RMVR Exceptions and Clarifications to the 1976 IMSA Competition Rules
(numbered per sections in '10.4 IMSA GT Category')

2. Eligibility

RMVR's intent for this IMSA racing group is to recreate historic GTO sports car racing from the 1970s, therefore, not all car models recognized by IMSA for GT racing in 1976 are recognized by RMVR. IMSA GT car model eligibility lists, which can be found in section 12.4 of the 1976 IMSA Competition Rules, are restricted by RMVR as follows:

- Within the lists 'FIA-Homologated Models' and 'IMSA-Recognized Models', only those car models with OEM equipped six, eight or twelve-cylinder engines are recognized by RMVR. Thus, most of the GTU cars (i.e., under 2.5 liters) are not eligible.
- Within the list 'IMSA All American GT', only car models (and closely related variants, e.g., Camaro/Firebird) with clearly documented IMSA GT racing history will be recognized by RMVR. A list of RMVR recognized All American GT models will be compiled and made available via RMVR's website.

4. Configuration

Car preparation must be according to the 1976 FIA Appendix J for Groups 2 and 4, with RMVR exceptions (the reference to using the 1975 FIA Appendix J is disregarded). The engine, transmission and drive axle must be from the same manufacturer as the body, except as expressly permitted for All American GT cars. The chassis/body must be from model year 1981 or earlier.

5. Safety Requirements

5f. 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 inferior ERW tubing is strongly discouraged for this critical safety component. 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.

5h. Safety glass or polycarbonate (e.g., Lexan) windshields are required.

5i. Safety glass or polycarbonate rear windows are required.

6. Weights

The Weight Table is abbreviated to exclude engines under 2.5L and over 8L. Only the FIA Group 4 and All-American GT weights will apply (Group 2 cars may use the lower Group 4 weights).

Table of minimum car weights (no fuel, no driver).

Engine Displacement (cc)	Group 4 Weight (lb)	All-American GT Weight (lb)
Up to 2500	1936	
3000	2079	
3500	2211	
4000	2365	
4500	2464	2350
5000	2574	2400
5500	2695	2450
6000	2794	2500
6500	2882	2550
7000	2948	2600
7500	3003	2650
8000	3036	2700

Because it is straightforward to obtain accurate curb weights (i.e., full fluids including fuel, but no driver), cars will be weighed in the curb weight condition and corrected to the fuel-free weights listed in the above Table by the following formula:

Fuel-free Race Weight = Curb Weight – (Fuel Cell Capacity x 6.3 lb/gal)

7. **Authorized Modifications**

7c. Wheel diameter was not specified by IMSA. A maximum wheel diameter of 17 inches is permitted.

IMSA specified maximum combined wheel/tire section widths depending on model recognition and/or engine displacement. The regulations for FIA-Homologated and IMSA-Recognized GTO models are simplified to the following Table of Section Widths.

Table of maximum tire/wheel section widths for FIA and IMSA recognized cars.

Engine Displacement (cc)	Section Width (in)
Up to 5000	14
6000	15
Over 6000	16

7e. Rear spoiler- must comply with 1976 IMSA GT rules except that air gaps between spoiler and body up to 8 inches are permitted.

7n. Brake calipers are limited to 4 pistons per caliper. Rotors must be iron and the maximum rotor diameter is 12.75 inches.

Other RMVR Exceptions

Fuel Injection- period correct systems are permitted. Modern fuel injection systems with digital electronic controllers are not allowed.

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.

Identification Marks- cars shall display "IMSA - GTO" class identification per RMVR's General Rules Section E.2.a. Cars shall display "RMVR '81" stickers on both sides of the car above the class identification.

Cylinder Heads- must be period-correct technology such as OEM production or racing heads. Alternatively, aftermarket iron or aluminum heads may be used that replicate period-correct OEM parts in terms of:

- Number and location of valves and spark plugs
- Combustion chamber design (e.g., hemi, wedge)
- Valve angles relative to each other and the deck-surface
- Port volumes (as cast) within +15%

It is the responsibility of the car owner / eligibility applicant to provide robust documentation for the cylinder heads as defined above.