

RMVR Exceptions and Clarification to the 1981 GCR for GT-1 Cars

All RMVR safety regulations must be adhered to in car construction. In the case of conflict with the 1981 GCR safety requirements, the more stringent will be required. All sedans racing in GT-1 must be built to conform to the required and authorized modifications stipulated in GCR Appendix A, Sections 6.4 and 6.5, respectively (with exceptions and clarifications articulated below). B production cars racing in GT-1 follow a parallel set of rules in GCR Appendix A, Section 2. Other than organization and formatting the two sets of rules are quite similar, except that all GT-1 sedans are required to have full roll cages. Two key RMVR exceptions to these rules establish a consistent and higher standard of safety by mandating the use of full roll cages and fuel cells for all cars racing in GT-1:

- A roll cage having a minimum of 8 chassis mounting plates and built to the specifications of Appendix Z (and especially Section F) of the GCR is required for all cars. The recommended minimum quality for roll cage tubing is DOM SAE 1020 mild steel. The use of inferior ERW tubing is strongly discouraged for this critical safety component. Roll cages with more than 8 chassis mounting plates are permitted and body-frame reinforcement is unrestricted. However, the production body-frame design (e.g., unibody, unibody with subframe, or body on frame construction) must be preserved. In addition, the production roof, windshield angle, cowl, firewall, quarter panels and floorpan must remain intact, with the understanding that the last four may be modified to accommodate required and authorized modifications.
- Production fuel tanks are not allowed and must be replaced with a safety fuel cell. Refer to RMVR General Rules, Section D, “General Safety Equipment Requirements”, paragraph 15, “FUEL CELLS” for production car fuel cell specifications.

Authorized and Required Modifications for GT-1 Cars- 1981 GCR, Appendix A, Sections 2.2, 6.4 and 6.5

Table 1 summarizes the RMVR exceptions and clarifications to the 1981 GCR for cars competing in GT-1. It also provides a cross-reference to the applicable Appendix A sections for GT and B Production cars. The relevant Appendix A sections are:

- Section 1.3- Identification Marks
- Section 1.5.1- Technical and Safety Inspection
- Section 1.5.3- Fuel Cell Installation
- Section 2.2- Authorized Modifications (for B production cars racing in GT-1)
- Section 6.4- Required Modifications for GT-1 Cars
- Section 6.5- Authorized Modifications for GT-1 Cars

Table 1- RMVR Exceptions, Clarifications and Cross-Reference to the 1981 GCR for GT-1 Cars.

Item	RMVR Exception and/or Clarification	GCR Appendix A Section	
		GT-1 Sedans	B Production Cars Racing in GT-1
Identification Marks	Cars shall display “GT-1” class identification per RMVR’s General Rules Section E.2.a. Cars shall display “RMVR ‘81” stickers on both sides of the car above class identification.	1.3	1.3
Tires	Racing tires (i.e. slicks) can be of any compound and manufacturer. Alternatively, DOT labeled competition tires of 50 series or higher and having a minimum tread depth of 1/16” may be used. Recaps are not allowed.	1.5.1.d	1.5.1.d
Brake Lights	Cars must have 2 operational brake lights. Failure of both lights may result in a mechanical black flag.	1.5.1.k	1.5.1.k
Scatter-shield	Where required, scatter shields must be constructed per the guidelines in the 1981 GCR Appendix A, paragraph 1.5.1.u. Alternatively, an SFI approved blanket system (e.g., RCI P/N 7808A) may be used.	1.5.1.u	1.5.1.u
Fuel Cell	Production fuel tanks are not allowed and must be replaced with safety fuel cells. Refer to RMVR General Rules, Section D, “General Safety Equipment Requirements”, paragraph 15, “FUEL CELLS” for production car fuel cell specifications.	1.5.3	1.5.3
Roll Cage	A roll cage having a minimum of 8 chassis mounting plates, built to the specifications of GCR Appendix Z (especially Section F) is required for all cars. The recommended minimum quality for roll cage tubing is DOM SAE 1020 mild steel. The use of inferior ERW tubing is strongly discouraged for this critical safety component. More extensive roll cages are permitted and body-frame reinforcement is unrestricted. However, the production body-frame design (e.g., unibody, unibody with subframe, or body on frame construction) must be preserved.	6.4.b	1.5.1.o
Headlights	Working headlights may be retained, but must be taped to prevent loose glass fragments.	6.4.h	2.2.A.7
Interior	Floor mats must be removed. Openings caused by removal of interior panels must be covered with non-combustible material.	6.5.B.4	2.2.A.1

Fender Flares	Fender flares must be period correct.	6.5.B.5	2.2.B.1
Steering Column	A collapsible steering column is required.	6.5.B.7	2.2.B.12
Windshield	Polycarbonate windshields of at least 3/16" thickness are permitted.	6.5.B.9	2.2.A.5
Spares	Spare wheel and tire must be removed.	6.5.C.2	2.2.B.1
Wheel Lugs	Wheel lug nuts or bolts must have a gripping length greater than the diameter of the lug.	6.5.C.3	2.2.B.6
Leaf Springs	Removal of leaf springs that double as suspension control links is not allowed, ref. Sections 6.5.A.1-2, and 6.5.C.10.	6.5.C.5	2.2.B.9
Control Arms	No substitution of production lower control arms other than original or reproduction is allowed. Any type of upper control arm is permitted.	6.5.C.10	2.2.B.13
Ignition System	Crank-triggered ignition and engine management systems, including electronically programmed/controlled ignition advance curves are not allowed.	6.5.D.4	2.2.C.1
Clutch	Any type and size of clutch is permitted.	6.5.E.2	2.2.D.16
Engine Position	No engine relocation or rotation is allowed.	6.5.E.4	2.2.D.29
Engine	Accurate engine displacement must be declared and is subject to verification. A key technology control area is cylinder heads- they must be period correct. The default criteria are the specifications enumerated in the GTCS for each make and model of car.	6.5.F	2.2.D
Cam	Roller cams and lifters are permitted.	6.5.F.7	2.2.D.28
Carburetor	Where Holley 4150 carburetors are required, modern derivatives from other manufacturers are not allowed.	6.5.J.7	2.2.D.1.a 2.2.D.1.c
Carburetor Restrictor Plate	Some B Production car/engine combinations are required to utilize a specific size restrictor plate between the carburetor and intake manifold.	GTCS	GTCS
Curb Weight	Accurate vehicle curb weight (i.e., all equipment, full fluids, without driver) greater than or equal to the GTCS specified minimum must be declared and is subject to verification.	GTCS	GTCS