

Abridged Edition For RMVR GTO Class
Pages 1 to 13 and 22 to 29 intentionally omitted
(not relevant)



IMSA CODE

COMPETITION RULES

OF THE

INTERNATIONAL
MOTOR SPORTS
ASSOCIATION, Inc.

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

1976

IMSA first court, provided the appellant first gives notice of his intention to appeal to the Race Director or the court.

IMSA will decide whether or not an appeal will be considered and heard, and its judgment will be final. In case IMSA refuses to hear an appeal, the appeal fee will be returned.

9.1 Effect

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

9.2 Form

Appeals must be in writing, signed by the appellant, accompanied by an appeal fee of \$100.00, and received at IMSA headquarters within ten days of announcement of the judgment being appealed.

9.3 Hearing

If IMSA decides to hear an appeal, a court will be named. All parties will be adequately advised of the time and place of the hearing and will be entitled to call witnesses, to represent themselves or be represented by advocates, and to present evidence in behalf of their cases.

9.4 Judgment

The court may uphold or deny an appeal, waive or increase penalties previously imposed, levy fresh penalty, and will determine disposition of the appeal fee.

The court shall not order any competition to be rerun.

IMSA shall have the right to publish the judgment of the court and to use the names of parties involved. These persons shall have no right to act against IMSA or whomever publishes the judgment.

9.5 Malicious Appeals

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

10. AUTOMOBILES

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

10.1 Fuel

All cars must use only pump fuel as defined in Chapter 2, unless the SR of an event provide otherwise. IMSA may, at the request of a race organizer, require all contestants to use the same kind of fuel, or the fuel provided.

10.2 Mechanical Condition

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. Major body components must be maintained in normal position throughout the competition, questionable cars subject to decision of the Race Director.

10.3 Technical Inspection

Technical Inspection will cover:

- a. Eligibility under IMSA rules.
- b. Safety and design and construction per inspection form.
- c. Appearance—clean and neat, no old damage.
- d. Identification Numbers—legible to satisfaction of Timekeeper.
- e. Racing Tires—mandatory, unless SR provide otherwise.
- f. Leakage—not allowed.
- g. Driver safety equipment, per Art. 5.6
- h. Compliance with sponsor advertising.

10.4 IMSA GT CATEGORY

1. Purpose

The IMSA GT Category is designed to promote competition among drivers and manufacturers of volume-produced cars in an annual series of IMSA-sanctioned professional race events.

2. Eligibility

IMSA will determine and publish a list of makes and models of automobiles eligible to compete in the IMSA GT Category. In general, eligible cars derive from one of these groups:

- a) Makes and models homologated by FIA in Groups 1 through 4 of the Appendix J edition in effect from 1969 through 1975;
- b) Makes and models homologated by FIA in Groups 1 through 4 of the Appendix J edition taking effect in 1976;
- c) Makes and models recognized by IMSA;
- d) "All-American GT" cars built to special IMSA rules.

Recognition of a car by FIA does not automatically make it eligible for the IMSA GT Category. If a competitor desires to compete in a make and model which is not on IMSA's published list, he should consult with the IMSA office for further information.

3. Recognition Forms

Cars recognized in 2.(a) and (b) above are described fully in official FIA homologation forms available from ACCUS, FIA, 1725 "K" Street N.W., Suite 302, Washington, DC 20006. Phone: (202) 833-9133.

Cars recognized in 2.(c) are described in recognition forms available from IMSA.

"All-American GT" cars do not require a recognition form.

Individual entrants are responsible for securing the above forms for the make and model entered and shall have said forms in their possession at Events for the purpose of verifying to IMSA Technical Inspectors the authorized specifications, optional equipment and other details of their cars.

4. Configuration

All cars shall be prepared for competition according to FIA Appendix J, Group 2/4, except where these IMSA GT rules require or permit variations. Cars recognized according to Paragraph 2. (a), (c), and (d) use 1975 Appendix J. Cars recognized according to Paragraph 2. (b), use 1976 Appendix J.

5. Safety Requirements for All Cars

a) Approved safety fuel cell with a maximum capacity in accordance with 1976 FIA Appendix J. Example:

1600 - 2000cc	-	26.4 gallons;
2000 - 2500cc	-	29.1 gallons;
over 2500cc	-	31.7 gallons.

Fuel cell must be positioned closely as practicable to the original tank.

b) On-board fire extinguisher of the inert gas type with a minimum capacity of 10 lbs. (Halon or Freon), with manual trigger operable both by driver and from outside the car. Trigger must be marked by a red circle with letter "E".

Outlets should be directed into driver's and fuel cell compartments.

c) Six-point driver restraint system of approved design.

d) Strap installed under front of propeller shaft to prevent dropping in case of coupling failure.

e) Scattershield on all cars where clutch or flywheel failure could injure driver.

f) Roll cage of approved design. (See Appendix)

g) Window net on driver's side.

h) Windshield safety clips, 3 each at the top and bottom, bolted or riveted to the body, and spaced at least 12" apart. Safety glass required for windshield.

i) Rear window straps, where applicable, 1" x 1/8", bolted or riveted to body at top and bottom of glass. Safety or tempered glass required for rear window.

j) Supplemental pins or locking devices to secure any moveable body sections (such as hoods, doors, lids and removeable tops) which may fly open.

k) All cars must be equipped with a master electrical cutoff switch.

l) All cars must use approved racing tires. No recaps permitted.

6. Weights

All cars must meet or exceed the following scale of minimum weights, in race configuration, but excluding the fuel and driver:

Engine Displacement	Group 2	Group 4	All-American GT
up to 1600 cc	1705 lb.	1628 lb.	—
2000 cc	1859 lb.	1782 lb.	—
2500 cc	2024 lb.	1936 lb.	—
3000 cc	2178 lb.	2079 lb.	—
3500 cc	2310 lb.	2211 lb.	—
4000 cc	2453 lb.	2365 lb.	—
4500 cc	2582 lb.	2464 lb.	2350 lb.
5000 cc	2695 lb.	2574 lb.	2400 lb.
5500 cc	2816 lb.	2695 lb.	2450 lb.
6000 cc	2926 lb.	2794 lb.	2500 lb.
6500 cc	3003 lb.	2882 lb.	2550 lb.
7000 cc	3091 lb.	2948 lb.	2600 lb.
7500 cc	3135 lb.	3003 lb.	2650 lb.
8000 cc	3179 lb.	3036 lb.	2700 lb.
over 8000 cc	3366 lb.	3223 lb.	2750 lb.

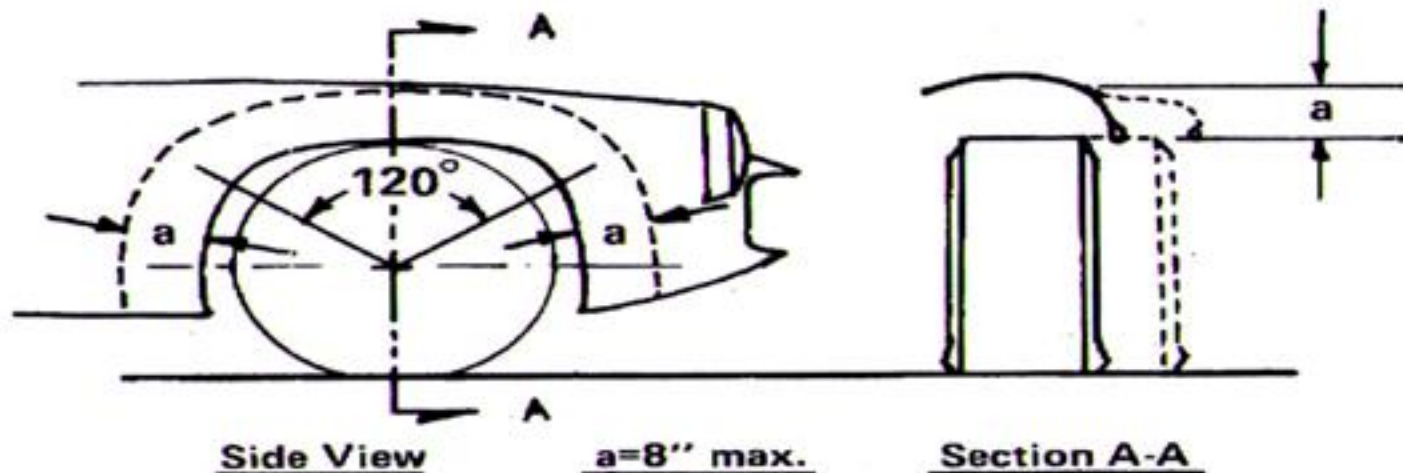
Makes and models recognized by IMSA (Ref. 2.[c]) must meet or exceed the minimum weights for Group 4.

This rule supersedes the weights listed on FIA or IMSA recognition forms.

7. Authorized Modifications

In addition to the authorized modifications permitted in FIA Appendix J for cars in Group 2/4, the following modifications are authorized:

- Fenders, for cars recognized according to Paragraph 2. (a), (c), and (d), may be flared with any material in such a way that wheels/tires are covered for their full width for at least 120° . Flares must blend neatly into original fender contours, with no sharp edges. Flares must fall within an 8" area measured radially outward of the original wheel opening, as illustrated. Slots may be opened in the flares for functional ducting.



Fender flares of other designs may be utilized only if they are specifically approved by FIA or IMSA in the appropriate recognition form. In order to secure IMSA approval, the manufacturer of the basic car shall submit a full description of such fender flares to IMSA and shall certify that they are available in standard form to any competitors desiring to secure them.

These fender flares may, however, be widened if necessary to cover wheels and tires permitted in Paragraph 7.(c) for 120° as required above.

Fenders for cars recognized according to Paragraph 2. (b) may be extended according to 1976 FIA Appendix J.

- b) Maximum overall width of cars homologated under the 1976 edition of FIA Appendix J (Ref. 2.(b): 200 cm (78.7 in.); for all other cars: 210 cm (82.7 in.)),
- c) Maximum section width for wheel-tire combinations are regulated as follows:
- For cars homologated under 1969-1975 Appendix J, and cars recognized by IMSA (Ref. 2.(a) and 2.(c): 16 in. (+½ in. tolerance)),
 - For cars homologated under 1976 Appendix J (Ref. 2. (b)), according to the following scale, depending on engine displacement:

up to 1300 cc	9 in.
1600 cc	10.5 in.
2000 cc	11.5 in.
3000 cc	13 in.
5000 cc	14 in.
6000 cc	15 in.
over 6000 cc	16 in.
 - For "All-American GT" cars (Ref. 2. (d)), no limitation, except must comply with maximum permitted overall width of 210 cm (82.7 in.).
- d) Front spoiler may be added below the centerline of the front wheel hubs but may not protrude beyond the perimeter contour of the bodywork as viewed from above. Ducting is permitted.
- e) Rear spoiler may be installed exactly as described in the FIA or IMSA recognition form; or, in case no such spoiler is approved for a make and model, a rear spoiler of another design may be added according to these limitations:
- must not confuse the identity of the car.
 - must not protrude beyond the perimeter contour of the car as viewed from above (i.e. the vertical projection of the extremities of the car in its original configuration, plus the bumpers, if carried or integral with the body, and including fender flares authorized in Paragraph 7.(a)).

- must not be adjustable from within car.
 - must not obstruct rear view.
 - must contain no gap between spoiler and body.
 - must be located aft of vertical centerline of the rear axle.
- f) Bumpers may be removed if they are not an integral part of any bodywork.
- g) Convertible tops, headliner, passenger seat, rear seats and spare wheel may be removed.
- h) Side windows (and regulators) may be removed but may not be replaced with any substitute material. Rear quarter windows may be of substitute transparent material.
- i) Headlight openings may be covered to protect the bulbs from damage. Functional wiring and the ability to install operating headlights must be maintained at all times. Bulbs may be removed. Parking lights may be removed and the original openings used for ducting.
- j) Oil coolers may be added to the engine, transmission and rear axle. Such installations must be contained completely within the bodywork and require no bodywork modifications other than ducting as permitted in 7.(a), (d) and (i).
- k) Dry-sump oil systems are permitted. Oil tanks may not be located within the driver/passenger compartment.
- l) Any system of carburetion or port fuel injection may be used, except that:
- IMSA may control induction systems for specific makes and models, and
 - direct port injection may be used only if homologated by FIA or IMSA for a specific model.
 - in 1976 IMSA will not recognize any makes or models equipped with a supercharger of any type.
- m) Locked differential and full-floating rear axle may be used.
- n) Brakes are free.
- o) Gear ratios are free, but the number of forward speeds may not be changed, and, except for "All-American GT" cars, the original transmission case must be used.

8. "All-American GT" Category

IMSA has developed these rules to encourage the design, construction and competition of racing cars of a GT character built from volume-produced American components.

- a) Eligibility of makes, models and engines, and combinations thereof is controlled by IMSA. Generally, all cars produced in the U.S. will be considered under these "All-American GT" rules, regardless of any FIA homologation. The list as of January 1, 1976 is included in the Appendix. Additions will be made from time to time.

b) **Authorized Modifications** - In addition to all those modifications permitted in Paragraph 7, the following modifications are authorized to "All-American GT" cars:

- 1) **Internal body bracing and panels** may be removed or altered. Inner fenders may be altered or replaced with substitute material but may not be removed. All other elements of body shell, sub-frames, doors, hood, deck lid, fenders, etc. must retain their standard shapes and thicknesses as volume-produced.

IMSA may approve the use of substitute body panels for specific makes and models. In order to secure IMSA approval, the manufacturer of the basic car shall submit a full description of each such body panel to IMSA, and shall satisfy IMSA that they are available in standard form to competitors desiring to secure them.

Any such panels may be utilized only after IMSA has published notice of its approval and descriptions of them to competitors.

- 2) **Hood scoop** may be added to accommodate revised engine position, but may not be designed to induce carburetor ram air, per these maximum dimensions:

Width at front	— 15"	Height	— 2"
Width at rear	— 22"	Length	— 38"

- 3) **Bumpers** may be updated or backdated within the recognized model range and may be made of substitute material to the original shape and dimensions.
- 4) **Original-type of suspension principle** (i.e. A-arms, McPherson strut, etc.) must be kept. Original chassis, if of conventional type, must be retained. In cars with unit-body construction, sub-frame (if any) must be retained. Chassis and sub-frame may be strengthened. Original suspension components may be reinforced or replaced with others of the same type. Suspension pivot points may be relocated and reinforced, provided standard wheelbase is maintained within one inch. Stabilizers, springs and shock absorbers are free in type, numbers and manner of attachment.
- 5) **Steering gear** is free, provided steering post remains in standard location relative to driver. Steering post may be lengthened no more than 4 inches from standard.
- 6) **Engine** may be repositioned within the original compartment, the longitudinal centerlines of the engine and chassis to coincide, except that in those makes and models produced with off-center engine, the lateral tolerance is three inches.

Also, all elements of the cylinder block must lie ahead of a vertical plane touching the foremost edge of the windshield

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

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

10.5 IMSA RS (Racing Stock) CATEGORY

1. Purpose

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

2. Eligibility:

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

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

3. Configuration

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

12. APPENDICES

12. EQUIVALENC FORMULAS

1 inch = 2.54 cm. = 25.4 mm.

1 cubic inch = 16.387 cubic cm.

1 millimeter = .03937 inch

1 meter = 1.0936 yards

1 kilometer = 1000 meters = .62137 mile = 1093.6 yards

1 mile = 1,760 yards = 1.60934 kilometers

Miles per hour = kilometers-per-hour times .62137

Kilometers per hour = miles per hour times 1.60934

1 cubic centimeter = .061 cubic inch

1 liter = 61.3 cubic inches = 1000 cubic centimeters (cc.)

1 kilogram = 2.21 pounds

1 pound = 453.6 grams

1 hundred-weight (cwt.) = 112 pounds (British), 100 lbs. (U.S.)

Note: If a British car is said to weigh 25 cwt., its weight would be 25 times 112 or 2800 lbs.

1 U.S. gallon = 231.18 cu. in. = 3.785 liters

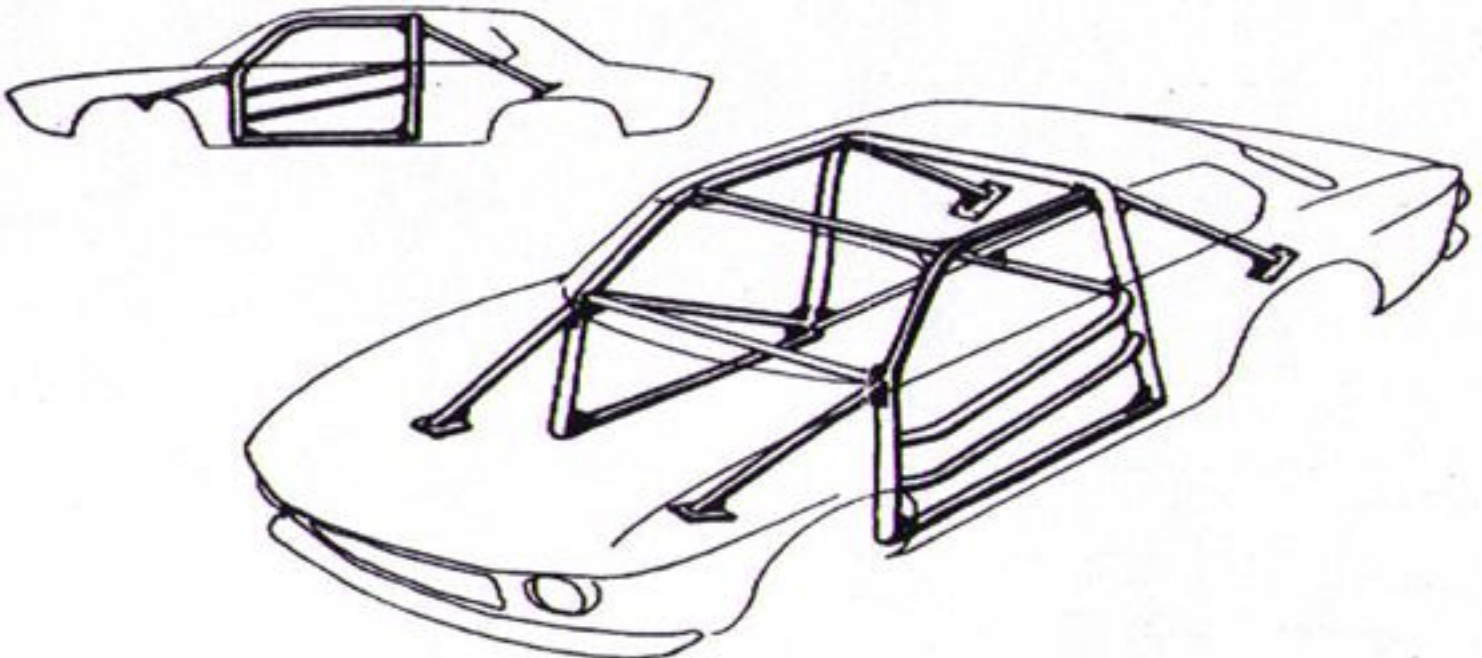
6 U.S. gallons = 5 Imperial (British) gallons

1 mile per hour = 1.467 feet per second

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

Engine displacement = Cylinder volume times number of cylinders

12.2 RECOMMENDED ROLL CAGE



IMSA RS SEDANS

Main Structure: 1½" x .120"

Secondary Braces: 1¼" x .120"

IMSA GT CATEGORY – All structural members:

Closed cars under 2600 lb. – 1½" x .120"

Closed cars over 2600 lb. – 2.0" x .120"

Open cars under 2600 lb. – 1¾" x .120"

Open cars over 2600 lb. – 2¼" x .140"

Material: Seamless Mild Steel Tubing

All dimensions are recommended minimum.

For equivalent strength in alloy steel tubing,
see Appendix J.

- 12.3 CIRCUIT BREAKER** – All cars, open or closed, must be equipped with an electric circuit breaker, clearly marked by a spark in a blue triangle, accessible from inside or outside the car. This circuit breaker will cut all electrical circuits.

12.4 ELIGIBILITY LIST, FIA-HOMOLOGATED MODELS

Per Rule 10.4.2 A – IMSA GT Category

Homologation

Numbers

Displacement

5497	Alfa Romeo Alfetta	(1779)
641	Alfa Romeo Alfetta GT	(1962)
5440	Alfa Romeo GTV	(1962)
1576	Alfa Romeo GTAM	(1779)
5258	BMW 2002	(1990)
5331	BMW 2002 Ti	(1990)
5445	BMW 2002 Tii	(1990)
1648	BMW 3.0 CSL	(3003)
1660	Ford Capri RS 3100	(3100)
1524	Ford Escort Twim Cam	(1558)
1605	Ford Escort RS	(1601)
5566	Ford Escort RS	(1993)
3049	Ferrari Dino 246 GT	(2418)
633	Ferrari 365 GTB-4	(4391)
618	Jaguar 4.2 E-Type 2+2 S-11	(4235)
619	Jaguar 4.2 E-Type S-11	(4235)
640	Lancia Stratos	(2418)
3026	Lotus Elan +2	(1558)
3027	Lotus Elan	(1558)
3045	Lotus Europa Twin Cam	(1558)
3012	Opel GT	(1897)
3047	DeTomaso Pantera	(5763)

(May use Hewland 5 speed gearbox)

3025	Porsche 911 E,T,S (May use 2.7 liter chassis for GTU 2.5 liter and under)	(2195)
3062	Porsche 911 S,SC	(2687)
3053	Porsche Carrera RSR	(2993)
3042	Porsche 914-6	(1991) (2487)

ELIGIBILITY LIST, IMSA-RECOGNIZED MODELS
Per Rule 10.4.2 C

Datsun 240Z, 260Z, 280Z	
Ferrari Boxer	(4391)
Jaguar V-12 E-Type	
DeTomaso Mangusta	
Mazda Cosmo	

ELIGIBILITY LIST – IMSA ALL AMERICAN GT
Per Rule 10.4.2 D (Models and Engines)

Manufacturer	Model	Engines Allowed
AMC	AMX	304,360,390,401
AMC	Gremlin	304,360
AMC	Hornet	304,360,390,401
AMC	Javelin	304,360,390,401
Buick	Skyhawk	350
Chevrolet	Camaro	305,350,396,427,454
Chevrolet	Corvette	305,350,427,454
Chevrolet	Monza 2+2	262,305,350
Chevrolet	Nova	305,350,396,427,454
Chevrolet	Vega	305,350
Dodge	Challenger	340,426,440
Dodge	Dart/Demon	340,426,440
Dodge	Dart Lite	340
Ford	Maverick	302,351,351C
Ford	Mustang	302,351,351C,390,427, 428,429
Ford	Mustang II	302,351,351C
Ford	Pinto	302,351,351C
Mercury	Bobcat	302,351,351C
Mercury	Cougar	302,351,351C,390,427, 428,429
Oldsmobile	Starfire	350
Plymouth	Barracuda	340,426,440
Plymouth	Duster	340,426,440
Plymouth	Feather Duster	340
Pontiac	Astre	350
Pontiac	Firebird	350,400,455

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

12.5 1976 RS SEDAN ELIGIBILITY LIST AND SPECIFICATIONS Per Rule 10.5

Car	Engine Size	Bore & Stroke	Carburetion	Wheel Size	Weight	Notes
Alfa Romeo						
Alfetta Sed	1962cc	84x88.5	Spica FI	5½x14	2600	7,10
1750 Berlina	1799cc	80x88.5	Spica FI	5½x14	2400	7,10
2000 Berlina	1962cc	84x88.5	Spica FI	5½x14	2400	7,10
AMC Gremlin	3805cc	95.2x88.9	1 Carter YF-IV 6903/6905S/ 6423/6511	6x14	2700	1,2,5
AMC Hornet	3805cc		Same as Gremlin	6x14	2850	1,2,5
AMC Pacur	3805cc		Same as Gremlin	6x14	2850	1,2,5
Audi Fox	1471cc	76.5x80	Free	5x13	1800	
Audi 100 LS	1875cc	84.1x84.3	2V Solex	5x14	2100	
Austin Marina	1798cc	80.2x88.9	1x1-bbl	4½x13	2000	
BMW 1600	1573cc	84x71	Free	5x13	2050	
BMW 2002	1990cc	89x80	1 Solex IV or	5½x13	2300	3,4
BMW 2002 Tii	1990cc	89x80	2V 32/32 or Bosch FI	5½x13	2300	3,4
Buick Skyhawk	3786cc	96.5x86.4	2V	6x13	2900	
Chevette	1400cc	82x66.2	Free	5x13	1900	
Chevette	1600cc	82x75.7	Free	5x13	1950	
Chevy Vega	2287cc	88.9x92	1 Rochester 2V or Holley 5310-	6x13	2300	
Monza	2287cc	88.9x92	C2V	6x13	2300	
Datsun B210	1288cc	73x77	Free	4½x13	1650	
Datsun B210	1400cc	76x77	Free	4½x13	1700	
Datsun 510	1595cc	83x73.7	Free	4½x13	1950	
Datsun 610	1952cc	85x86	1 Hitachi 2V DCH 340 30/40	4½x13	2100	
Datsun 710	1700cc	85x78	1 Hitachi 2V DCH 340 30/40	4½x13	2000	6
Datsun 710	1952cc	85x86	1 Hitachi 2V DCH 340 30/40	4½x13	2100	
Dodge Colt	1597cc	76.9x86	Free	5x13	1950	
Dodge Colt	1995cc	84x90	1 Mikuni/ Solex 2V	5x13	2200	7
Dodge Dart Lite	3687cc	86.4x104.6	Holley 1V	4½x14	2850	
Fiat 124 Spt Cpe	1428cc	80x71.5	Free	5x13	1950	7,10
Fiat 124 Special	1592cc	80x79.2	Free	5x13	1950	7,10
Fiat 124 Sport Cpe	1608cc	80x80	1 Weber 2V 28/36DHSA	5x13	2100	7,10
Fiat 124 Sport Cpe	1756cc	84x79.2	1 Weber 2V	5x13	2200	7,10
Fiat 128 Sport Cpe	1290cc	86.1x55.4	Free	4½x13	1800	11
Fiat 128 Sedan	1290cc	86.1x55.4	Free	4½x13	1800	11