will recognize an International Sedans 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 in each divivsion 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 required, points will be awarded only to the starting driver who must drive the car for at least one-half the scheduled distance (or time) of the race. His car must also complete 90% or more of the distance achieved by the winning car in his division.

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

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

c. Distance is normally measured in whole laps completed by the car, credit for a lap going to the driver who crosses the scoring line in the car. In cases where the minimum distance required to be eligible for point awards 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.

12.2.4 Point Fund

The International Sedan Series 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 in each division.

Championship points will be awarded on a 20-15-12-10-8-6-4-3-2-1 basis in each division in each race. A given make must complete at least 70% or more of the distance achieved by the winning car to be eligible for point awards and will receive points for its highest finishing position only in each Series race.

In case of a tie in the final point standings, the tie shall be resolved as outlined in Article 12.2.3(d).

12.2.6 Advertising

a. To be eligible for prize money and point awards, competitors are required to display official Series decals on their car doors in prescribed locations, official series windshield tint on the windshield, and official series patch on the chest of their driver uniforms. No other advertising may be carried on the doors.
b. All advertising is subject to IMSA approval.
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 IMSA AMERICAN CHALLENGE SERIES

The IMSA American Challenge Series is a calendar of races for volume-produced American sedans. The Series determines driver and manufacturer champions.

12.3.1 Duration

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

12.3.2 Car Eligibility

IMSA American Challenge category cars are defined in Article 11.7 of the IMSA CODE and amendments thereto.

12.3.3 Driver Champion

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

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

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

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

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

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

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

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

d. In case of a tie in the final point standings, the tie shall be resolved according to the driver's record of first place finishes; then, if necessary, the number of second place finishes, and so on down to tenth place finishes. If a tie still remains, the tie shall stand and awards will be shared equally.

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

12.3.4 Point Fund

A Series point fund will be announced.

12.3.5 Manufacturer Champion

IMSA will recognize a manufacturer champion in the IMSA American Challenge Series, based on the relative point standings of makes at the close of the Series. Points will be awarded on a 20-15-12-10-8-6-4-3-2-1 basis in each race. A given make will receive points only for its highest finishing position in each race. Ties will be resolved per Article 12.3.3(d).

12.3.6 Advertising

a. To be eligible for prize money and point awards, competitors are required to display official American Challenge Series decals on their car doors in prescribed locations, official Series windshield tint on the windshield, and official Series patch on the chest of their driver uniforms. No other advertising may be carried on the doors.

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

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

12.4 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.

12.4.1 Duration

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

12.4.2 Car Eligibility

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

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

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

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

Points will be awarded only to drivers holding current IMSA competition licenses who also comply with the advertising requirements stipulated in 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

12.4.4 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. In case of a tie in the final point standings, it will be resolved in the manner outlined in Article 12.4.3(d).

12.4.5 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 outlined in Article 12.4.3(d).

12.4.6 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 af-

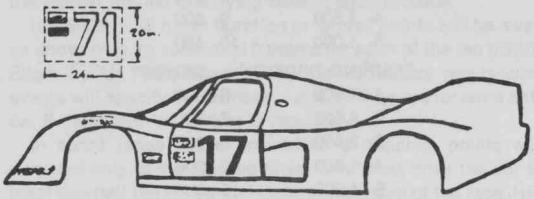
fix the official Series windshield tint to the car's windshield.When applicable, event decals must be affixed to each door. Doors must remain free of other advertising unless otherwise specified by IMSA.

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.

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



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.

IMSA AMERICAN CHALLENGE

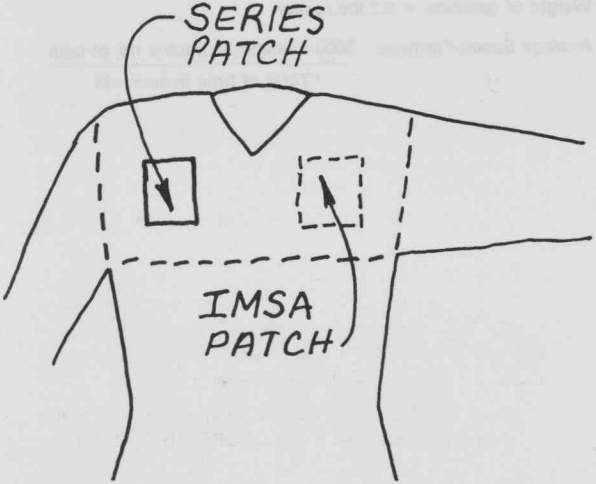
CAR NUMBER, SERIES DECAL, IMSA I.D. AND DRIVER NAME ONLY, ON DOORS, AS SHOWN.

IMSA INTERNATIONAL SEDANS

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.



13. APPENDIX

EQUIVALENCE FORMULAS

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 perhour
1 kilometer per hour = 1.60934 miles per hour

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

Engine displacement = Cylinder volume times number of cylinders

Weight of gasoline = 6.2 lbs./gallon

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


Norelco®
"Idea machines"
DRIVERS CUP


Kodak
COPIERS
ENDURANCE TROPHY


Revco®
DISCOUNT DRUG


TRW