

HSR Supplemental Regulations (IMSA-3): IMSA GTX and FIA Group 5 GT cars (Based on 1983 IMSA Code)

As prepared for HSR Group 9 competition. **Class GTX**

Historical note: GTX (GT Experimental) was an IMSA class that followed FIA Group 5 regulations. GTX was the precursor to the GTP era which started in 1981 when the FIA initiated Group C prototypes. (updated (2/15/16))

The following cars are eligible and covered under these regulations:

Makes and models formerly homologated by FIA in Groups 1-5 through 1981 and Groups A & B through 1984. Other volume-produced models recognized by IMSA through 1984. Below is a partial list:

BMW CSL, M1C, 320i	Datsun/ Nissan 280/300ZX and turbos
Ferrari 512BB/LM	Lancia Beta
Porsche 934 (up rated) & 935/935K	Porsche 911 Carrera & Turbo
Others as appropriate	Ex-IMSA AAGT cars

Engines: Proprietary engine block must be used. Displacement may be changed by boring, sleeving or stroking. Cylinder heads are free except that method of cooling must remain as original. Induction is free, except turbocharging is only permitted on engines under 6.0L. Turbocharged engine displacement is 1.4 X actual displacement. Rotary engine displacement is 1.8 X actual displacement.

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

Chassis: Free. Standard wheelbase must be retained. Brakes, suspension and steering are free.

Coachwork: The outside surfaces shape and material of the original coachwork must be retained and must remain identical, except for the additions, modifications and substitutions permitted in these rules. Overall length of the coachwork is regulated by the FIA recognition form. Maximum overall width is 79" for cars under 5.0L and 83" for those over 5.0L. Material of engine and luggage compartment covers, doors and fenders is free provided their original shape is retained. Doors must remain functional. Front engine cars may add an air scoop to accommodate the induction system. Fenders are free in shape and material but are limited as follows: Original wheel arch must be retained and must effectively cover the full width of wheel and tire for 1/3 of their circumference; any rearward opening must be closed by screens or louvers. Bumpers and external decorative trim may be removed; door sills may extend to the full width of the bodywork. Any additional bodywork must not confuse the make and model identity of the car.

Wheels and Tires: Wheel and tire section width (maximum width at widest point of tire) may not exceed: 5.0L - 16", over 5.0L - 18"; diameter free. Track dimension is limited by inner tire clearance and the permitted maximum car width.

Aerodynamic devices: Front spoiler may not exceed 10% of the wheelbase or protrude a maximum of 20cm (7.87") beyond the front extremity of the coachwork, and must be located below the centerline of the front wheels. Rear spoiler chord may not exceed 20% of the wheelbase or extend beyond the rearmost bodywork more than 40cm (15.75").

Official weight, measured without fuel & driver, absolute minimum weight: 1879 lbs

Engines with overhead cams, 10% less than FIA Group 5 weight:

up to 3.8L = 1879 lbs 4.0L = 1924 lbs 4.5L = 2034 lbs 5.0L = 2113 lbs 5.5L = 2212 lbs 6.0L = 2291 lbs

Engines with 4 valves per cylinder, 5% less than FIA Group 5 weight:

3.0L = 1879 lbs 3.5L = 1916 lbs 4.0L = 2031 lbs 4.5L = 2147 lbs 5.0L = 2231 lbs 6.0L = 2418 lbs

Turbocharged Engines

Multiply displacement by 1.4
3.0L = 1968 lbs 3.2L = 2025 lbs 3.4L = 2083 lbs 3.6L = 2133 lbs

Car may optionally be weighed with the driver; add 175# to Official Weight.

Specifically allowed:

Crank-fire ignition Polycarbonate windscreen and windows
Quick-change rear axle
Items allowed under FIA Group 5 regulations when contrary to the above are permitted on documented FIA Group 5 cars.

Specifically prohibited:

Sequential shifting gearboxes Cambered live rear axles that exceed neg. 1 degree per side
Water cooled Porsche 911, 930, 934 engines Liquid brake cooling
Carbon fiber brake rotors

HSR statement on appropriate modifications and configuration: A corollary to the above IMSA standards when applied to Historic racing is that items which may have been legal under the IMSA Code but cannot be documented to have actually been used by any actual competitors are not authorized. This applies to all things related to the car including engine, drive train, chassis, suspension, brake calipers and rotors, bodywork including materials, aerodynamic devices, wheel diameters and widths, etc. It is the owner or driver's responsibility to satisfy HSR of the validity of any unusual configuration which is contrary to this concept. HSR 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.

