

## **RMVR exceptions to 1972 GCR (B,C Sedans)**

**3/17/2002**

(6.B.1)

Acceptable automobiles and modifications are those as published within these rules.

(6.B.2)

Only automobiles listed as Eligible Cars within these rules may be included without documentation. The Eligibility Committee may require FIA homologation papers or other eligibility documentation for any car not listed within these rules. The Committee may also request documentation for any modification which appears to exceed the scope of these rules or any modification that may not appear to be period correct. It is the responsibility of the owner/driver to provide documentary evidence to support specifications, modifications or additions to the car. Such evidence can include: pre-1973 factory specification sheets, option sheets or catalogs, the homologation papers for the make and model not to exceed FIA Group 2 specification as of 12/31/72 or pre-1973 SCCA recognition forms for the make and model. Other documentation, clearly dated prior to 1973, such as photos and articles from print media sources may also be considered by the Eligibility committee.

(6.B.3)

All RMVR safety regulations must be included in the car construction. In the case of conflict with 1972 SCCA GCR safety requirements, the more stringent will be required.

(6.B.3.f)

Lights as described above may remain, but must be adequately taped. All cars must have at least one working brake light.

(6.B.4.B.6)

Fender flares must be period correct.

(6.B.4.B.10)

Door trim panels shall not be removed; however, sheet metal or aluminum replacement panels are allowed in lieu of OEM panels.

(6.B.4.D.4)

Crank fire ignition systems are specifically prohibited. The ignition system must be triggered by a mechanism inside the distributor housing.

(6.B.4.E.17)

A dry sump system may be used.

(6.B.4.F.12)

A dry sump system may be used.

(6.B.4.J.6)

Brakes must be period correct and documentation of such may be required.

(6.B.4.K)

As required by RMVR.