RMVR Rules For IMSA GTU Class

IMSA GTU cars (2.5L maximum displacement).

The following cars are included under these regulations: Makes and models through 1976 as was recognized by IMSA. For example:

- Alfa Romeo GTV, Alfetta and Alfetta GT
- BMW 2002 and 320i
- Datsun 240Z, Ford Escort
- Lotus Elan and Europa
- Mazda RX2
- Opel GT
- Porsche 911,914,914/6, 914
- Others as appropriate that can show documentation that the race car ran in IMSA GTU through 1976.

Engine Requirements

- Proprietary engine block must be used; may be machined so long as camshaft location is not altered.
- Bore and stroke may be altered not to exceed calculated 2.5L class limit.
- Cylinder head must have same number and location of valves, ports and spark plugs. Cars with less than 2000cc may use any 4-valve head.
- Induction is free, except turbocharging is only permitted on FIA recognized models.
- Fuel Injection- period correct systems are permitted. Modern fuel injection systems with digital electronic controllers are not allowed.
- Turbocharged engine displacement is 1.4 X actual displacement. Rotary engine displacement is 1.8 X actual displacement
- Ignition Systems- crank-triggers are permitted provided a conventional distributor is used to distribute the spark.
- Distributorless Ignition Systems (DIS) that use individual coils per cylinder or coil-pack / wasted-spark technology are not allowed.

Drivetrain & Weight Requirements

Drivetrain:

- Gearbox or transaxle are free but must remain in standard location.
- Rear axle must remain live or independent as appropriate

Weight:

- A. 4 cylinder pushrod 2-valve engines: 0.7 lbs/cc
- B. Other 2-valve conventional engines: 0.8 lbs/cc
- C. 2-valve turbocharged engines up to 2.0L: 0.85 lbs/cc
- D. Rotary engines (carbureted only) 0.9 lbs/cc
- E. 4-valve conventional engines: 1.0 lbs/cc
- F. Minimum weight of any car: 1600 lbs

Chassis

- The standard body tub must be retained along with standard wheelbase. Tube frame extensions are permitted.
- All suspension components may be modified or replaced so long as wheelbase remains standard.
- Brakes and operating system are free but components must remain in the standard location and use period correct rotor size and material
- Axle locating devices may not pass into the driver compartment; however, the rear seat well may be covered with sheet metal to satisfy this requirement.

Coachwork

- The original external shape and material must be maintained except that the floor pan may be replaced by a continuous flat .032” steel or .040”alloy sheet.
- The firewall may be replaced with a similar metal sheet in the standard location.
- Material of engine and luggage compartment covers, doors and fenders is free.
- Fender extensions are allowed to cover the legal wheels and tires but should retain the standard opening shape as viewed from the side.
- Any additional bodywork must not confuse the make and model identity of the car.

- Bumpers and external decorative trim may be removed. Any substitute bumpers must have standard dimensions and shapes.

Wheels and Tires

- Slicks or racing radials allowed with the following size restrictions.
- Wheel and tire section width (maximum width at widest point of tire) may not exceed 13”.
- Maximum wheel diameter may not exceed 15”.
- Track dimension is limited by inner tire clearance and the permitted maximum car width of 78.7 inches.

Aerodynamic Devices

- The following factory items are authorized with no further additions or modifications, where appropriate:
- BMW Part# MS-DM-1 Datsun Part # 99996-R8201
- Mazda Part # 0000-07-116B Porsche Part # 911.5120.1020
- Otherwise, an optional rear spoiler may be fitted to the rearmost part of the body without protruding beyond the perimeter contour as viewed from above.
- Maximum height 6” above the standard bodywork. May not be adjustable from within car. No air may pass between spoiler and body.
- Any front device must be located below the centerline of the hubs and within the perimeter of the body when viewed from above.

Specifically Allowed & Prohibited Items

Specifically Allowed:

- Crank-fire ignition but must go through distributor cap. No separate Coil fired systems
- Mazda RX2, permitted optional peripheral port rotor housing.
- Polycarbonate windscreen and windows.
- Quick-change rear axle.

Specifically Prohibited:

- Sequential shifting gearboxes Cambered live rear axles that exceed neg. 1 degree per side Liquid brake cooling
- Wings or rear spoilers that allow air to pass underneath the airfoil unless documented for make and model

RMVR statement on appropriate modifications and configuration

- A corollary to the above IMSA standards when applied to Historic racing are items which:.
- It is the owner's or driver's responsibility to satisfy RMVR requirement for the validity of any unusual configuration which is contrary to this concept.
- RMVR may add a weight penalty, change the class or race group or reject the entry completely of any entrant found to be in violation of this policy.

Safety Requirements

- A roll-cage having a minimum of 8 chassis mounting points as shown in Appendix 12.2 of the 1976 IMSA competition rules is required for all cars.
- The recommended minimum quality for roll cage tubing is DOM SAE 1020 mild steel.
- The use of ERW tubing is not allowed.
- Roll cages with more than 8 chassis mounting points 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 and windshield angle/opening must remain intact.
- Safety glass or polycarbonate (e.g., Lexan) windshields are required.
- Safety glass or polycarbonate rear windows are required.