



2016 IMSA SPORTING REGULATIONS & SERIES SUPPLEMENTARY REGULATIONS

of the

IMSA WEATHERTECH SPORTSCAR CHAMPIONSHIP

Sanctioned by



INTERNATIONAL
MOTOR SPORTS
ASSOCIATION

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FOREWORD

For all Members, the IMSA RULES of the International Motor Sports Association establish the foundation for the organization and conduct of all IMSA Sanctioned Events. The IMSA RULES take effect immediately upon publication.

The purpose of the RULES is to: (i) promote safety, the sport of automobile Competition and IMSA, (ii) enhance Competition, (iii) ensure the quality, fairness and integrity of the IMSA programs and operations and (iv) achieve prompt finality in the Competition results ("**Purpose**").

ALL MEMBERS ARE REQUIRED TO REVIEW THESE IMSA RULES CAREFULLY.

The **IMSA RULES** consist of following three (3) sections and the Event Supplementary Regulations (**SR**):

- The IMSA Sporting Regulations (**ISR**), which concern Competitor and Event procedures, as well as guidelines for the safe and uniform operation of the sport. The ISR may be modified or changed at any time by the publication of a Competition Bulletin, amending the ISR.
- The Series Supplementary Regulations (**SSR**) that provides Series-specific information about each IMSA Series. The SSR is integrated into the ISR and are designated with "(SSR)" next to the Paragraph title. The SSR may be modified or changed at any time by the publication of a Competition Bulletin, amending the SSR.
- The Technical Regulations, which outline the rules and regulations for the specific cars and equipment. The Technical Regulations may be modified or changed at any time by the publication of a Technical Bulletin, amending the Technical Regulations.

Any portion of the RULES may be modified though Bulletins (Competition Bulletins and Technical Bulletins, respectively) and takes force when published. Once published, the Bulletin shall take precedence over the applicable portion of the RULES. Additionally, the RULES may be modified for an Event by the Race Director through the mandatory briefing instructions.

HOW TO READ THE RULES

- 1) The ISR apply to all IMSA Series, unless specifically stated otherwise.
- 2) The SSR is specific to each Series. Where the ISR and SSR conflict, the SSR shall govern.
- 3) The Technical Regulations are specific to particular categories, classes and types of race cars in a Series. Where the Technical Regulations conflict with the ISR or the SSR, the Technical Regulations shall govern.

The SR is specific to an Event. Where SR conflicts with the ISR, SSR, and/or Technical Regulations, the SR shall govern.

PREFACE

To enhance the safety of Members, Competitors and spectators at IMSA Sanctioned Events and to provide for the orderly conduct of Events, IMSA requires adherence to the IMSA RULES. All Members agree to comply with these IMSA RULES, as they may be amended from time to time, which RULES, as interpreted by IMSA, govern the conduct and organization of all IMSA Sanctioned Events. The 2016 IMSA RULES supersede all previous editions of the IMSA RULES as well as all amendments thereto, and shall remain in force and effect except as provided herein, until superseded by publication of the next edition of the IMSA RULES.

It is ultimately the obligation of each Member to ensure that their conduct and equipment comply with all applicable IMSA RULES, as they may be amended from time to time. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM THE PUBLICATION OF, OR COMPLIANCE WITH, THESE RULES. The RULES are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to Members, Competitors, spectators or others.

This is an important document. All Members must read these RULES before participating in an Event. Please contact the appropriate department head at IMSA if you have any questions in relation to these RULES. It is the responsibility of the Member to read, understand and comply with the RULES. Failure to do so provides no relief from the RULES.

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ARTICLE 1 – DEFINITIONS

1. DEFINITIONS

- 1.1. **Article (Art.)** means an individually identified (numbered or lettered) section of the IMSA Sporting Regulations and/or the Series Supplementary Regulations.
- 1.2. **Attachment (Att.)** means the sections of the Series Supplementary Regulations addressing specific additional requirements for a Series.
- 1.3. **Bulletin** means a formal notification creating, modifying, amplifying or deleting the RULES. A Competition Bulletin is used with respect to the ISR and the SSR and a Technical Bulletin is used with respect to the Technical Regulations.
- 1.4. **Car** means an automobile approved for Competition.
- 1.5. **Chief Appellate Officer** means the individual named to hear the final appeal of a Member. The 2016 Chief Appellate Officer is Roger Bailey.
- 1.6. **Competition** means a contest of competitive nature in which a Car takes part during an Event and results of which Competition are published.
- 1.7. **Competition Bulletin** means a formal notification creating, modifying, amplifying or deleting the ISR and/or SSR.
- 1.8. **Competition Memo** means an advisory notice or reminder.
- 1.9. **Competitor** means a Member whose Membership is in capacity of: Entrant, Driver, Entrant/Driver or Crew.
- 1.10. **Conclusive** means that such action, inaction and/or decision are final and not subject to protest, appeal and/or litigation.
- 1.11. **Constructor** means an officially recognized IMSA Official Partner pursuant to a separate agreement with IMSA.
- 1.12. **Development Series/Single-Make** means one or more of the Series Sanctioned by IMSA that have their own SSR.
- 1.13. **DP** means a Daytona Prototype Car.
- 1.14. **Driver** means a person named as the Driver of a Car in an Event and holds an IMSA Membership in the capacity of Driver or Entrant/Driver.
- 1.15. **Entrant** means an entity or person who has entered a Car that has been accepted for Competition and holds an IMSA Membership in the capacity of an Entrant or Entrant/Driver.
- 1.16. **Event** means an IMSA Sanctioned motorsport activity. It includes the designated Race as well as all periods for registration, inspections, qualifying Sessions, qualifying Races, practice Sessions, racing, pre- and post-Race activities and inspections and rain or postponed dates related thereto.
- 1.17. **Event Supplementary Regulations (SR)** means the Official Schedule, minute-by-minute (MxM) and any additional RULES specific to an Event.
- 1.18. **GT** means the Grand Touring category, comprising GTLM and GTD classes.
- 1.19. **GTD** means a Grand Touring Daytona Car or the Grand Touring Daytona class.
- 1.20. **GTLM** means a Grand Touring Le Mans Car or the Grand Touring Le Mans class.
- 1.21. **Headquarters** means the principal office of IMSA, located at One Daytona Boulevard, Daytona Beach, Florida, 32114.

- 1.22. **Impound** means the restricted access area designated for technical inspection by IMSA.
- 1.23. **IMSA** means International Motor Sports Association, LLC with a principle place of business at One Daytona Boulevard, Daytona Beach, Florida 32114.
- 1.24. **IMSA Sporting Regulations (ISR)** means the basic statutes under which Series Sanctioned by IMSA are organized and are the basis for the operations of IMSA.
- 1.25. **Intervention Vehicles** means the vehicles used by Track Services to respond to an incident.
- 1.26. **Manufacturer** means an officially recognized IMSA Official Automotive Partner pursuant to a separate agreement with IMSA.
- 1.27. **Member** means an individual or entity accepted by IMSA who holds a Membership/License pursuant to the RULES whose Membership/License is not expired, suspended, canceled or terminated.
- 1.28. **Membership/License** means the privileges conferred to the Member in the specific type: Entrant, Driver, Entrant/Driver, Crew, Industry Representative, Media, Media/Broadcast, PR, Photographer, Promoter, VIP, Partner, Official, Employee or any other IMSA Member type.
- 1.29. **OEM** means original equipment as delivered on a Car built by a recognized automobile manufacturer and delivered via a regular retail sales outlet.
- 1.30. **Official** means an IMSA representative as authorized in these RULES.
- 1.31. **Official Schedule** means the time listings for the Event including the pre- and post-Race minute-by-minute (MxM) and is considered part of the Event Supplementary Regulations.
- 1.32. **Official Session** means practice, qualifying, warm up, recon lap(s) and/or Race but not including any IMSA Sanctioned Test or Promoter Test.
- 1.33. **P** means a Prototype Car or the Prototype class.
- 1.34. **P2** means a LMP2 Car.
- 1.35. **Paddock** means the area within the facility where Entrants park their transporters and work on the Car between Sessions.
- 1.36. **Paragraph (Par.)** means an individually identified (numbered or lettered) section of the Series Supplementary Regulations Attachments.
- 1.37. **PC** means a Prototype Challenge Car or the Prototype Challenge class.
- 1.38. **Pit Box** means the working area along pit lane assigned to an Entrant during a Session, in which the Competitors may place their equipment and service the Car.
- 1.39. **Promoter** means an individual, partnership, corporation, joint venture or other legal entity that, in connection with the Event, is designated the "Promoter" in the executed Sanction Agreement for the Event.
- 1.40. **Prototype** means the Prototype category, comprising P2 and DP classes.
- 1.41. **Purpose** means to the purpose of the RULES which is to: (i) promote safety, the sport of automotive Competition and IMSA, (ii) enhance Competition, (iii) ensure the quality, fairness and integrity of the IMSA programs and operations and (iv) achieve prompt finality in the Competition results.
- 1.42. **Race(s)** means the Car competition(s) during an Event, listed on the IMSA season Schedule, for which championship points and awards are distributed.
- 1.43. **Race Control** means the primary location of operations and officiating for an Event.

- 1.44. **Race Equipment** means a Car, Car part, engine, engine component, tires, fuel, support equipment and/or any other part or related equipment.
- 1.45. **Race Procedure** means the manner in which an Event is conducted. It includes, but is not limited to, determinations regarding the eligibility of Cars for Competition, compliance with Competition-related procedures as set forth in the RULES, qualifying procedures, the line-up of the Cars, the start of the Race, the control of Cars throughout the Race by flags, lights, or other direct communication, the election to stop or delay a Race, control of pit activity, flagging, the positioning of Cars at any time, the assessment of lap and time penalties, and the completion of the Race. It does not include the assessment of penalties (disqualification, suspension or fine) except lap and/or time penalties imposed during a Race or directly after a Race.
- 1.46. **RULES or IMSA RULES** mean the IMSA Sporting Regulations, the Series Supplementary Regulations, the Technical Regulations and the Event Supplementary Regulations.
- 1.47. **Safety Car** means a non-Competition vehicle used during the formation laps prior to the start of the Race and during a Race to collect the field of Cars during an intervention.
- 1.48. **Sanction** (Organizing Permit) means the authority granted by IMSA to a Promoter to organize and hold an Event.
- 1.49. **Sanction Agreement** means the documentary authority, granted by IMSA and executed with the Promoter, to organize and hold an Event.
- 1.50. **Scrutineer** means a technical inspector.
- 1.51. **Scrutineering** means the technical checks of the Car prior to the Event or Session.
- 1.52. **Series** means the individual racing groups or categories Sanctioned by IMSA.
- 1.53. **Series Supplementary Regulations (SSR)** means the Series-specific statutes (as designated by (SSR) preceding the Article language) and the Attachments collectively.
- 1.54. **Session** means the time from the start of the on-track activity, through the time of the end of the on-track activity until the last running Car exits the racing surface and the Cars have cleared pit lane.
- 1.55. **Single File** means a line of Cars arranged one behind another without overtaking.
- 1.56. **Supervisory Official** means the officers, employees or agents of IMSA as designated by IMSA. The 2016 IMSA Supervisory Officials include: Ed Bennett, Scott Atherton, Simon Hodgson, Paul Walter, Mark Raffauf, Geoffrey Carter, Scott Raymond, Charlie Cook, Matthew Kurdock, Jeff Smallwood, Jeff Mishtawy, Randy Hembrey, Rob Elson and Beaux Barfield.
- 1.57. **Team** means a particular IMSA assigned Car competition number, its Entrant and all persons associated with its participation. Team points are assigned to a particular Car by its assigned competition number.
- 1.58. **Technical Bulletin** means a formal notification creating, modifying, amplifying or deleting the Technical Regulations or part of the Technical Regulations.
- 1.59. **Technical Inspection** means the technical checks of the Car following a Session or Race or as may be required at the discretion of IMSA.
- 1.60. **Technical Regulations (TR)** means the technical specifications of the Series.
- 1.61. **Test(ing)** means all forms of Testing on-track or off-track.
- 1.62. **Tire Partner** means an officially recognized IMSA Proud Partner pursuant to a separate agreement with IMSA.
- 1.63. **Tire Set** means two (2) front tires and two (2) rear tires of the same type of tire.

- 1.64. **Track Services** means the department and persons responsible for on-track incident response and racetrack restoration.

ARTICLE 2 – INTRODUCTION

2. INTRODUCTION

2.1. CONTROL OF COMPETITION

- 2.1.1. IMSA has established these IMSA RULES that govern the organization and conduct of IMSA Sanctioned Events, the standards for eligibility and conduct of Members, the RULES for eligibility and preparation of Cars, and the RULES for any annual calendar of Events.
- 2.1.2. All IMSA Members are bound by the IMSA RULES and must abide by their provisions.
- 2.1.3. IMSA reserves the right to amend the IMSA RULES at its discretion at anytime to promote safety, enhance Competition or for other purposes to ensure the quality and integrity of its programs and operations. Such amendment shall become effective upon publication by IMSA in the manner of its choice.
- 2.1.4. The RULES may only be amended by publication of an amendment in a Bulletin issued by Headquarters pursuant to the authority of the President of IMSA or other duly authorized Official of IMSA. An amendment is effective upon the date of publication by IMSA, regardless of when a Member receives actual notice. Additionally, the RULES may be modified for an Event by the Race Director through the mandatory briefing instructions. Any other written or verbal communication shall not constitute an amendment to the IMSA RULES.

2.2. INTERPRETATION AND APPLICATION

- 2.2.1. If there is a dispute regarding the RULES, the interpretation and application of the Officials shall prevail. Notwithstanding the foregoing or any other provision in the RULES, Supervisory Officials may review an Official's interpretation or application of the RULES where such Supervisory Officials deem such review to be appropriate. The interpretation and application of the RULES by the Officials (or by a Supervisory Official) shall be Conclusive, except as provided for in the RULES.
- 2.2.2. **Principal Rule.** On occasion, circumstances are presented, either unforeseen or otherwise extraordinary, in which strict application of the RULES may not achieve the Purpose. In such rare circumstances, Officials, as a practical matter, may make a determination that is not contemplated by or is inconsistent with the RULES. Such determinations are reviewable by the Supervisory Officials. All such determinations are Conclusive, except as provided for in the RULES.
- 2.2.3. **Submission to the RULES.** No express or implied warranty of safety shall result from the publication and/or compliance with the RULES. Every Member warrants that (i) he agrees without reservation to know and abide by the RULES, (ii) he renounces the right to have legal recourse, except with the written consent of IMSA, to any arbitrator or tribunal not provided for in the RULES.
- 2.2.4. **Pronouns.** The pronouns "he", "his", and "him" are generic and not intended to indicate gender.
- 2.2.5. **Money.** All monetary amounts specified are in US Dollars.
- 2.2.6. **Forms and Information.** All forms and information referred to in the RULES can be obtained from Headquarters and/or at imsacompetitors.com.
- 2.2.7. **Notice.** Receipt is determined by the date contained in the U.S. postal mark (if mailed), IMSA recognized courier receipt, or the date or fax time stamp (if delivered in person or sent by fax).

2.3. ACKNOWLEDGEMENT OF RULES

- 2.3.1. Every Member agrees, without reservation or qualification, to conduct themselves in accordance with the IMSA RULES. If there is a disagreement or dispute regarding the meaning or application of the IMSA RULES, the interpretation and application thereof shall be determined by IMSA Officials and Supervisory Officials, whose rulings shall, in all instances, govern and control. Determinations by IMSA Officials applying or interpreting the IMSA RULES are Conclusive, except as provided in the RULES.
- 2.3.2. IN ORDER TO FAIRLY AND EFFECTIVELY PROMOTE THE SPORT OF AUTO RACING AND TO ACHIEVE PROMPT FINALITY IN COMPETITION RESULTS AND IN CONSIDERATION OF RECEIVING NUMEROUS BENEFITS AVAILABLE TO THEM, THE RECEIPT AND SUFFICIENCY OF WHICH ARE HEREBY ACKNOWLEDGED, ALL IMSA MEMBERS, INCLUDING DRIVERS, ENTRANTS, OFFICIALS, PROMOTERS OR OTHER COMPETITORS, EXPRESSLY AGREE THAT DETERMINATIONS BY IMSA OFFICIALS AS TO THE APPLICABILITY AND INTERPRETATION OF THIS RULES ARE NON-LITIGABLE, AND SPECIFICALLY COVENANT THAT THEY WILL NOT INITIATE, DIRECTLY OR INDIRECTLY OR MAINTAIN LITIGATION OF ANY KIND AGAINST IMSA OR ANYONE ACTING ON BEHALF OF IMSA, TO REVERSE, OR MODIFY SUCH DETERMINATION OR TO SEEK TO RECOVER DAMAGES OR OTHER RELIEF ALLEGEDLY INCURRED OR REQUIRED AS A RESULT OF SUCH DETERMINATION UNLESS THE IMSA OFFICIAL MADE SUCH DETERMINATION FOR NO PURPOSE OTHER THAN BAD FAITH INTENT TO HARM OR CAUSE ECONOMIC LOSS TO THE MEMBER. IF A MEMBER INITIATES OR MAINTAINS LITIGATION IN VIOLATION OF THIS COVENANT, THAT MEMBER, DRIVER, ENTRANT, OFFICIAL, PROMOTER OR OTHER COMPETITOR AGREES TO REIMBURSE IMSA FOR THE COST OF ALL SUCH LITIGATION, INCLUDING TRAVEL EXPENSES AND ATTORNEY'S FEES. EACH MEMBER, FURTHER COVENANTS THAT IN ANY LITIGATION BROUGHT AGAINST IMSA FOR ANY REASON, IF THE LITIGATION IS NOT DISMISSED PURSUANT TO THIS COVENANT, THE MATTER WILL BE TRIED BEFORE A JUDGE OF COMPETENT JURISDICTION AND HEREBY WAIVES ANY RIGHT TO TRIAL BY JURY IN SUCH ACTION. IMSA RESERVES THE RIGHT TO TAKE ANY OTHER ACTION HEREUNDER, INCLUDING SUSPENSION OR TERMINATION OF MEMBERSHIP, FOR VIOLATION OF THE COVENANT NOT TO SUE.

2.4. Fédération Internationale de l'Automobile (FIA)

- 2.4.1. The Fédération Internationale de l'Automobile, hereinafter referred to as the "FIA" is the international authority entitled to make and enforce rules and regulations for the encouragement and control of automobile competitions (including records). Except as provided in Art. 2.4.4, the FIA is the final international court of appeal for appealable disputes arising out of FIA-recognized World Championship Events.
- 2.4.2. The Automobile Competition Committee for the United States-FIA is recognized by the FIA as the National Sporting Authority (ASN) of the U.S.A., and is generally referred to as ACCUS-FIA. NASCAR, IMSA, IndyCar, USAC, SCCA and NHRA are members of ACCUS.
- 2.4.3. IMSA is the sole and final authority for the development, maintenance, and distribution of Point Fund / Prize Money, the awarding of IMSA championship points, the naming of Driver, Team, Manufacturer, Tire Partner, Constructor or other champions in any IMSA Series, scheduling of IMSA Sanctioned Events, live broadcast and ancillary rights relative to IMSA Sanctioned Events, determinations regarding the suitability of a racing facility, control over all aspects of Competition during IMSA Sanctioned Events, and the governance, interpretation, and implementation of the IMSA RULES, including but not limited to, IMSA Membership/License, entries, disciplinary action, the IMSA Substance Abuse Policy, and the determination of driver eligibility, in the manner set forth in the IMSA RULES. Notwithstanding that a particular IMSA Sanctioned Event may be listed on the FIA calendar,

or count towards an FIA championship, IMSA reserves sole authority to finally settle any dispute that may arise during such IMSA Sanctioned Event.

- 2.4.4. All Entrants entering IMSA-FIA listed Events must possess a current, valid FIA Entrant's License. All Drivers driving in IMSA-FIA listed Events must possess a current, valid FIA Driver License of the grade specified in the SSR. If the SSR permits FIA license holders who do not possess a current IMSA Membership/Licenses to compete, they must fully meet IMSA's eligibility requirements as determined by IMSA and they are also required to sign releases and waivers and to acknowledge that they are not eligible for the benefits of IMSA Membership, including without limitation Participant Accident Insurance. They are bound by the RULES, as may be amended from time to time.

ARTICLE 3 – MEMBERSHIP AND CREDENTIALS

3. MEMBERSHIP AND CREDENTIALS

- 3.1. **Requirement.** Any person who desires to participate in an Event as a Competitor, Official, Promoter, Manufacturer or other Membership types, must apply for, receive, and possess a valid, current IMSA Membership authorizing participation in that capacity. IMSA may, but is not required to, accept as an IMSA Member any individual or business that has properly and truthfully completed and filed a Membership application, agreed to abide by the RULES, paid the fee(s) prescribed for Membership, and meets the required qualifications. All Membership cards and credentials issued by IMSA remain the property of IMSA. Memberships and credentials are not transferable. Privileges may be revoked at any time for non-compliance with the RULES.
- 3.2. IMSA is dedicated to the highest degree of professionalism, sportsmanship and integrity in sports car racing. For that reason, IMSA may reject the Membership application of an otherwise qualified applicant in the interest of sports car racing or IMSA, in IMSA's sole discretion. Among other things, participation or involvement by a person or business entity (including, in the case of a business entity, involvement by any stockholder, director, officer, employee, partner or agent thereof) in conduct detrimental to sports car racing or to IMSA, whether in the course of Competition or not, and whether the person or business entity was a Member or applicant at the time of such conduct, may result in rejection of a Membership application by IMSA. Any person or business entity whose Membership application has been declined by IMSA may appeal directly to the IMSA Chief Appellate Officer in accordance with Art. 62.6 (Appeal to the IMSA Chief Appellate Officer).
- 3.3. **Application Process.** Application forms for an IMSA Membership may be obtained from Headquarters and/or at imsacompetitors.com. Upon completion, they must be submitted, including the required fee(s), to Headquarters, which is the only IMSA office authorized to approve and issue such Memberships. The receipt of a Membership/License and Annual Credential Application and Agreement and fee(s) by an Official and the depositing of accompanying fee(s) by IMSA do not constitute the issuance of or approval by IMSA of such an application for IMSA Membership.
- 3.4. **Minimum Requirements.** In addition to the requirements set forth below for a specific type of Membership all applicants must:
- 3.4.1. Be at least 15 years of age.
- 3.4.2. Execute and deliver to IMSA such authorizations, releases, applications, consents, waivers, resumes and other documents as may be required by IMSA from time to time.
- 3.5. **Minors.** All applicants who are 15, 16, 17 or 18 years old at the time of application and are not legally emancipated, must also include with their Membership/License and Annual Credential Application and Agreement, a fully complete Annual Minor's Assumption of Risk Acknowledgement that is signed by the applicant. Also included must be the standard and the Florida Annual Parental Consent, Release and Waiver of Liability Assumption of Risk, and Indemnity Agreement signed by the applicant's father and

mother, or legal guardian. An applicant, who is 15, 16, 17 or 18 and emancipated, must include with their Membership/License and Annual Credential Application and Agreement, a copy of the emancipation order. Specific Events may have additional requirements for minors that must be fulfilled prior to participation in such Event.

3.6. Business Entities. If the applicant is a partnership, corporation or other entity, the person responsible for all communication and contact with IMSA regarding the business shall fill out the Membership/License and Annual Credential Application and Agreement and such person must meet the eligibility requirements for the capacity in which the business wishes to participate.

3.7. Driver Membership. Every person who drives a Car in an Event must possess a current IMSA Driver Membership. A Driver must be approved to participate for each specific IMSA Series.

3.7.1. Every person who drives a Car in an Event must possess a current IMSA Driver Membership/License. The standard IMSA Driver Membership minimum age is 17 years old. The minimum age may be reduced to one year younger, at the sole discretion of IMSA, where the Driver has significant racing experience in formal organized Competition. For a Membership in the capacity of a Driver at a minimum must:

- A. If requested by IMSA Officials, provide a racing resume detailing past participation and racing experience qualifications. If requested by Officials, submit to and pass driving ability tests conducted by and at the discretion of Officials, whose decision as to the applicant's driving ability is Conclusive.
- B. Be physically and physiologically fit as determined in the sole discretion of IMSA. In this regard, IMSA requires a Competitor or applicant to:
 - I. At a minimum, have a current (issued within three (3) months of the date of application for the IMSA Driver Membership) completed IMSA medical examination form.
 - II. Submit to and pass one or more physical examinations by a qualified physician(s);
 - III. Complete a neurocognitive base line ImPACT test / assessment from ImPACT Applications, Inc. within the last two (2) years prior to the date of submitting the Membership application and prior to participation in the first Official Session of their first Race Event. Proof of completion must be submitted to IMSA's Medical Liaison Unit at twright@imsa.com. The test must be performed by a Credentialed ImPACT Consultant healthcare provider. For a nearby provider see: http://impacttest.com/find_care_provider
- C. In order to participate in FIA listed Events, a Driver must also have a valid, current FIA Driver license. Application for an FIA license may be made through IMSA registration at IMSA Headquarters.

3.7.2. For certain IMSA Development/Single-Make Series, where the minimum age is specified in the applicable SSR, the minimum age may be further reduced to one (1) year younger at the sole discretion of IMSA where the Driver has significant racing experience in formal organized Competitions. However, a Driver must not be younger than 15 years of age in any circumstance.

3.7.3. IMSA Driver Memberships may be issued to Drivers holding valid FIA Grade C licenses issued by IMSA or their home ASN. Holders of foreign FIA licenses must secure and provide written documentation of permission from their home ASN (see also Art. 11.1.1.C.).

3.7.4. Provisional Driver Memberships may be issued to Drivers should their qualifications require further evaluation. As a condition of entry, these Drivers recognize that their Membership is subject to revocation at any time and such decision by the Officials is Conclusive. Holders of provisional Memberships are subject to a period of evaluation prior to a determination of qualification for an IMSA Driver Membership.

3.8. IMSA ENTRANT MEMBERSHIP

- 3.8.1. An Entrant must be specified for all entries and is required in order to take certain actions under the IMSA RULES. An Entrant must be at minimum, 18 years of age. It is the responsibility of the Entrant, wishing to participate in an Event, to obtain the appropriate Event Entry Application and to ascertain and abide by all applicable deadlines and instructions.
- 3.8.2. **Entrant's Representative.** When the Entrant of a Car cannot be present at an Event or is otherwise unavailable, they shall designate a member of the Team to be the Entrant's Representative in regards to all actions that IMSA may take under Art. 62 of the ISR. The Entrant's Representative shall make themselves known to the IMSA Officials and shall have no implied or expressed authority under the IMSA RULES except the authority to give notice of the Entrant's intention to protest and/or appeal under Art. 62 or as otherwise specified in these RULES.
- 3.8.3. **Responsibility.** Entrants are at all times responsible for the conduct of their Competitors. An offense committed by a Competitor may be charged to the Entrant. Unpaid fines of the Entrant, its designee and/or Competitors may be collected by deducting the amount from any Point Fund / Prize Money of the Entrant.
- 3.8.4. **Change in Ownership.** An Entrant Membership is non-assignable and non-transferable, unless approved by IMSA in writing. With respect to an Entrant that is a business and/or partnership entity, the Entrant must promptly inform IMSA in writing, using the appropriate form, if the entity is altered in any material manner or the entity's stock or assets are sold (other than routine daily stock sales) or becomes the subject of a merger or the entity's ownership interest materially changes. When informed of such a change, IMSA in its sole discretion may revoke the entity's Membership or permit the continuation of the Entrant Membership by the altered entity.
- 3.8.5. **Change in Entity/Transfer.** If the Entrant is seeking approval for: the transfer of Entrant's Membership, change in Car number, change in Team name or request an Entrant Membership License Transfer, Entrant must complete the Entrant Change Request Form at imsacompetitors.com. This may include but is not limited to, Entrant's articles of incorporation and operating agreement for the business and/or partnership entity. Such request must be sent to IMSA using the Entrant Change Request Form with the administrative fee, and if such a request for approval is made during the season, it may take up to two (2) weeks for IMSA to review. If IMSA determines in its sole discretion that the business and/or partnership entity's ownership of the Entrant Membership will materially change but approves the transfer of Membership, the original Entrant must pay IMSA an additional Fifteen Thousand Dollar (\$15,000.00) administrative fee. The new partnership, corporation or business entity must submit a new Membership application. IMSA, in its sole discretion, may assign to the new Entrant the championship points earned by the competition number(s) of the former Entrant, if doing so is in the interest of Competition and sports car racing. IMSA may make such other determinations regarding scoring, Point Fund / Prize Money as it determines to be in the interest of Competition and sports car racing.
- 3.8.6. IMSA issues the Membership in the name of the Entrant as named on the Membership application. If the Car is owned/managed by a partnership, corporation or other business entity, the Membership is issued in the name of the partnership, corporation or business entity, and the Membership will further indicate the name of the individual legally responsible for the ownership and operation of the business entity. That person is the party responsible for all communications and contact with IMSA regarding all business (as opposed to Competition) matters in connection with the Car.
- 3.8.7. (SSR) There are two (2) types of IMSA Membership: Premium and Standard.
- 3.8.8. (SSR) Premium Members are considered full-season Entrants and are committed to enter and participate in all scheduled Events for the entire season.

- 3.8.9. (SSR) There is a one-time IMSA Premium or Standard Membership Fee that includes bundled benefits, in addition to individual Event entry fees for each Race.
- 3.9. **Crew.** To secure and maintain Membership in the capacity of Crew, an applicant must at minimum: (i) Be 16 years of age and (ii) Be physically fit as determined in the sole discretion of IMSA. In this regard, IMSA may require an applicant to pass one or more physical examination(s) by a qualified physician(s).
- 3.10. **Official.** To secure and maintain Membership in the capacity of Official, an applicant must at minimum: (i) Be 18 years of age; (ii) Possess, in the sole discretion of IMSA, the necessary qualifications and abilities to carry out the duties of an Official; and (iii) Be physically fit as determined in the sole discretion of IMSA. In this regard, IMSA may require an applicant to pass one or more physical examination(s) by a qualified physician(s).
- 3.11. **Partner.** To secure and maintain Membership in the capacity of Partner, an applicant must at minimum: (i) Be 18 years of age; and (ii) Be an employee or agent of an entity that has a direct contractual relationship with IMSA (sponsor, Manufacturer, Constructor, Tire Partner, Series entitlement sponsor, Promoter, etc.).
- 3.12. **Industry Representative.** To secure and maintain Membership in the capacity of Industry Representative, an applicant must at minimum: (i) Be 18 years of age; and (ii) Be an employee or agent of a company that supplies products or services to Competitors and have entered into an Industry Partner Agreement with IMSA.
- 3.13. **Media.** To secure and maintain Membership in the capacity of Media, an applicant must at minimum: (i) Be 18 years of age; and (ii) Be assigned to cover IMSA Event(s), and (iii) agree to and execute the IMSA standard media agreements.
- 3.14. **MEMBERSHIP STIPULATIONS**
- 3.14.1. IMSA may specify, limit or restrict the types of Series, Cars, or racetracks in which a Member may participate.
- 3.14.2. **Non-Transferable.** An IMSA Membership is non-transferable and non-assignable. It may be used only by the Member to whom it is issued. Any attempt to transfer, lend, or permit any other person or entity to use it shall result in a penalty imposed on the Member by IMSA. IF FOR ANY REASON, WHETHER INTENTIONAL OR UNINTENTIONAL, A MEMBERSHIP IS TRANSFERRED, LOANED, OR USED BY ANY OTHER PERSON OR ENTITY, THE ORIGINAL MEMBER SHALL INDEMNIFY IMSA AND ALL RELATED PARTIES FOR ANY DAMAGES ARISING IN CONNECTION WITH SUCH TRANSFER, LOAN OR USE.
- 3.14.3. **Membership Status.** A Member, is not an agent or employee of IMSA by virtue of such Membership. With respect to any IMSA-related activities in which a Member engages, unless the Member is also an employee of IMSA, the Member shall act as and be deemed to be either an independent contractor or an employee of a person or entity other than IMSA, and not an agent or employee of IMSA. Each such Member, or the Member's employer, is obligated to furnish any tools, supplies or materials necessary to perform the Member's duties. Each such Member shall be responsible for compensating, and shall be responsible for all actions of, their employees or agents. Each such Member assumes all responsibility, either by himself/herself or on behalf of his/her employer, for any charges, record keeping, premiums and taxes, if any, payable on any funds the Member may receive as a result of any activities as a Member, including but not limited to, social security taxes, unemployment insurance taxes, workers compensation insurance, income taxes and withholding taxes. If a Member is an IMSA employee, the Employee Manual supersedes these RULES on any violations and/or disciplinary actions.
- 3.14.4. **Suspension.** IMSA may suspend a Membership for a definite or indefinite period of time in the interest of sports car racing or IMSA, in IMSA's sole discretion. The affected Member may appeal such a suspension directly to the Chief Appellate Officer in accordance with Art. 62.6 (Appeal to the

IMSA Chief Appellate Officer). Such Member shall have no right to receive, and IMSA shall not be obligated to refund, any part or all of the fee(s) previously paid by the Member to IMSA.

- 3.14.5. **Voluntary Termination.** A Member may terminate his/her Membership at any time by providing a letter of resignation to Headquarters. Such Member shall have no right to receive, and IMSA shall not be obligated to refund, any part or all of the fee(s) previously paid by the Member to IMSA.
- 3.14.6. **Involuntary Termination.** IMSA may terminate a Membership at any time in the interest of sports car racing or IMSA, in IMSA's sole discretion. The affected Member may appeal such involuntary termination directly to the Chief Appellate Officer in accordance with Art. 62.6 (Appeal to the IMSA Chief Appellate Officer). Such Member shall have no right to receive, and IMSA shall not be obligated to refund, any part or all of the fee(s) previously paid by the Member to IMSA.
- 3.14.7. **Expiration.** An IMSA Membership expires automatically on the last day of the calendar year in which the Membership is issued.
- 3.14.8. **Ejection.** A Supervisory Official may eject a Member from an Event or from the premises in an emergency situation, as determined by such Supervisory Official, to promote the orderly conduct of the Event and/or future Events. An ejection is Conclusive.
- 3.14.9. **Medical.** For safety reasons, at any time during the calendar year IMSA may require a Competitor to undergo a physical or psychological examination by designated medical professionals at the Competitor's expense.
- 3.14.10. **Interim Review of Member Qualifications.** IMSA, in its sole discretion, may review the qualifications of a Member at any time after issuance of a Membership and may require the Member to submit to such additional physical examinations, to submit a resume or an updated resume to include Driver information and record of competition, or to pass such additional Driver ability tests, and may take such other action or require the Member to take such other action as IMSA may deem appropriate, to determine whether the Member continues to qualify for the applicable type of Membership under these RULES.

3.15. CODE OF CONDUCT

- 3.15.1. An IMSA Member shall not make or cause to be made a public statement and/or communication that criticizes, ridicules, or otherwise disparages another person based upon that person's race, color, creed, national origin, gender, sexual orientation, marital status, religion, age, or handicapping condition.
- 3.15.2. IMSA is dedicated to the highest standards of safety and conduct and all Members must conduct themselves accordingly. Unsafe or inappropriate conduct may result in the imposition of penalties. Acts or omissions that constitute a violation of the IMSA RULES, or are detrimental to auto racing, sports car racing, IMSA, Promoters, sponsors, participants or fans, may result in the imposition of penalties.
- 3.15.3. Every Member of IMSA is expected to conduct themselves in a professional and sportsmanlike manner. Persons whose appearance, associations or affiliations at or away from an Event are deemed inappropriate or who exhibit conduct that is offensive, abrasive, in bad taste, or otherwise inappropriate or who have been convicted of criminal activity may be denied Membership or may have their existing Membership and/or credential suspended or revoked by IMSA. Such conduct may also be or be considered a violation of these RULES and may result in the imposition of other penalties.
- 3.15.4. Competitors may be required to take part in certain fan and media activities as directed by the Officials. Such activities include, but are not limited to: autograph periods, television interviews, fan forums, tech talks, pit lane or Paddock "open houses" etc. Failure or refusal to participate as directed, once scheduled and notified either in-person or through the SR or otherwise, may result in the

imposition of penalties. Arriving late, missing the activity or departing early, without permission from IMSA Officials, is a breach of this regulation.

- 3.15.5. Except during periods of extreme inclement weather, or when permission of IMSA Officials is obtained, Competitors must not enclose their Paddock setups such as to obscure the view of fans of the majority of the activities including, at least, the preparation of one (1) Car. Teams are encouraged to be fan friendly.
- 3.15.6. Failure to obey the direction of an IMSA Official or Promoter representative, as such pertain to the procedures and RULES that govern the organization and administration of an Event is considered a breach of the RULES.
- 3.15.7. Any Member that publicly criticizes and/or disparages IMSA or its Officials may be considered to be acting in an unsportsmanlike manner prejudicial or detrimental to IMSA and the best interests of the sport.
- 3.15.8. Actions or in-action not otherwise specifically prohibited by these RULES, of a Member while participating in an Event deemed by IMSA to be or to cause a situation, unnecessarily dangerous, negligent or otherwise inappropriate, shall be considered a breach of the RULES.
- 3.15.9. Actions or in-action on the part of a Competitor that, in the opinion of the Race Director and/or the Supervisory Officials results in an unfair advantage to the Competitor shall constitute unsportsmanlike conduct, and is a breach of the RULES.
- 3.15.10. During each Event, there may be several mandatory meetings, including Driver briefings and Entrant, Team manager and/or crew chief briefings. Failure to attend or late arrival is a breach of these RULES. Attendance is for the specified Competitors, and guests or other attendees must receive prior approval.
- 3.15.11. Animals are prohibited in the pit lane, on the racetrack, in the pit area, in the Paddock or in any public area. Only animals permitted by the Promoter for controls and security services or as may be required by law are authorized.
- 3.15.12. Entrants must ensure that all persons related to their Team abide by the IMSA RULES. Throughout the Event, it is the individual and collective responsibility of any Member to ensure that the RULES are respected.
- 3.15.13. Throughout the Event, it is the Entrant's responsibility to ensure that their Car complies with the RULES, including without limitation the safety requirements and technical specifications.
- 3.15.14. Unregistered Driver: It is prohibited for a Driver to take part in any on-track Session who has not satisfactorily completed registration and/or Sporting Checks. Penalty: Minimum \$10,000 Fine.

3.16. CREDENTIALS / PARKING PASSES

- 3.16.1. Only persons approved by IMSA are permitted to enter restricted areas (i.e., garage areas, pits, racing surface and similar areas) after they have personally signed all required entry forms, waivers and release of liability forms and pit permits applicable to the particular Event and obtain an IMSA issued credential. Persons are prohibited from signing at any time, for any reason, any entry form, waiver and release of liability form or pit permit for anyone other than themselves. Credentials must be displayed at all times during an Event. Competitors must not enter Race Control, timing and scoring and/or the broadcast compound during any Session unless permitted or directed by an Official.
- 3.16.2. Annual credentials are available for Members in the capacity of: Entrant, Driver, Entrant/Driver, Crew, Industry Representative, Media, Media/Broadcast, PR, Photographer, Promoter, VIP, Partner, Official and Employee upon execution and acceptance by IMSA of an Annual Credential Application.

IMSA Single-event credentials are available to Members in the capacity of: Entrant, Driver, Partner, Crew, Official, VIP and Industry Representative.

- 3.16.3. An IMSA annual credential serves as a valid credential for each Event. Single-event credentials are sold by IMSA registration upon authorization of the Entrant or Official and availability may be limited.
- 3.16.4. Each Car entered in an Event receives serialized seasonal Team automobile parking passes, which remain the property of IMSA. IMSA reserves the right to remove automobiles without a valid parking pass at the owner's expense. Lost or stolen passes can be replaced once per season at a cost of \$500.00. Designated lots and additional parking restrictions may apply as specified in the applicable SR. Possession of a parking pass shall not guarantee parking availability.
- 3.16.5. Delivery passes valid for three (3) hours are available for individual temporary check out from the Administrator at the IMSA Series-specific Technical Trailer at each Event. Delivery passes must be returned immediately after use and are not considered parking passes. Vehicles with delivery passes must not remain unattended. Violators towed at owner/operator's expense.

ARTICLE 4 – ENTRIES

4. ENTRIES

- 4.1. To participate in an Event, an Entrant must complete and have approved, an Event Entry Application and paid the applicable Event entry fee in accordance with the directions stated on the Event Entry Application. An Event Entry Application accepted by IMSA shall constitute a contract, binding the Entrant to take part in the Event and pay the applicable Event entry fee, either with the Driver(s) designated or with IMSA-approved substitute Driver(s), unless prevented by forces beyond his control. If an Entrant enters an Event without having properly submitted an Event Entry Application, the Entrant by such actions nevertheless agrees that he is subject to the RULES, as well as all statements, releases and obligations appearing in the Event Entry Application, as if he had properly submitted an Event Entry Application. Acceptance of any Event Entry Application is at the discretion of IMSA.
- 4.2. **Release.** BY SUBMITTING AN EVENT ENTRY APPLICATION AND/OR TAKING PART IN ANY ACTIVITY RELATING TO THE EVENT, A MEMBER AGREES TO ABIDE BY THE DECISIONS OF IMSA OFFICIALS RELATING TO THE EVENT OR ANY MATTERS ARISING OUT OF THE EVENT, AND AGREES THAT SUCH DECISIONS ARE FINAL, NON APPEALABLE (EXCEPT AS PROVIDED IN THE RULES) AND NON-LITIGABLE. SUCH MEMBER FURTHER AGREES TO INSPECT THE FACILITIES, AND HIS/HER CAR AND ALL RELATED EQUIPMENT, SAFETY PERSONNEL AND EQUIPMENT, AND CONDITIONS AT THE RACETRACK, TO ENSURE THAT IT IS IN A SAFE, RACEABLE AND USABLE CONDITION, AND THAT THE MEMBER VOLUNTARILY ASSUMES THE RISK OF, AND HAS NO CLAIM FOR DAMAGES AGAINST IMSA, THE PROMOTER OR THEIR OFFICERS, DIRECTORS, SHAREHOLDERS, OFFICIALS, AGENTS OR EMPLOYEES BY REASON OF, DAMAGE TO THE CAR, OR INJURY OR DEATH OF THE DRIVER, CREW OR ANY OTHER PERSON. ALL MEMBERS ASSUME FULL RESPONSIBILITY FOR ANY AND ALL INJURIES SUSTAINED, INCLUDING DEATH, AND ALL PROPERTY DAMAGE, ANYTIME THEY ARE IN THE RACING AREAS OR EN-ROUTE THERETO OR THEREFROM. EACH MEMBER ACKNOWLEDGES THAT THE MEMBER'S SPOUSE AND NEXT OF KIN HAVE BEEN ADVISED THAT THE MEMBER UNDERSTANDS THE HIGH RISK OF SERIOUS INJURY OR DEATH WHICH MAY RESULT FROM RACING, AND THAT THE MEMBER SOLELY ASSUMES ALL SUCH RISKS.
- 4.3. If an Event Entry Application is not submitted by the deadline, IMSA in its sole discretion may accept the Event Entry Application, subject to a late fee. If submitted after the deadline but before the first day of on-site registration for the Event, the late fee is \$500. On or after the first day of on-site registration, the late fee is \$1,000.

- 4.4. A Car must be entered by the holder of a current IMSA Entrant Membership.
- 4.5. After the close of registration, Driver substitution(s) are subject to the approval of the Race Director.
- 4.6. At Events where the physical limitations of the facilities limit the maximum number of Cars, IMSA may establish specific criteria for the number of Cars permitted to participate.
- 4.7. **Entry Acceptance and Refusal.** IMSA is the sole judge of whether an Event Entry Application is accepted and such decision is Conclusive. IMSA is not obligated to give any reason for such a decision. An Entrant whose Event Entry Application is refused by IMSA shall be promptly informed of that fact by IMSA and the applicable Event entry fee returned.
- 4.8. **Falsification.** If it is determined that the Entry Application contains false information or incorrect statements, it may be considered null and void and any fees paid to IMSA shall be forfeited.
- 4.9. **Withdrawal of Entry.** Once an Entrant is accepted for an Event, the Entrant becomes obligated to attempt in good faith to compete in the Event to the best of his/her ability. An Entrant must submit in writing any request to change the entry, including the withdrawal of the entry, to IMSA no later than seven (7) days prior to the associated Event, which IMSA may accept or decline in its sole discretion. If the request is received by IMSA less than seven (7) days prior to the Event or not at all, Entrant may be subject to a penalty fee of up to \$5,000 and Entrant will still be obligated to pay the applicable Event entry fee(s). After the start of the Race, a Car is no longer permitted to withdraw and must be retired.
- 4.10. **Car Number.**
- 4.10.1. **Car Registration.** Entrants must register their Car(s) with IMSA by completing the necessary application forms and paying the appropriate fees. Competition numbers are assigned by IMSA following the completion of the registration process.
- 4.10.2. **Competition Number.** Competition numbers are non-assignable and non-transferable, except by IMSA. Entrant may use the assigned competition number on a Car(s) registered by the Entrant. During an Event, Entrant may use the competition number to identify a particular Car and must not be transferred to another Car during the same Event, except with IMSA written approval. At subsequent Events, Entrant may use the competition number to identify a different Car registered by the Entrant. Championship points, awards and/or Point Fund / Prize Money are awarded to the Entrant for the performance of the Car identified by the competition number assigned to Entrant. If IMSA changes an Entrant's competition number, IMSA, at its option, may transfer Entrant's championship points to the new competition number. IMSA reserves the right to revoke, reassign or transfer competition numbers at any time.
- 4.10.3. **Number Allocation.** The allocation of competition numbers is exclusively controlled by IMSA. Such numbers must comply with IMSA requirements and number panel requirements.
- A. (SSR) Three-digit (000) numbers are prohibited except as approved at the sole discretion of IMSA in extraordinary circumstances. Certain numbers may be restricted or retired at IMSA's discretion. The number "1" is reserved for the preceding season P class Team champion and is ineligible for use by another Competitor.
- B. (SSR) A Team failing to submit a Premium Entry by the deadline forfeits the right to use their previous or historical number if another Premium Entry is then received requesting that number.
- 4.11. **Payment.**
- 4.11.1. Failure to pay all sums due to IMSA or its contractors, agents and affiliated companies, or to the various Series sponsors or Promoters may result in revocation of credentials or Membership, withholding of any Point Fund / Prize Money or other penalties.

- 4.11.2. IMSA may charge interest of 1% per month, or 12% per annum, or the highest amount permitted by law if lower, on any sums outstanding. IMSA may charge a service fee up to the maximum amount permitted by law for any returned or canceled check, insufficient funds, or refused credit card payment.
- 4.11.3. Multiple declined credit Cards and/or returned checks may require future payments to be made by cash or cashier's check only.
- 4.11.4. All Point Fund / Prize Money won shall be paid by IMSA solely and directly to the applicable Entrant. IMSA requires that each Entrant provide a W9 and/or other required governmental documentation prior to distribution of payment.

ARTICLE 5 – SAFETY

5. SAFETY

- 5.1. **Participant Accident Insurance.** IMSA provides participant accident insurance coverage at Events as follows:

- \$50,000 Accidental Death and Dismemberment
- \$50,000 Excess Medical
- \$1,000,000 Excess Catastrophic Medical
- \$100 per week Weekly Indemnity for the first 52 weeks

- 5.2. **Injuries.** Any Competitor involved in an incident in which there is an injury, must report such incident to the IMSA Medical Liaison, Series Manager or a Supervisory Official prior to leaving the Event on the day the incident occurred. Where there is significant damage or injury, or at the direction of any Official, a Competitor MUST present himself or be transported to the Promoter medical facility for evaluation. Participant accident insurance coverage may be declined by the insurance provider if an Official is not notified and/or the Competitor is not evaluated by the Promoter medical staff. The Competitor is solely responsible for all medical costs, including any costs associated with off-site medical transportation, for injuries not covered by the insurance provider.

- 5.3. **Assumption of Risk.** Automobile racing is an inherently dangerous sport and each Member assumes that risk of bodily injury, death, or property damage when participating in an Event. The risk of serious injury or death cannot be eliminated and is always present at a high level. Members are required to advise their spouses and next of kin, if any, of this fact. IMSA cannot be and is not responsible for all or even most aspects of the safety effort. That responsibility instead rests with the various participants in the Event as follows:

- 5.3.1. **IMSA Responsibility.** Employees and representatives of IMSA, when they are present at an Event, will inform the Promoter of any inadequacies in the facilities, safety personnel and equipment, or other conditions at the racetrack that they (a) observe and (b) consider in their best judgment to be inconsistent with the interests of safety. In addition, IMSA works with Competitors, Promoters, Manufacturers and Constructors and Tire Partners and outside independent experts to facilitate, where and when appropriate, the exchange of useful information regarding safety designs, products, practices and procedures. IMSA, however, is not and does not hold itself out as an expert in safety standards, designs, products, practices or procedures, nor is IMSA a standards organization or a designer, manufacturer or seller of safety-related products, facility designs or Car designs. IMSA DOES NOT MAKE ANY REPRESENTATIONS OR WARRANTIES OF SAFETY TO ANY MEMBER OR OTHER PERSON AND CANNOT AND DOES NOT TAKE RESPONSIBILITY TO ENSURE THE ADEQUACY – FOR PURPOSES OF SAFETY – OF THE FACILITY, SAFETY PERSONNEL AND

EQUIPMENT, AND/OR CONDITIONS AT THE RACETRACK. The Promoter (see below) and the Members (see below) are solely and ultimately responsible for such matters at Events.

5.3.2. **Official's Responsibility.** Officials at an Event will inform the Promoter of any inadequacies they observe and consider in their best judgment to be inconsistent with the interest of safety, including but not limited to inadequacies in the facilities, safety personnel, equipment and conditions of the racetrack. In addition, if an inadequacy is observed on a Competitor's Car, equipment, or conduct, Officials may take whatever action is reasonable and appropriate to correct such inadequacy, including but not limited to, requesting physical examination(s) and/or Driver ability tests. In any case, Competitor is obligated to follow the Official's directives. IMSA, HOWEVER, IS NOT RESPONSIBLE FOR THE ADEQUACY OF A COMPETITOR'S CAR, RACING EQUIPMENT, OR RACING ACTIVITY TO ACCOMPLISH THIS PURPOSE.

5.3.3. **Promoter Responsibility.** The Promoter is directly and finally responsible to ensure that the facility is adequate and that adequate safety personnel and equipment are provided for at each Event, both for the purpose of preventing injury where reasonably possible, responding to injury when it occurs; and that the conditions at the facility are maintained in a reasonable manner to reduce the risk of injury, all as more fully set forth in the Sanction Agreement applicable to the Event.

5.3.4. **Member Responsibility.** All Members are obligated to inspect the facility, safety personnel and equipment and conditions of the racetrack on a continuing basis before, during, and after the Event. Members must promptly report to IMSA and the Promoter any inadequacy in the facility, personnel, equipment, or conditions of the racetrack. Members also are solely and directly responsible for the safety of their Race Equipment and are obligated to perform their duties in a manner designed to minimize to the risk of injury to themselves and others.

5.4. NEITHER IMSA NOR THE PROMOTER IS RESPONSIBLE FOR THE ADEQUACY OF A COMPETITOR'S RACE EQUIPMENT, OR RACING ACTIVITY TO ACCOMPLISH THIS PURPOSE. IMSA DOES NOT MAKE ANY REPRESENTATIONS OR WARRANTIES OF SAFETY TO ANY COMPETITOR OR OTHER PERSON, AND CANNOT AND DOES NOT TAKE RESPONSIBILITY TO ENSURE THE ADEQUACY, FOR PURPOSES OF SAFETY, OF THE FACILITY, SAFETY PERSONNEL OR EQUIPMENT, OR CONDITIONS AT THE RACETRACK.

5.5. Each Member agrees and consents that in the event of injury or death in the course of or as a result of an Event, IMSA may obtain access to and copies of any and all medical records of the Member related to such injury or death.

5.6. IMSA Participant Accident Insurance is in effect from the beginning of the first Event Load-In day until the Load-Out time for each specific Series per the Official Schedule and SR.

ARTICLE 6 – RELEASES

6. RELEASES

6.1. **Advertising and Promotion Release.** Each Member by entering an Event, grants to IMSA, its duly authorized agents, assigns and licensees, including but not limited to the Series entitlement sponsors and Promoters, on an exclusive basis, the right to use and sublicense, Competitor's name, likeness and performance, in and out of uniform, including photographs, images and sounds of Competitor, any Crewmember and/or any Car(s) with respect to which Competitor participates in the Event(s), in any way, material or medium (including but not limited to print, telecasts by and through television, cable television, radio, pay-per-view, closed circuit television, satellite signal, digital signal, film productions, audiotape productions, transmissions over the Internet, public and private online services authorized by IMSA, sales, other commercial projects and/or the like) for promoting, advertising, or reporting IMSA racing generally, the IMSA Series in which Competitor participates, and/or any Event(s) or related telecast or programming,

before, during and after such Event and Competitor hereby relinquishes to IMSA exclusively and in perpetuity all rights thereto for such purpose.

- 6.2. **Broadcast Rights.** Each Member by entering an Event acknowledges that IMSA and its licensees and assigns exclusively and in perpetuity owns any and all rights to broadcast, transmit, film, tape, capture, overhear, photograph, collect or record by any means, process, medium or device (including but not limited to television, cable television, radio, pay-per-view, closed circuit television, satellite signal, digital signal, film productions, audiotape productions, transmissions over the Internet, public and private online services authorized by IMSA, sales, other commercial projects and/or the like), whether or not currently in existence, all film, audio, video and/or photographic images, sounds and data (including but not limited to in-Car audio, in-Car video, in-Car radio, other electronic transmissions between Cars and Crew and timing and scoring information) arising from, during, or in connection with the Event(s) or the Member's performance in the Event, and that except for works created pursuant to the fair use doctrine or the IMSA Media Access Policy, IMSA shall be the sole owner of any and all copyrights, intellectual property rights and other proprietary rights worldwide in and to these works and in and to any other works, copyrightable or otherwise created from the images, sounds and data arising from, during or in connection with the Event(s) or Member's performance in the Event. Each Member hereby agrees to take all steps reasonably necessary, and all steps requested by IMSA, to protect, perfect or effectuate IMSA's ownership or other interest in these rights. Each Member agrees not to take any action, nor cause others to take any action, nor enter into any third party agreement that would contravene, diminish, encroach or infringe upon these IMSA rights.

ARTICLE 7 – IMSA SUBSTANCE ABUSE POLICY

7. IMSA SUBSTANCE ABUSE POLICY

- 7.1. **Notice** - Any Member charged with any violation of the law relating to alcoholic beverages or illegal substances, or charged with any felony, shall notify the IMSA Managing Director, Racing Operations prior to the next scheduled Event or within seventy-two (72) hours of being charged, whichever is earlier.
- 7.2. **Introduction** - Through a comprehensive testing program, IMSA's Substance Abuse Policy is designed to keep Events safe for everyone and provide a level playing field. Strong testing programs save lives, prevent injury, gives IMSA Members additional reasons to say no to illegal drugs and help identify people with substance abuse issues and facilitate their treatment. To those ends, IMSA prohibits the misuse of alcohol, prescription drugs, and any other substance used in a manner that affects safety or impacts the integrity of the Competition, including –but not limited to– illegal or performance enhancing substances. All IMSA Members are responsible for whatever goes into their body.
- 7.3. **Administration of this Policy; Program Administrator (PA), the Testing Laboratory and Medical Review Officer (MRO)** - The Policy of this program is overseen by IMSA, but it is administered and implemented through a program administrator, testing laboratories, medical review officers and substance abuse professionals.
- A. **Program Administrator (PA)** - IMSA has designated David L. Black, Ph.D., D-ABFT, FAIC Aegis Sciences Corporation ("Aegis") as the program administrator (PA). The PA is responsible for, among other things, administering collection of samples/collections under this Policy, coordinating secure shipment of specimens to the testing facility, ensuring thorough and accurate scientific testing of specimens, determining whether any IMSA Member has tested positive for ingestion of drugs, alcohol or prohibited substances or otherwise violated this Policy, and informing IMSA and the IMSA Member of any such violation. In making this determination, the PA shall consider all information derived from the testing process, as well as all information derived from the independent investigation of the Medical Review Officer (MRO). The PA will also facilitate evaluations for IMSA Members for the Road to Recovery Program by

coordinating evaluations with the appropriate substance abuse professional for advising on the creation of a Road to Recovery Plan that may include substance abuse counseling, treatment or rehabilitation.

- B. **Testing Laboratory** - All testing pursuant to this Policy will be done at the IMSA designated Testing Laboratory. IMSA has designated Aegis Sciences Corporation (Aegis) of Nashville, TN to administer the collection, transport, and testing of urine, blood, saliva, hair, and/or breath specimens pursuant to this Policy and to communicate the results to the PA and MRO as needed. IMSA reserves the right to designate other testing facilities, as needed to facilitate this Policy, throughout the year.
- C. **The Medical Review Officer (MRO)** - IMSA has designated Douglas Aukerman, M.D., as the independent MRO of this Policy. The MRO is an independent and impartial physician responsible for receiving and reviewing laboratory results generated pursuant to this Policy and determining whether there is a legitimate medical explanation for a positive drug test or refusal to test because of adulteration, substitution, or other non-negative test. Dr. Aukerman is a board certified Sports Medicine physician and a medical review officer certified by the American Association of Medical Review Officers (AAMRO). IMSA reserves the right to designate other MROs, as needed, to facilitate this Policy throughout the year.

7.4. **IMSA Members Subject to Testing** - All Members are required to adhere to IMSA's Substance Abuse Policy and are subject to reasonable suspicion testing, as well as any subsequent follow-up testing and Road-to-Recovery testing that is necessary. (See Art. 7.6).

7.5. **Prohibited Substances and Acts**

7.5.1. **Prohibited Substances** - For the purpose of this Policy, prohibited substances are those substances that, in the PA's and the MRO's determination, in consultation with IMSA, may adversely affect the safety and well-being and performance of an IMSA Member at an Event, including without limitation illegal drugs. The PA and the MRO, in consultation with IMSA, may make this determination with respect to a particular substance at any time, including and without limitation at the time of discovery of the substance following a drug test. For the purposes of the IMSA RULES, federal bans and definitions of illegal substances supersedes any state and/or local ordinance, regulation or law allowing use of a substance. IMSA Members are prohibited from using, having in their system, possessing, purchasing, selling and/or participating in the distribution of any drug that is illegal to possess, use, and/or distribute by the laws of the United States of America and/or any of its 50 states, regardless of the amount, at any time. Illegal acquisition and/or illegal distribution of any prescription or over-the-counter medication are strictly prohibited at any time. In addition to the prohibition of illegal drugs described above, non-medical use of the following non-exhaustive list of drugs is prohibited under this Policy.

A. **Stimulants**

Amphetamine, methamphetamine, Ecstasy (MDMA), Eve (MDEA), MDA, PMA, Phentermine, and other amphetamine derivatives and related compounds.

B. **Narcotic Analgesics**

Including without limitation, alfentanil, fentanyl, hydromorphone, marijuana (cannabis), meperidine, methadone, morphine, oxycodone, oxymorphone, propoxyphene, sufentanil, heroin and/or their chemical and pharmacological analogs and related compounds, as well as codeine, dihydrocodeine, hydrocodone, and codeine analogs and related compounds (including those available over the counter in some countries if taken for a non-medical use).

C. Ephedrine Class

Ephedrine, pseudoephedrine, and phenylpropanolamine and/or their chemical and pharmacological analogs and related compound as well as pseudoephedrine (even if purchased as an over the counter medication without a prescription) if used:

- I. in a manner that is inconsistent with the instructions provided by the drug manufacturer (e.g., use in concentrations or amounts in excess of the manufacturer's recommended dose); or
- II. in a manner or an amount that may cause an increased risk to health, safety, or an impairment of ability to perform his/her duties in relation to an Event.

D. Benzodiazepines

Including without limitation, alprazolam, diazepam, lorazepam (Ativan), oxazepam (Serax), temazepam (Restoril), Alpha-hydroxy-alprazolam (Xanax), Nordiazepam (Valium) and/or their chemical and pharmacological analogs and related compounds.

E. Barbituates

Including without limitation, amobarbital (Amytal), butalbital (Anolor 300, Esgic, Fioricet, Fiorinal), butabarbital (Butisol), phenobarbital (Luminol, Solfoton), pentobarbital (Nembutal, Nembutal Sodium), secobarbital (Seconal) and/or their chemical and pharmacological analogs and related compounds.

F. Performance Enhancing Drugs

Including without limitation, Human Growth Hormone (hGH), Human Chorionic Gonadotropin (hCG), Lutenizing Hormone (LH) and Insulin-like Growth Factor (IGF-1), clenbuterol, anabolic androgenic steroids ("AAS"), including without limitation:

- | | |
|---------------------------------------|----------------------|
| • Androstenediol | • Methandriol |
| • Androstendione | • Methenolone |
| • Bolasterone | • Methylclostebol |
| • Boldenone | • Methyltestosterone |
| • Chloroxomesterone | • Methyltrienolone |
| (dehydrochlormethyl-
testosterone) | • Mibolerone |
| • Clostebol | • Nandrolone |
| • Dihydroepiandrosterone | • Norandrosterone |
| • Dihydrotestosterone | • Norethandrolone |
| • Dromostanolone | • Norethindrone |
| • Epitestosterone | • Oxabolone |
| • 4-Chlortestosterone | • Oxandrolone |
| • Fluoxymesterone | • Oxymesterone |
| • Formebolone | • Oxymetholone |
| • Furazabol | • Stanozolol |
| • Mesterolone | • Stenbolone |
| • Methandienone | • Testosterone |
| (methadrostenolone) | • Trenbolone |

G. Muscle Relaxers

Including without limitation, carisoprodol (Soma) and meprobamate (Miltown, Meprospan).

H. Sleep Aids

Including without limitation, zolpidem (Ambien).

I. Beta Blockers

Including without limitation, the following drugs and related compounds:

- Acebutolol
- Alprenolol
- Amosulalol
- Atenolol
- Betaxolol
- Bisoprolol
- Carteolol
- Esmolol
- Landiolol
- Levobunolol
- Mepindolol
- Metipranolol
- Nadolol
- Nebivolol
- Oxprenolol
- Penbutolol
- Pindolol
- Propranolol
- Metoprolol
- Sotalol
- Tilisolol
- Timolol

7.5.2. Medical and Non-Medical Use of Prescription and Over-the-Counter Medications -

IMSA recognizes that there are many prescription and over-the-counter medications that serve essential or beneficial purposes for the health and well-being of IMSA Members, and nothing in this Policy is intended to discourage the proper use of these medications. Some medications, even when properly used, may adversely affect the safety and integrity of Competition. For example, many types of cough medicines contain codeine, which is a potent narcotic that may result in drowsiness or diminished alertness. Non-medical use of a prohibited, prescription, or over-the-counter medication by an IMSA Member is prohibited, and the MRO will examine whether: (1) the medication was used in a manner inconsistent with the instructions provided by the manufacturer, pharmacist and/or the prescribing physician; (2) the medication causes a competitive advantage, or a diminished or impaired ability to perform duties on the day of an Event; (3) the medication was used without a valid prescription from a licensed and treating physician that was given for a legitimate medical purpose; (4) the IMSA Member failed to advise the issuing physician that another physician was prescribing the same and/or similar medication; and/or (5) the medication was prescribed more than 6 months prior to an Event. For the purposes of the IMSA RULES, federal bans and definitions of illegal substances supersedes any state and/or local ordinance, regulation or law permitting the use of a substance.

7.5.3. Alcohol - An IMSA Member is prohibited from consuming any alcohol 12 hours prior to or during any Session. An IMSA Member with breath, urine, saliva, or blood alcohol level above 20mg per 100ml (.02%) at the time of testing is deemed unfit for race driving,

participating or officiating in an Event. Nothing in this paragraph shall preclude an IMSA Official from determining that an IMSA Member with a breath, urine, saliva, or blood alcohol test level below 20mg per 100ml (.02%) is physically unfit for race driving, participating, or officiating in an Event and taking such action as the IMSA Official may deem appropriate under the IMSA RULES.

7.5.4. Dietary Supplements - Dietary supplements may contain (either purposefully or through contamination) a prohibited substance under this Policy. Any product sold with a warning advising non-use if the purchaser is subject to a drug testing program should be avoided even though such product may be available without a prescription. IMSA Members may use a variety of apps or internet sources to become more educated about the contents of a supplement, but regardless of that information, the IMSA Member is responsible for any substance found in their system.

7.5.5. Masking Agents - The use or attempted use of any agent or technique that is designed to avoid detection of a prohibited substance and/or falsify, alter, compromise, or otherwise tamper with the integrity of a specimen or test under this Policy is prohibited. This includes providing false urine samples (e.g., urine substitution or synthetic urine), contaminating the urine sample with chemicals or chemical products, using pharmaceutical diuretics to purposefully dilute the urine sample, using masking agents, using Aromatase inhibitors that may be used to biologically manipulate the testosterone/Epitestosterone ratio, and/or using epitestosterone to artificially alter the testosterone/epitestosterone ratio.

7.5.6. Substances That Mimic Effects of Banned Substances - IMSA Members are prohibited from using any legal or illegal substance, or combination of substances, including but not limited to synthetics, analogues and/or derivatives of a banned substance.

7.5.7. Manner of Use

A. **Safety** - The use of any legal or illegal substance, or combination of substances, which when taken into the human body, can impair the ability of the person to perform safely is prohibited. Under this Policy, any substance or combination of substances used in an unsafe manner is a violation. For example, a combination of drinking 10 cups of espresso, taking cold medicine and using prescribed sleep medication will cause a safety risk, although each substance in small amounts by themselves may not necessarily result in a violation of the SAP.

B. **Integrity of Competition** - The use of any legal or illegal substance, or combination of substances, which when taken into the human body, can alter or enhance a person's ability to compete in a manner unfair to other Competitors is a violation. For example, a legal substance may be substantially similar to an illegal drug – i.e., an analogue or derivative of an illegal drug – use of that substance will result in a violation of the SAP.

7.5.8. Prescription Documentation for Prohibited Substances to the Medical Review Officer - Competitors or Officials in the IMSA Series are required to notify and provide proof of prescriptions for all prohibited substances under this Policy to the MRO upon receipt of such a prescription from his/her treating physician. The method to provide this information to the MRO shall be:

A. Using a fax cover sheet, print "IMSA SAP Information", the Competitor or Official name and phone number, name of medication, the prescribing physician, and the physician's phone number. Attach a copy of the prescription providing the dosage and duration instructions for proper use.

B. Fax both the cover sheet and copy of the prescription to the MRO at (888) 595-4949, or email scanned copies to mro@aukmed.net.

- C. The Competitor's or Official's physician may receive a call from the MRO to discuss the prognosis and expected length of treatment and corresponding duration of the prescription.

7.6. Testing for Prohibited Substances - Under this Policy, all Competitors, Officials and IMSA Members will be tested on the following basis:

7.6.1. Reasonable Suspicion - IMSA may require an IMSA Member to submit to a test or tests if an IMSA Official has reasonable suspicion that the IMSA Member has violated any part of this Policy or has a competitive advantage or diminished ability to perform as a result of using any substance in violation with this Policy. Some of the conditions, observations and/or reports that may cause an IMSA Official to have such a reasonable suspicion are, without limitation, as follows:

- A. When an IMSA Member is found or observed in possession of illegal substances or illegal drug paraphernalia at any time.
- B. Observation of signs, symptoms, and/or behaviors generally understood to accompany the use of prohibited substances or alcohol use or intoxication including, without limitation:
 - I. Physical signs of red or droopy eyes, dilated or constricted pupils;
 - II. Slurred speech, stumbling, or hyperactivity;
 - III. Needle marks;
 - IV. Repeated unexplained disappearances from an Event;
 - V. Constantly running nose, red appearance in the face, or persistent sniffing;
 - VI. Time distortion, including repeated tardiness and missed appointments;
 - VII. Chronic forgetfulness or broken promises;
 - VIII. Accidents during Events;
 - IX. Inability to concentrate or remember, or to maintain attention;
 - X. Mental confusion, paranoia, or presence of abnormal thoughts or ideas;
 - XI. Violent tendencies, loss of temper, or irritability;
 - XII. Extreme personality change or mood swings; or
 - XIII. Deteriorating personal hygiene or appearance.
- C. An arrest or conviction for driving while under the influence of alcohol or drugs, or an alcohol or drug related conviction.
- D. Receipt of a report from a reliable source that an IMSA Member is under the influence of substances prohibited under this Policy on the day of an Event, or, at any time, is using, possessing or selling illegal drugs or substance.
- E. The results of an examination or test, as provided by the IMSA RULES, which shows evidence of use of a prohibited substance or alcohol abuse or of adulteration or manipulation of the specimen.
- F. The odor or aroma of an alcoholic beverage on or about the breath or body of a Competitor, Official or IMSA Member consistent with use of such a substance or alcoholic beverage on the day of an Event.

G. Violation of IMSA safety precautions or careless acts during an IMSA Event.

7.6.2. Follow-up testing - IMSA Members may be required to undergo follow-up testing as requested by the PA, MRO or IMSA. Tests may be:

- A. Administrative. The PA may request follow-up testing for administrative issues.
- B. MRO requested. The MRO may request follow-up testing for variety of reasons, including but not limited to:
 - I. If the MRO finds that test results are invalid, the MRO may request a follow up test to assist in analysis.
 - II. Monitor or determine therapeutic levels of prescription drugs.
 - III. Determine whether an IMSA Member is “cycling” or “stacking” performance enhancing substances.
 - IV. Assist in the investigative process to determine if there is a legitimate medical reason for test results.
- C. In its discretion, IMSA may decide to include drug and/or alcohol testing as a condition of probation. In the rare instances when that occurs, IMSA will review the situation and determine how many times, for how long, in what circumstances and for what substances a Member will be tested as part of probation and whether collections are to be observed.

7.6.3. The Road to Recovery / Competition Re-entry - IMSA Members, who violate this Policy are required to be evaluated and tested before returning to IMSA. In conjunction with the terms and condition of reinstatement of an IMSA license, the PA will provide for an evaluation with an appropriate substance abuse professional for the purpose of advising on the creation of a the Road to Recovery Plan, which may include substance abuse counseling, treatment or rehabilitation. The PA will determine how many times the IMSA Member will be tested, for how long, and for what substances. The PA may also require that collections be under direct observation.

7.7. Specimens For Testing - IMSA may require an IMSA Member to submit to a test or tests, including without limitation urine, blood, saliva, hair, and/or breath tests. At the time of testing, the choice of specimen for a particular test is at the discretion the PA, MRO and IMSA. Also, the type of test performed is at the discretion of the PA, MRO and IMSA. In the event of disagreement, IMSA shall make the determination of the specimen for a particular test.

7.8. Refusal to Test

7.8.1. Refusing to submit to testing will be treated as if the test was found to be positive. For the purposes of this Policy, IMSA Members have refused to take a test if they:

- A. Fail to participate, authorize or cooperate for testing, including failure to follow procedures of Art. 7.9.
- B. Fail to appear for a test after being notified of the test.
- C. Fail to remain for the duration of testing or until all testing requirements are completed.
- D. Fail to provide sufficient amount of the requested specimen, and the MRO determines that no legitimate medical reason exists for the insufficient specimen.
- E. Fail to permit or allow a requested observed collection.
- F. Fail to take a requested follow up test.

- G. Fail to consult and/or cooperate with the MRO.
- H. Fail to provide an unadulterated specimen. A test is considered a refusal for any findings of specimens that are adulterated, substituted, including but not limited to a finding of synthetic urine, synthetic marijuana, adulterants, intentional dilution of specimens, etc., and where no legitimate medical explanation supports the laboratory findings.
- I. Any attempts by IMSA Members to mask or alter the results of the test will be considered a refusal.

7.8.2. Removal from IMSA Event - If an IMSA Official directs an IMSA Member, who refuses to consent to and participate in a test within the time period designated by the IMSA Official, the IMSA Member may be removed from the racing premises by an IMSA Official and may be subject to other emergency action as may be appropriate, including disciplinary action pursuant to IMSA RULES.

7.9. Authorization for Testing and Release - If an IMSA Member refuses to execute any authorization for the release of that IMSA Member's medical records, as deemed relevant in the PA, MRO or IMSA's discretion, or withdraws such authorization for testing and release pursuant to this Policy, IMSA Member will not be issued an IMSA license and, if already issued, the IMSA license will be suspended until the IMSA Member executes the above mentioned authorization and release and delivers it to IMSA. If an IMSA Official directs an IMSA Member to submit to a urine, blood, saliva, hair and/or breath test as provided by this Policy, that IMSA Member must consent to and participate in the test by the time designated by the IMSA Official. If that IMSA Member refuses to consent to and participate in such a test or tests within the time period designated by the IMSA Official, the IMSA Official may eject the IMSA Member from the racing premises or take such other emergency action as may be appropriate, and that IMSA Member will also be subject to disciplinary action pursuant to the IMSA RULES.

7.10. Collection and Transport of Specimen(s) - The PA will, among other things, be responsible for the following procedures:

- 7.10.1. Identification & Direct Observation** - The PA will confirm the identity of the person whose specimen is taken. Where necessary, the PA will conduct direct observation of the collection of the specimen(s) if directed by the MRO or if in the PA's own discretion, the integrity of the testing process requires it. To direct an observed collection, the PA and his/her agents may consider not only their training and experience, but other factors, not limited to, but including: materials brought to the collection site, a temperature of the original specimen was out of range or the IMSA Member's behavior indicates an attempt to tamper with a specimen, etc.
- 7.10.2. Designated times** - The PA will ensure that the specimen(s) are collected within the designated time period. Normally, collection shall be made within one (1) hour or less of the notification of the IMSA Member that testing will be conducted, unless a different time is designated by the PA and/or an IMSA Official based on the circumstances.
- 7.10.3. Specimen quality** - The PA will promptly measure the temperature of the specimen(s) to ensure it has not been manipulated. Where results indicate that the sample is inappropriate for testing, the PA and/or an IMSA Official may require the IMSA Member to provide additional specimen(s) as necessary.
- 7.10.4. Specimen handling** - The PA will split specimens into "A" and "B" samples (when possible), label, secure, and transport the specimen(s) to the Testing Laboratory in such a manner as to ensure that the specimen(s) are not misplaced, tampered with, or relabeled.

7.10.5. **Prescription drug forms** - The PA will provide a form to be completed by the IMSA Member that identifies all prescription and over-the-counter medications consumed by IMSA Member in the preceding three (3) months.

7.10.6. **Specimen ownership** - Under this policy, all specimens collected, including both "A" and "B" samples, are exclusively the property of IMSA.

7.11. Procedures if a Test Shows the Presence of Prohibited Substances Adulteration, Substitution - MRO cancelled tests

7.11.1. **MRO Requests for an interview and additional information** - Once the MRO notifies an IMSA Member that they have a positive drug test or refusal to test because of adulteration or substitution, or other non-negative test, the IMSA Member has 72 hours from the time of notification to respond to the MRO's request for an interview and additional information in accordance with the following:

- A. The MRO may request the following information, for example and without limitation: suitable proof of valid medical prescriptions given by a licensed and treating physician consent to review records of the prescribing physician, or any other reasonable requests that assist the MRO investigation.
- B. To assist the MRO's investigation, the MRO may also direct the IMSA Member to undergo further independent medical evaluation from a professional designated by the MRO, at the IMSA Member's expense. After a medical exam is requested, IMSA Members have 30 business days to have the test examination conducted. By obtaining an IMSA Membership or license, IMSA Members have consented for the MRO to contact their physician for the purposes of a MRO investigation. The failure to cooperate with the MRO's investigation, or provide suitable proof in a timely manner shall be treated as confirmation of the positive test.
- C. PA and MRO Notifications. When required by this policy, the PA or MRO are to make reasonable efforts to notify Members. Reasonable efforts may include the PA or MRO using email, texts, phone or mail to contact the Member via the contact information the Member provided on the license application.
- D. If the MRO determines that there is no legitimate medical use or legitimate medical explanation for a positive test or refusal to test because of adulteration, substitution, the MRO is to report the results to the PA.

7.11.2. **PA's Reporting of Results** - Once the MRO reports a positive test or refusal to test because of adulteration, substitution, the PA is to consider all information derived from the testing process and information derived from the independent investigation of the MRO, and then makes a determination of whether the results are positive. If in consultation with the MRO, the PA decides the results are positive, the PA shall inform IMSA of a positive result, irrespective of whether the split specimen procedures described herein have been completed. Once split specimen procedures are completed, the PA shall then issue to IMSA either a confirmed negative test result or a confirmed positive test result. If split specimen procedures are waived or never acted upon, the PA shall issue a confirmed positive result and violation of this Policy to IMSA.

7.11.3. **Split Specimen Procedures** - Once the PA or MRO notifies an IMSA Member that they have a positive drug test or refusal to test because of adulteration, substitution, or other non-negative test, the IMSA Member has 72 hours from the time of notification to request in writing a test of the split specimen or B sample in accordance with the following:

- A. All requests to test a “B” sample must be made in writing to the MRO. Please fax your request with a cover sheet to the MRO at (888) 595-4949, or send your request by email to mro@aukmed.net.
- B. The “B” sample test shall be conducted at Aegis using the “B” specimen from the original collection. The IMSA Member may be present (either personally or be represented by a qualified toxicologist not affiliated with Aegis) during the second test at his/her own expense. If the IMSA Member chooses to be present personally or represented by a qualified toxicologist during the “B” sample test, the IMSA Member must notify the PA and MRO within the 72 hour period in writing per Art. 7.11.3.
- C. The “B” sample test will be performed in accordance with the same procedures used by Aegis in the original test of the “A” specimen. If the “B” sample fails to confirm the original test, then the specimen and test will be recorded as negative, and there will be no violation under this Policy. If the “B” sample test confirms the original test, then the specimen and test will be recorded as a confirmed positive test and a violation of this Policy.
- D. If no “B” sample is available due to the nature of the collection, then the MRO and PA will act upon the procedures in Art. 7.11.1. The final determination of whether there has been a violation of this Policy will be made by the PA.
- E. After a “B” sample test is requested, IMSA Members have 30 business days to have the “B” sample test conducted and results finalized.
- F. If in consultation with the MRO, the PA decides the results are positive, the PA shall inform IMSA of a positive result, irrespective of whether the split specimen procedures described herein have been completed. If the Program Administrator or MRO is concerned about the safety and integrity of the Competition or other exigent circumstances, the Program Administrator or MRO may notify IMSA of the original “A” specimen positive test prior to the verification of the results.
- G. Upon notification of the original “A” specimen positive test, IMSA, in its sole discretion, may temporarily suspend an IMSA Member’s license before the “B” sample test is completed based on the following reasons:
 - I. Concerns regarding the safety of the IMSA Members and others at the Event.
 - II. Concerns regarding the fairness of a Competition.
 - III. Exigent circumstances,
 - IV. Undue delay to accommodate the presence of the IMSA Member (or his/her representative) at the “B” sample test.

IMSA Members temporarily suspended in this section are ineligible to apply for temporary deferment of the suspension in accordance with Art. 62.6. In the interests of safety and integrity of the Competition, the temporary suspension shall be executed promptly.
- H. The “A” and “B” specimen samples remain the exclusive property of IMSA.
- I. An IMSA Member is not entitled to 72 hours to request a B sample test when no specimen was produced or tested due to refusal or when the IMSA Member waives the 72 hours during the MRO interview.
- J. **Uncooperative Member** - When the PA or MRO have made repeated attempts to contact the Member regarding notification of a positive test and B bottle sample testing

procedures, and the Member has not responded to the PA or MRO, then the PA and MRO may report the test as positive after 72 hours from the findings of the test. Lack of cooperation with the PA or MRO by the Member will be treated as a constructive waiver of his B bottle sample testing procedures.

- 7.11.4. **Cancelled and Negative Tests** - If the PA or MRO verifies a test as cancelled or negative, the results will be reported to IMSA. A cancelled and negative test will not be treated as a violation of this Policy.
- 7.11.5. **Suspension of IMSA License** - Upon being notified by the PA or MRO of a verified positive or refusal or any violation of this Policy, IMSA will suspend an IMSA Member's license for an indefinite period and/or take such other disciplinary action deemed appropriate under the circumstances pursuant to the IMSA RULES.
- 7.11.6. **Publication of Results** - By seeking to participate in any Event, all IMSA Members agree that IMSA may publish the results of any test or tests conducted pursuant to this Policy and the circumstances giving rise to such test or tests to such third parties as IMSA, in its sole discretion, deems reasonable under the circumstances. IMSA may also publish any and all violations to this Policy, including but not limited to conduct violations where no testing may have occurred. No IMSA Member shall have any claim or cause of action of any kind against IMSA or any director, officer, employee or agent of IMSA, the PA, Testing Laboratory, or MRO with respect to such publication, and/or shall be deemed to have released any such claim or cause of action.
- 7.11.7. **Road to Recovery / Competition Re-entry** - IMSA shall also send the suspended IMSA Member a letter containing terms and conditions for consideration of reinstatement of the IMSA Member's IMSA license. If the IMSA Member wishes to have IMSA lift the suspension, the IMSA Member must agree to IMSA's terms and conditions. In conjunction with the terms and conditions of reinstatement, the PA will also facilitate an evaluation for the Road to Recovery Program by coordinating an evaluation with the appropriate substance abuse professional for advising on creation of a Road to Recovery Plan that may include substance abuse counseling, treatment or rehabilitation. The PA will determine how many times the IMSA Member will be tested, for how long, and for what substances. The PA may also require that collections be under direct observation. Testing will be done at a time and place and under conditions specified by IMSA and/or the PA, at the IMSA Member's expense, which will include laboratory fees and all other direct and indirect costs incurred by IMSA or the laboratory in connection with each test. When an IMSA Member has, to the satisfaction of the PA, completed the requirements set forth in the letter, the IMSA Member is eligible for reconsideration of reinstatement of an IMSA license.
- 7.12. **Disciplinary Action for Prohibited Acts Where There is No Testing for, Prohibited Substances or Alcohol** - With respect to any prohibited act described herein, if an IMSA Official determines that an IMSA Member has engaged in any such prohibited act, the IMSA Official may remove the IMSA Member from the racing premises or take such other emergency action as is appropriate, and that IMSA Member will also be subject to disciplinary action pursuant to IMSA RULES.
- 7.13. **Self-Reporting** - Pain medications and other substances prohibited or misused under this Policy can be addictive, abused, and generally harmful to the health and well-being of IMSA Members. An IMSA Member who believes he/she may have a substance abuse issue or problem is encouraged to seek professional assistance or self-help solutions. No penalty will be imposed under IMSA's Substance Abuse Policy on Member who voluntarily acknowledges a substance abuse issue or problem to IMSA's Substance Abuse Program Director prior to notice of a drug test. IMSA may, however, in the interest of safety, temporarily suspend the IMSA Member's

license until the IMSA Member has been rehabilitated to the satisfaction of IMSA. If requested, IMSA will provide a list of credible drug or alcohol rehabilitation programs. IMSA strongly encourages both self-help and professional treatment for those suffering from a substance abuse issue or problem. Many worthy programs, both public and private, are available for the treatment of substance abuse addictions. IMSA will continue its efforts to support a drug-free America and a society in which alcohol is not abused.

7.14. Applicability of the IMSA RULES - This Policy, as it may be amended from time to time, is binding upon all IMSA Members in the same manner and to the same extent as the IMSA RULES.

7.15. MEDICAL RESPONSIBILITY OF COMPETITORS

7.15.1. It shall be the personal responsibility of all Competitors, including Drivers; to refrain from taking part in any Event if they have been injured, are under the influence of any controlled substance or beverage, or are in any way other than medically fit. It shall be the responsibility of a participating Driver to report to IMSA before taking part in an Event, any unusual medical condition, allergy or anticipated special treatment they may require.

7.15.2. Nothing in this IMSA Substance Abuse Policy shall be construed as to discourage the proper use of medically necessary prescribed or over-the-counter medications. However, certain medications contain ingredients that may cause drowsiness, alter mood, perception or other cognitive abilities, or have other affects that may adversely impact a Driver's ability to participate in motor sports. It shall be the responsibility of a participating Driver to disclose to the Chief Medical Officer all prescription and over-the-counter medication that the Driver is using or has used in the past, as well as any side effects that have been experienced as a result. If IMSA determines, based on the circumstances of the particular case, that the medication being used would adversely affect safety, the Driver shall be prohibited from participation in that Event.

7.15.3. IMSA or the Race Director may require an injured Driver to be approved by a physician appointed by IMSA prior to issuance of an IMSA credential or before competing. The appointed physician may discuss the results of this examination with IMSA Officials.

7.15.4. A doctor, paramedic or emergency worker may require any Driver involved in an incident to report for medical observation or examination prior to being permitted to resume Competition. IMSA medical personnel may require follow up observation or examination after an incident. Drivers are required to comply with these instructions. The medical personnel may discuss the results with IMSA Officials.

7.15.5. IMSA or the Race Director may require a Driver or an Official to undergo a medical examination at any time during the Event.

ARTICLE 8 – IMSA WEATHERTECH SPORTSCAR CHAMPIONSHIP

8. (SSR) The IMSA WeatherTech SportsCar Championship (WeatherTech Championship)

8.1. (SSR) The WeatherTech Championship is an annual calendar of Races determining Driver, Manufacturer, Constructor, Tire Partner and Team Champions, as well as Trueman/Akin awards, the Tequila Patrón North American Endurance Cup (TPNAEC) and other special awards outlined in Att. 11.

8.2. (SSR) Calendar of WeatherTech Championship Races for 2016:

Daytona International Speedway, FL

Sebring International Raceway, FL

Grand Prix of Long Beach, CA
Mazda Raceway Laguna Seca, CA
Detroit Belle Isle, MI
Watkins Glen International, NY
Canadian Tire Motorsport Park, ON (Canada)
Lime Rock Park, CT
Elkhart Lake's Road America, WI
Virginia International Raceway, VA
Circuit of the Americas, Austin, TX
Petit Le Mans, Road Atlanta, GA

8.2.1. (SSR) Races may vary in duration. For Races of a given distance, an additional time limitation may be imposed by the Race Director prior to the start of the Race. The scheduled duration (time and/or distance) is specified in the SR.

ARTICLE 9 – EVENT

9. EVENT

9.1. **Event.** IMSA approves an annual calendar of Events. An Event or a Session forming part of an Event may be canceled, rescheduled, or postponed by IMSA for reasons of safety, or forces beyond IMSA's control. If an entire Event is canceled prior to its commencement, IMSA will make every effort to notify all parties concerned, but accepts NO responsibility for such cancellation, or failure to notify.

9.2. ORGANIZATION

9.2.1. Every Event is organized according to the IMSA RULES:

- A. The IMSA Sporting Regulations;
- B. The Series Supplementary Regulations;
- C. The IMSA Technical Regulations;
- D. The Event Supplementary Regulations;
- E. Applicable Bulletins and Race Director's Briefing instructions.

9.3. **Event Supplementary Regulations (SR).** Articles in the RULES noted as "SR" or "Schedule/SR" if applicable are included in the SR for a given Event.

9.4. INFORMATION ABOUT THE EVENT

9.4.1. Sanctioning body:

International Motor Sports Association (IMSA)
Address: One Daytona Blvd.
Daytona Beach, FL 32114 USA
Telephone: +1 (386) 310-6500
Fax: +1 (386) 681-6695
Internet: imsa.com and imsacompetitors.com

9.4.2. Description of the Event: Schedule/SR

9.4.3. Name of the Event (if applicable): Schedule/SR

- 9.4.4. Event Facility: Schedule/SR
- 9.4.5. Date of the Event: Schedule/SR
- 9.4.6. Close of Entries: Schedule/SR
- 9.4.7. Length of the Racetrack & Type: Schedule/SR
- 9.4.8. Duration of the Race: Schedule/SR
- 9.4.9. Direction of the Race: Schedule/SR
- 9.4.10. Pole Position: (Per FIA Homologation) Schedule/SR
- 9.4.11. Number of Cars admitted (may be defined by class):
- A. Practice Sessions: Schedule/SR
 - B. Qualifying Sessions: Schedule/SR
 - C. Race: Schedule/SR
- 9.4.12. Sporting Checks & Scrutineering:
- A. Location: Schedule/SR
 - B. Schedule: Schedule/SR
 - C. Time of Inspection of the Refueling Equipment: Schedule/SR
- 9.4.13. Impound: Schedule/SR
- 9.4.14. Fuel Distribution:
- A. All fuel must be obtained from the “Official Fuel” supplier (as designated by IMSA) at each Event.
 - Place of Delivery: “Official Fuel” compound in the Paddock
 - Distribution: By drum at “Official Fuel” compound
 - Storage: Approved fifty-four (54) gallon drums
 - Schedule: Schedule/SR
- 9.4.15. Team Manager Briefing:
- A. Date: Schedule/SR
 - B. Location: Schedule/SR
 - I. Attendance: Attendance of a Team representative at the Team Manager briefing is mandatory.
 - II. Documentation: Each Team representative must be recorded or personally sign attendance documentation. Team representatives must present their hard-card for bar code scanning for attendance.
 - III. Penalty: One (1) warning per season, then fine per person late/not attending or without credential.
- 9.4.16. Driver and Team Manager Briefing:
- A. Date: Schedule/SR
 - B. Location: Schedule/SR
 - I. Attendance: Attendance of Driver and a Team representative at the Driver and Team Manager briefing is mandatory.

- II. Documentation: Each Driver and Team representative must be recorded or personally sign attendance documentation. Drivers and Team representatives must present their hard-card for bar code scanning for attendance.
 - III. Penalty: One (1) warning per season, then fine per person late/not attending or without credential.
- 9.4.17. Autograph Period:
- A. Date: Schedule/SR
 - B. Location: Schedule/SR
 - I. Attendance: Attendance of Driver throughout autograph period is mandatory.
 - II. Penalty: One (1) warning per season, then fine per person late/not attending.
- 9.4.18. Driver Parade (when scheduled):
- A. Date: Schedule/SR
 - B. Location: Schedule/SR
 - I. Attendance: Attendance of Driver at the Driver parade is mandatory.
 - II. Penalty: One (1) warning per season, then fine per person late/not attending.
- 9.4.19. Official Notices: IMSA Technical Transporter and the IMSA pit lane network.
- 9.4.20. Location of Race Control: Schedule/SR
- 9.4.21. Entrant Tire Allocation: Schedule/SR

ARTICLE 10 – ADVERTISING, IDENTIFICATION & BRANDING

10. ADVERTISING, IDENTIFICATION & BRANDING

- 10.1. **Display of Branding & Advertisements.** Entrant acknowledges and agrees that IMSA may refuse to permit, or it may restrict or assign the size and/or placement of all patches, decals, advertising logos, text or identification of entities, persons, and/or sponsors (“Branding”) on the Car, transporters, Team uniforms and/or fire suits and in the Paddock and pit lane during an Event, if IMSA determines in its sole discretion that such Branding is: (i) detrimental to the sport, IMSA, the Series, Series entitlement sponsors and/or Promoter for any reason, including but not limited to the public image of the sport and/or (ii) does not comply with the Branding terms and conditions set forth in the RULES as may be amended from time to time. Entrant agrees to accept IMSA’s determination in this regard, and that all such determinations are subject to the RULES and are Conclusive.
- 10.1.1. Cars with logos of other series and sanctioning bodies are prohibited in the Paddock, pits or on track until such logos are removed.
- 10.2. **REQUIRED BRANDING**
- 10.2.1. Entrant will cause every Driver and crew member on its Team competing in the Series to display the required patches on their fire suits and/or uniforms, as set forth in Att. 6 at all times during an Event.
- 10.2.2. Entrant will cause every Car that Entrant displays in the Paddock or is competing in the Series with, at any Event to display the required decals, number panels and leader lights as set forth in Att. 6 at all times during the Event.

- 10.2.3. Cars and Competitor uniforms must carry the mandatory decals and patches outlined in Att. 6, without exception and/or modification. IMSA reserves the right to approve final placement for all identification markings, in its sole discretion. Such decisions are Conclusive. Failure to display mandatory decals and patches as required shall be penalized.
- 10.2.4. Certain decals and patches are available at the IMSA Series Transporter in the Paddock.
- 10.2.5. Cars without required Series decals during the Event are not eligible for championship points and/or Point Fund / Prize Money.

ARTICLE 11 – SPORTING CHECKS

11. (SSR) SPORTING CHECKS

- 11.1. (SSR) Sporting Checks comprise the presentation of the required documentation and confirmation of eligibility for participation, administered by Registration. Sporting Checks conclude at the commencement of the first Official Session. A Driver properly nominated by an Entrant is only eligible to participate in the Car listed on that Entry. If a Driver, without proper nomination, participates in a Car, they may forfeit Point Fund / Prize Money, the Car may be Excluded and other penalties may apply.
 - 11.1.1. (SSR) Presentation of these valid documents during Sporting Checks is required:
 - A. (SSR) Entrant Memberships (both FIA and IMSA).
 - B. (SSR) Driver Memberships (both FIA and IMSA) - FIA Grade C minimum.
 - C. (SSR) For Entrants and Drivers from countries outside the United States: written permission to race in the US granted by their national sporting authority (ASN).
 - 11.1.2. (SSR) During Sporting Checks, Entrants must nominate their representative in writing.
 - 11.1.3. (SSR) Nomination of the Car's Driver combination: Entrant must nominate a minimum of two (2) Drivers for any Race. The maximum number of Drivers permitted for a Car in any Race under four (4) hours is two (2). The maximum number of Drivers permitted for a Car in any Race of four (4) hours and under twelve (12) hours is three (3). The maximum number of Drivers permitted for a Car in any Race of twelve (12) hours is four (4). The maximum number of Drivers permitted for a Car in any Race of twenty-four (24) hours is five (5).
 - A. (SSR) A single Driver may be nominated for a maximum of two (2) Cars.
 - B. (SSR) Reserve Drivers are prohibited.
 - C. (SSR) For PC and GTD: in any nominated two (2) or three (3) Driver combination, a maximum of one (1) Platinum or Gold rated Driver is permitted. In any nominated four (4) or five (5) Driver combination, a maximum of two (2) Platinum or Gold rated Drivers are permitted.
 - 11.1.4. (SSR) Drivers are assigned a Platinum, Gold, Silver or Bronze rating via the FIA Driver Categorization procedure. As such, any Driver intending to compete must submit an application and receive a rating prior to participation at any WeatherTech Championship Event via the FIA Driver Categorization website: <http://www.fia.com/fia-driver-categorisation> (listing updated periodically online by the FIA). Allow three (3) weeks to receive a rating.
- 11.2. **Driver & Car Combinations if in two (2) Cars**
 - 11.2.1. (SSR) A Driver may be nominated in a maximum of two (2) Cars, provided each Car is entered in a different class than the other by complying with the following:

- A. (SSR) The Driver must drive the minimum laps/time in each Car individually to be eligible for finishing points or Event Point Fund / Prize Money in that Car.
 - B. (SSR) The Driver must not cumulatively exceed the maximum overall drive-time or segment limitations.
 - C. (SSR) The Driver must demonstrate compliance with the requirements for all nominated Drivers per Art. 30, in each Car individually.
- 11.2.2. (SSR) Alternatively, a Driver may be nominated in a maximum of two (2) Cars in the same class but is only eligible to score championship points in one (1) Car by complying with the following:
- A. (SSR) The Driver must, no later than one (1) hour prior to the start of the first Official Session, declare (in writing to the Race Director and/or Director, Racing Operations) the Car in which they are eligible to score championship points. If not declared as above, the Driver is assigned a Car for championship points eligibility at the sole discretion of the Race Director. Drivers nominated in only one (1) Car and later added to another Car per Art. 11.3 are eligible for championship points only in the first Car in which they were nominated.
 - B. (SSR) The Driver must drive the minimum laps/time in the declared Car to be eligible for finishing points or Event Point Fund / Prize Money.
 - C. (SSR) The Driver must not cumulatively exceed the maximum overall drive-time or segment limitations.
 - D. (SSR) The Driver must demonstrate compliance with the requirements for nominated Drivers (Art. 30) in the Car in which they are declared eligible for championship points.
- 11.2.3. (SSR) Drivers are recognized in any podium and/or posted finishing orders/results in the Cars in which they participated, regardless of eligibility for championship points.
- 11.2.4. (SSR) Cars entered for Competition, the championship points scoring status of their Drivers notwithstanding, are listed in their respective finishing positions for which they are eligible in any listing of results.
- 11.3. (SSR) **Change or Addition to a Nominated Driver Combination**
- 11.3.1. (SSR) Additions to or replacements for a nominated Driver combination are restricted after Sporting Checks are concluded, except by application by Entrant or Entrant's representative to and with approval of the Race Director.
- A. (SSR) If after publication of the official starting grid, Car must start the Race from the back of the starting grid for its category (or class, when so split) (and Driver(s) must meet the Driver requirements as approved by the Race Director).

ARTICLE 12 – DRIVE-TIME, POINT DISTRIBUTION & CHAMPIONSHIPS

12. (SSR) DRIVE-TIME, POINT DISTRIBUTION & CHAMPIONSHIPS

12.1. (SSR) Minimum Driver Eligibility Requirements

- 12.1.1. (SSR) Drivers are awarded finishing points only in the Car(s) they are nominated in during the Race. Drivers in more than one (1) Car in a single class are awarded points only in the Car so declared for championship points. At least two (2) Drivers must drive each Car in a Race. A Driver is considered to have "driven" a Car if he crosses the pit exit timing loop and registered the corresponding Driver ID. Penalty: possible Exclusion.

12.2. (SSR) Timing and Scoring of Drive-Time

- 12.2.1. (SSR) The drive-time for all Drivers starting the Race on the racetrack shall commence when Timing and Scoring starts the timing system at the green flag, or at the completion of the scheduled formation (pace) lap(s) just prior to the leading Car crossing the designated control line after the completion of the scheduled formation lap(s), which is the commencement of the official start time of the Race.
- 12.2.2. (SSR) When a Car enters the pit lane during the Race, the drive-time stops for the Driver when the Car crosses the designated pit-in scoring loop. Drive-time starts (or re-starts) for the Driver exiting pit lane when the Car crosses the designated pit-out scoring loop. The Driver in the Car when it enters the pits is credited for completing that lap when the Car stops in its assigned Pit Box regardless of where that Pit Box is located on pit lane.
- 12.2.3. (SSR) If a Car is disabled on-track, the drive-time ends for the Driver in the Car at the last recorded crossing of the S/F line. Drive-time starts (or re-starts) for the Driver exiting pit lane when the Car crosses the designated pit-out scoring loop if the Car is returned to the Paddock and rejoins. The Driver in the Car when it is returned to the Paddock is not credited for completing that lap when the Car stops on the racetrack and must be recovered.
- 12.2.4. (SSR) Drive-time (but not necessarily the Race) ends when the published time for the Race expires, or if a distance is specified, at the moment when the leading Car crosses the control line (either in the pits or on the racetrack) first after completing the distance. Should a distance and a time be specified, the drive-time ends at the moment when the first of these is completed as herein.
- 12.2.5. (SSR) In case of a red flag during a Race, minimum drive-time requirements may be adjusted or drive-time continued for the Drivers in the Cars remaining on-track as determined by the Race Director. If drive-time is stopped during a red flag period, the minimum drive-time shall be reduced by a percentage commensurate to the time lost while drive-time was stopped and the adjustment(s) announced by Race Control. Minimum Driver achievements (requirement to drive, etc.) may be adjusted as determined by the Race Director, which adjustment shall be Conclusive.

12.3. (SSR) Minimum Requirements / Drive-Time

- 12.3.1. (SSR) Drivers must achieve the minimum requirements, lap count and/or drive-time as specified in Art. 12.3 and listed in the SR.
- 12.3.2. (SSR) No finishing points or Point Fund / Prize Money are awarded to any Driver that does not achieve the minimum requirements, laps or drive-time specified, in each Car for which they are eligible for championship points.
 - A. (SSR) Computation of lap count or drive-time at the sole discretion of IMSA and Conclusive.
- 12.3.3. (SSR) For PC and GTD, in any two (2) or three (3) Driver combination Car that finishes the Race, one (1) Silver/Bronze rated Driver must individually achieve the minimum drive-time for that Driver or their paired Driver to be eligible for finishing points. The other paired Driver must drive the Car in the Race to be eligible for finishing points. Any third (or unpaired) Driver must individually achieve the minimum drive-time in order for that Driver to be eligible for finishing points regardless of driver rating. If the paired Silver/Bronze rated Driver does not achieve the minimum drive-time, the Car is placed behind all other Cars in that class for the purpose of finishing positions and awarding any finishing points. All other Cars are elevated in the finishing positions and finishing points (exception: Art. 12.3.5).

- 12.3.4. (SSR) For PC and GTD, in any four (4) or five (5) Driver combination Car that finishes the Race, two (2) Silver/Bronze rated Drivers must individually achieve the minimum drive-time for those Drivers or their paired Drivers to be eligible for finishing points. The other paired Drivers must drive the Car in the Race to be eligible for finishing points. Any fifth (or unpaired) Driver must individually achieve the minimum drive-time in order for that Driver to be eligible for finishing points regardless of driver rating. If the paired Silver/Bronze rated Drivers do not achieve the minimum drive-time, the Car is placed behind all other Cars in that class for the purpose of finishing positions and awarding any finishing points. All other Cars are elevated in the finishing positions (exception: Art. 12.3.5).
- 12.3.5. (SSR) **Driver “Pairings”**: For PC and GTD, in the interest of maintaining season-long Driver points pairings, if the Car does not complete the last ten (10) minutes of the Race (and is not “running” at the finish per Art. 51.1.7) or does not complete more than 90% of the Race (loses substantial time for repairs but “finishes”), a “Driver Pairing” is considered for the purposes of awarding championship points.
- A. (SSR) For any Silver/Bronze Driver that achieves the minimum drive-time, their paired Driver is automatically eligible for the finishing points of the Car’s finishing position regardless of driving the Car (table Art. 12.8). Such eligibility for finishing points is also conveyed to the Team and other championships for the purposes of the Car’s finishing position.
 - B. (SSR) A pairing is any two (2) Drivers nominated for championship points in the Car that have the same number of Driver championship points (in that class) entered for that Event. Pairings are listed on the Driver Pairing Form with a Silver/Bronze Driver in the first column and their respective pair in the second column. Drivers are only paired once in a Car. Four (4) or five (5) Driver combination Cars typically list two (2) pairs.
 - C. (SSR) In Cars of three (3), four (4) or five (5) Drivers having the same championship points (including zero (0) for a Car’s first Event), a Team must declare their Driver pairing(s) on the Driver Pairing Form (available under “Forms” at imsacompetitors.com or from the Administrator in the Series transporter), no later than one (1) hour prior to the start of the Race or forfeit points pairing eligibility.
- 12.3.6. (SSR) In Race-finishing Cars with podium positions (listed as “running” per Art. 51.1.7): for PC and GTD, if a Silver or Bronze rated Driver does not complete the minimum lap count or drive-time for each instance of a Platinum or Gold rated Driver nominated in the Car, or for Drivers in any class over maximum drive-time, Entrant may be additionally penalized at the sole discretion of IMSA.
- 12.3.7. (SSR) For P and GTLM, in Race-finishing Cars (listed as “running” per Art. 51.1.7), a Driver must be a starter per Art. 44.2 to be eligible for finishing points. Additional entered Drivers are eligible for finishing points upon driving the Car.
- A. (SSR) For P and GTLM, if the Car does not complete the last ten (10) minutes of the Race (and is not “running” at the finish per Art. 51.1.7) or does not complete more than 90% of the Race (loses substantial time for repairs but “finishes”), the Drivers of its nominated combination are eligible for the finishing points of the Car’s official finishing position.

12.4. (SSR) Trueman / Akin Minimum Drive-Time

- 12.4.1. (SSR) Refer to ATTACHMENT 11. For P and GTLM classes, Trueman/Akin Drivers must achieve the minimum lap count or drive-time established in the SR to be eligible for Trueman/Akin awards. Trueman/Akin standings are scored separately from the P and GTLM championships and a Trueman/Akin Driver who does not achieve the minimum lap count or

drive-time to be eligible for Trueman/Akin points remains eligible for P or GTLM points upon meeting any requirements of those classes.

12.5. (SSR) Maximum Drive-Time

- 12.5.1. (SSR) Drivers must not exceed the drive-time of four (4) hours in any six (6) hours and/or any other limit listed in the SR.
- 12.5.2. (SSR) Drivers nominated in more than one (1) Car shall have their drive-time calculated cumulatively. Exceeding drive-time incurs the penalty for all Cars in which the Driver is nominated, irrespective of the Car declared for championship points.
- 12.5.3. (SSR) If a Driver exceeds the maximum drive-time, the finishing position for each Car the Driver is nominated in, regardless of declaration for championship points, is placed behind all other Cars in that class for the purpose of finishing positions and awarding any finishing points or Point Fund / Prize Money and all other Cars and Drivers are elevated in the finishing positions, finishing points and/or Points Fund / Prize Money.
 - A. (SSR) Computation of drive-time is at the sole discretion of IMSA and Conclusive.

12.6. **IMSA Championship Points Authority.** IMSA is the sole authority for the awarding of all IMSA Series championship points, the naming of IMSA Series Driver, Team and/or other Champions and the distribution of any IMSA Series Point Fund / Prize Money in the manner set forth in the SSR.

12.7. **(SSR) Starting points:** In each Race, each Car (Team) credited as a “Starter” and each Driver nominated for championship points in that Car, are awarded one (1) starting point.

- 12.7.1. (SSR) **To be credited as a “Starter”:** A Car must take the starting signal on the racetrack or start the Race from the pit lane after the starting signal has been given.
- 12.7.2. (SSR) The starting point is added to any earned finishing point(s), which together are the total championship points earned for that Event.
- 12.7.3. (SSR) Starting points are only awarded for the Driver and Team (Car) championships.

12.8. **(SSR) Finishing points.** Finishing points are awarded in each Race to the finishers that have met the eligibility requirements in each championship per the following table:

1 st	35 Points	11 th	20 Points	21 st	10 Points
2 nd	32 Points	12 th	19 Points	22 nd	9 Points
3 rd	30 Points	13 th	18 Points	23 rd	8 Points
4 th	28 Points	14 th	17 Points	24 th	7 Points
5 th	26 Points	15 th	16 Points	25 th	6 Points
6 th	25 Points	16 th	15 Points	26 th	5 Points
7 th	24 Points	17 th	14 Points	27 th	4 Points
8 th	23 Points	18 th	13 Points	28 th	3 Points
9 th	22 Points	19 th	12 Points	29 th	2 Points
10 th	21 Points	20 th	11 Points	30 th +	1 Point

12.9. (SSR) DRIVER CHAMPIONS

- 12.9.1. (SSR) IMSA recognizes Driver champions in the P, PC, GTLM and GTD classes based on the total number of championship points earned during the season.

12.10.(SSR) Team Finishing Points

- 12.10.1. (SSR) Entrant may enter multiple Cars but each Car earns championship points separately.
- 12.10.2. (SSR) Finishing points are awarded based on the finishing position of the Car in each Race as earned by its Drivers per the table in Art. 12.8, subject to Art. 12.3.5 and Art. 12.10.3.
- 12.10.3. (SSR) A Car found out of compliance with the RULES may be removed from consideration for Team points for its finishing position. Team points are adjusted accordingly.

12.11.(SSR) TEAM CHAMPIONS

- 12.11.1. (SSR) IMSA recognizes a Team champion (assigned competition number and its Entrant) in the P, PC, GTLM and GTD classes based on the total number of championship points earned by a Car during the season.
- 12.11.2. **(SSR) YEAR END POINT FUND / PRIZE MONEY**

- A. (SSR) IMSA shall establish a Year End Point Fund for P, PC, GTLM and GTD classes. To be eligible for the Year End Point Fund, the Premium Entrant must participate in all scheduled Events for the applicable class (P, PC, GTLM, GTD), finish within the top ten (10) of the Series points standings, and comply with the Premium Entrant agreement.

12.12.(SSR) Manufacturer, Constructor, Tire Partner Finishing Points

- 12.12.1. (SSR) Each Manufacturer, Constructor and/or Tire Partner receives finishing points for its highest finishing position in each class in each Race. The positions of subsequent finishing Cars from the same Manufacturer, Constructor and/or Tire Partner are not considered in the results and all other Cars elevated in the finishing positions accordingly.

12.13.(SSR) MANUFACTURER CHAMPIONS

- 12.13.1. (SSR) IMSA recognizes a Car Manufacturer champion in the GTLM and GTD classes.
- 12.13.2. (SSR) IMSA recognizes an engine Manufacturer champion in the P class.
- 12.13.3. (SSR) All manufacturers eligible, providing they are an IMSA Official Automotive Partner.

12.14.(SSR) CONSTRUCTOR CHAMPIONS

- 12.14.1. (SSR) IMSA recognizes a Constructor champion in the P class.
- 12.14.2. (SSR) All constructors eligible, providing they are an IMSA Official Automotive Partner.

12.15.(SSR) TIRE PARTNER CHAMPIONS

- 12.15.1. (SSR) IMSA recognizes a Tire Partner champion in the GTLM class.
- 12.15.2. (SSR) All tire suppliers eligible, providing they are an Official Proud Partner of IMSA.

ARTICLE 13 – TECHNOLOGY

13. TECHNOLOGY

- 13.1. **(SSR) Electronic Status Logs:** Entrants must electronically submit a Status Log via the IMSA pit lane network within thirty (30) minutes of the conclusion of qualifying, the conclusion of the Race, or the retirement of the Car during the Race as required in these RULES.

- 13.1.1. (SSR) Status Logs are on-line forms to be filled out by each Team. They are available on the pit lane network prior to the start of qualifying at each Event. The IP address location of the Status Log on the pit lane network is available from Timing and Scoring. Assistance in locating or completing the form is available from Timing & Scoring Officials in the pit lane.
- 13.1.2. (SSR) If qualifying is abandoned, or a Car does not participate in qualifying, the Team must submit the name of the starting Driver via the qualifying Status Log. The qualifying Status Log has a column for the name of the Driver who will start the Race (starting Driver), the name of the Team member submitting the form, and a comment field. The date and time of submission are shown only when the Status Log is successfully saved.
- 13.1.3. (SSR) The Race Status Log must be submitted as formal notification of a retirement of the Car and has a column to show the reason for retirement from the Race, the name of the Team member submitting the form, and a comment field. The date and time of submission are shown only when the Status Log is successfully saved.
- 13.1.4. (SSR) The pit lane network remains available for thirty (30) minutes following the conclusion of qualifying and of the Race.
- 13.2. **(SSR) Instant Messenger System (IM):** Competitors must at all times that their Car is participating in a Session or Race, establish and maintain the IM communication system between their pit and Race Control. Race Control does not respond to inquiries regarding the disposition of other Competitors and may not respond to requests for regulatory clarification due to the complex nature of the RULES. Such inquiries should be made directly and in person with the Race Director or appropriate IMSA Officials. Reports of on-track activity, passes under yellow and similar must include the location, the time of day and a description of the specific concern. Vague reports receive lower priority. Passes under yellow must be reported only via IM, not through the pit lane Officials. Requests to “go behind the wall” must be made only through the pit lane Officials, not via IM.
- 13.3. **(SSR) Entrant Online Entry List Update Form:** Prior to the Event, IMSA releases a Pre-Event Provisional Entry List. Once at an Event, all updates to the entry list must be submitted via the electronic update form on the Event page at imsacompetitors.com (along with a link to instructions for the electronic form). Changes received later than sixty (60) minutes prior to the scheduled publication time of each entry list are not included on that scheduled entry list. The official entry list is updated during the Event at the Post-Safety Checks and Pre-Race intervals.

ARTICLE 14 – RADIOS

14. RADIOS

- 14.1. In order to reduce radio interference, particularly on critical frequencies, and to enhance the fan experience, the following requirements apply to all IMSA Members. Failure to comply with these requirements may result in penalties.
- 14.2. Only the UHF (450-470 MHz) frequency band is permitted for pit to Car radio communication. Competitor radio traffic is limited to a maximum of four (4) watts on handheld radios and a maximum of ten (10) watts ERP on mobile units (base stations) and/or repeaters and must not transmit to Car on one frequency and receive on another at greater than 5Mhz spacing. All Car communication must operate in analog mode on 12.5Khz channel spacing. Digital and/or encrypted, or any radio transmission scheme between Team and Driver not understandable using a standard scanner at any time during any qualifying Session or Race is prohibited.
- 14.3. Every originator of transmitted radio signals, including all voice and data transmissions, must each year apply to register each radio frequency, PL codes, transmission scheme (if not a

standard scheme) and intended use (for example “Pit to Driver”, or “Car Telemetry”), prior to use with the IMSA designated representatives for coordination. This requirement extends to all persons or organizations Members of IMSA, including Teams, manufacturers, suppliers, corporate Members and individuals. The determination of IMSA in any dispute regarding conflicting frequency or discrepancy is final and Conclusive.

- 14.4. Teams must declare and register their Team-to-Driver radio frequency used in any qualifying Session and Race. The IMSA designated representative is Racing Radios. Teams must submit frequency registrations each year prior to the closing of technical inspection of their first Race and at each Race if changed. Changes during an Event must be submitted no less than one (1) hour prior to qualifying or Race.
- 14.5. Application forms (Petition for Frequency Use) for registration of frequency(ies) are provided by Racing Radios and are available under “Forms” at imsacompetitors.com or from IMSA technical inspection and from Racing Radios. Forms must include Frequency, PL, Channel use and FCC license designator if applicable. Teams must bring a handheld radio to Racing Radios for verification at each Event no later than one hour prior to qualifying.
- 14.6. Racing Radios coordinates licensing for registered frequencies with the governing body in Canada and assists Competitors in obtaining required operating licenses. Proper licensing of frequencies remains the sole responsibility of the user/Competitor/vendor.
- 14.7. IMSA reserves the right to monitor and record all frequencies used by IMSA Members and to use such recordings for any purpose whatsoever. All IMSA Members, by their continued Membership, consent to such recording and use. IMSA reserves the right to deny use by IMSA Members of a particular frequency at an Event.
- 14.8. At all times that the Car is on the racetrack, a minimum of one (1) crewmember in the Pit Box must have radio communication with the Driver. At all times during a Session, a minimum of one (1) crewmember in the Pit Box must monitor the published Race Control frequency. Competitors must not use these IMSA operational frequencies.

IMSA RADIO FREQUENCIES

CHANNEL			FREQ		PL CODE
Race Control (Primary)	Simplex	Analog	461.2000		DPL 432
Race Control (Backup)	Simplex	Analog	464.6000		DPL 631

- 14.9. Applications may be faxed in advance of an Event. Attention to: IMSA Radio Frequency Coordinator, (404) 361-6327. At the racetrack, applications may be delivered to Racing Radios at the IMSA Operations Trailer, to IMSA technical inspection, or to IMSA registration. For Series other than the WeatherTech Championship or Continental Challenge, applications may be forwarded to their respective Series Manager or administrator.

ARTICLE 15 – BROADCAST EQUIPMENT AND BROADCASTERS

15. BROADCAST EQUIPMENT AND BROADCASTERS

- 15.1. Competitors may be required to carry In-Car-Cameras (ICC) and cooperate with the official broadcaster in the installation of such, including the provision of power for such equipment, which may require battery packs. Cars equipped with ICC must display the Car number in the ICC’s home position field of vision. Once installed for an Event, ICC must not be removed or disabled by the Competitor for any Session. All images generated by the official broadcasters are copyright of IMSA and/or its designees, or the broadcast copyright holder. No right of interest

accrues to the Competitor from carrying such equipment. Non-compliance may result in penalties. 3G Wireless LLC is the exclusive provider of ICC for IMSA. For technical questions, please contact the IMSA' technical liaisons: Mark Hull at mhull@nascar.com or Bill Stafford bstafford@nascar.com.

- 15.2. For commercial questions, contact David Pettit, IMSA VP, Marketing at dpettit@imsa.com
- 15.3. ICC not provided by the official broadcaster are prohibited in all phases of all Events, except as approved by IMSA, or as may be permitted in the SSR. In any case, broadcast, display or any non-private use of such images requires permission from IMSA or its designee.
- 15.4. Competitors may be required to carry on-board telemetry devices for television broadcast use and cooperate with the official broadcaster in the installation of such, including the provision of power where necessary. Once installed for an Event, such equipment must not be removed or disabled by the Competitor for any Session. Where telemetry devices are prohibited, the installation of this equipment shall not violate those provisions. Competitors shall have no right to the data acquired.
- 15.5. All closed cockpit Cars must mount on their roof an actual ICC or the ICC replacement dummy unit. The ICC or unmodified dummy unit must be mounted on the opposite side of centerline of the Car from the Driver, 12.5" rearward of the trailing edge of the windshield and 4.5" off of the centerline of the roof or as approved by IMSA.
- 15.6. ICC as specified by IMSA for other commercial or promotional purposes may be required from time to time with specific arrangement with the Competitor(s).
- 15.7. Where a Series has a minimum weight, equipment listed in Art. 15 is included in that minimum weight. Altering the structure or configuration of Cars in contravention of the RULES is prohibited.
 - 15.7.1. IMSA Members must cooperate with the official broadcasters and public address announcers to the fullest extent reasonable. This includes cooperating with interviews, features, graphics, audio sound bites and other elements of the show and providing space, time and unfettered access to working areas.

ARTICLE 16 – PRIVATE IN-CAR-CAMERAS

16. PRIVATE IN-CAR-CAMERAS

- 16.1. Private In-Car-Cameras may be permitted only after the express approval of IMSA and any footage gathered from such private In-Car-Camera(s) shall only be used for non-commercial use by Team and Driver. Each Driver and/or Entrant must execute and maintain current, a media rights and usage license with IMSA or its designated production company prior to participation in their first Event. Any private ICC installation for any Session must be approved by the Director of Racing Operations. Installations are limited to inside the cockpit on closed Cars and within a limited proximity of the cockpit on open Cars unless otherwise approved. Private ICC installation on Driver helmet prohibited. Footage shall not be transferred, sold, given to any party not having executed the media rights and usage license with IMSA or its designated production company. Real time or live streaming or posting of any recorded material is prohibited. Any use of the private ICC footage by sponsors or any other third party shall require the execution of a separate commercial use license with IMSA.

- 16.1.1. Per Car penalties for violations of Art. 16.1, include but are not limited to:

First violation - \$5,000 Entrant Fine, loss of one (1) Team championship point and one (1) Driver championship point per Driver in Car and immediate removal of any prohibited media from visibility.

Second and subsequent violation(s) - \$5,000 Entrant Fine, loss of three (3) Team championship points and three (3) Driver championship points per Driver in Car and immediate removal of any prohibited media from visibility.

ARTICLE 17 – AERIAL DEVICES

17. AERIAL DEVICES

17.1. The use by Members of drones or other aerial devices at an Event is prohibited except by IMSA.

ARTICLE 18 – OFFICIALS

18. OFFICIALS

18.1. The Officials responsible for conducting an IMSA Event are organized as follows:

- A. RACE DIRECTOR
- B. CLERK OF THE COURSE
- C. SUPERVISORY OFFICIALS
- D. STARTER
- E. CHIEF SCORER
- F. TECHNICAL DIRECTOR
- G. TRACK SERVICES MANAGER
- H. COMMUNICATION MARSHAL
- I. COURSE MARSHAL
- J. PIT LANE OFFICIALS
- K. FIELD INVESTIGATOR
- L. OTHER OFFICIALS

18.1.2. Except for the Supervisory Officials, the above Officials may delegate part of their duties to assistants. Individual Series may appoint Officials whose decisions are subject to ratification by the IMSA Supervisory Officials.

18.1.3. **Supervision.** In addition to these Officials, IMSA reserves the right to appoint a person to evaluate and report on the Event.

18.1.4. **Appointment of Officials.** The Race Director and Supervisory Officials are appointed by IMSA. Other Officials are appointed subject to approval of IMSA.

18.1.5. **Conduct.** Officials are expected to conduct themselves in a manner reflecting credit on the sport of automobile racing and IMSA. IMSA may remove any Official's appointment or penalize them if they fail to conduct themselves appropriately.

18.1.6. **Separation & Plurality of Duties.** An Official must have no responsibility or authority beyond that attached to their appointment. However, except for the Race Director and Supervisory Officials, a person may hold more than one Official position.

18.2. RACE DIRECTOR

18.2.1. The Race Director is the primary IMSA Official at an Event and is responsible directly to IMSA for the conduct of the Event. Accordingly, the Race Director has the duty and authority to:

- A. Keep order in cooperation with civil authorities responsible for public safety.
- B. Execute the program of Competitions and other activities punctually by directing the Drivers and their Cars, Officials and their assistants and other Competitors.
- C. Prevent ineligible Cars and Drivers from taking part in an Event.
- D. Order inspection of any Car in order to verify its eligibility.
- E. Refer disputes and protests to the Supervisory Officials.
- F. Determine, in consultation with the Supervisory Officials, whether conditions are safe to continue the Event, postpone a Competition, modify the SR or alter the schedule for reasons of safety or forces beyond their control.
- G. Assess penalties in accordance with the RULES.
- H. Replace an Official unable to perform their duties.
- I. Compile a report on all aspects of the Event as may be requested by IMSA.
- J. Assign certain responsibilities and/or authorities to other IMSA Officials.
- K. Also serve as Clerk of the Course in certain cases.

18.3. CLERK OF THE COURSE

18.3.1. The Clerk of the Course is responsible for conducting the Event in accordance with the RULES.

18.4. SUPERVISORY OFFICIALS

18.4.1. The Supervisory Officials are named in Art. 1.56. Not every Supervisory Official may be present for every Event. At all Events, at least one (1) Supervisory Official is present to represent the Supervisory Officials. When required, others may be contacted telephonically.

18.4.2. The Supervisory Officials shall have oversight authority for the enforcement of the RULES. The Supervisory Officials may overturn the decisions of the Race Director regarding the penalty(ies) assessed. In addition to the authority stipulated within the RULES, the Supervisory Officials may hear Protests and/or Appeals (Art. 62). The Supervisory Officials also have authority for the following:

- A. They may assess penalties or fines;
- B. They may pronounce Exclusions;
- C. They may amend the results;
- D. They may assist the Race Director in the investigation of possible RULES violations and other disputes;
- E. They may advise the Race Director on any matter that they feel may improve the conduct of the Event.

18.5. STARTER

18.5.1. The Starter communicates the flag signals to the competing Drivers from the time the Cars take their starting positions until the Competition is ended and all Cars have left the racetrack.

18.6. CHIEF SCORER

18.6.1. The Chief Scorer and their staff are responsible for the accurate timing and scoring of the Event. They prepare the official results, maintain official qualifying times for competing Cars and furnish timing and scoring information.

18.7. TECHNICAL DIRECTOR (CHIEF SCRUTINEER)

18.7.1. The Technical Director is responsible for checking all competing Cars for safety and eligibility. The Technical Director and his staff conduct inspections and report any Cars found unsafe or ineligible. Where appropriate, references to "Technical Director" shall also be interchangeable with "Technical Committee" in such cases of technical oversight and/or submission of applications and/or where no acting Technical Director is present.

18.8. TRACK SERVICES MANAGER

18.8.1. The Track Services Manager is responsible for organizing and directing the incident response activities of the racetrack and IMSA personnel and equipment.

18.9. COMMUNICATIONS MARSHAL

18.9.1. The Communications Marshal is responsible for the operation of the system used for transmitting and communicating information between Race Control and the marshal stations.

18.10. COURSE MARSHAL

18.10.1. The Course Marshals are responsible for final preparation and maintenance of the racetrack, flagging and other related duties assigned by the Race Director.

18.11. PIT LANE OFFICIALS

18.11.1. The Pit Lane Officials are the liaison between Competitors and Race Control.

18.12. FIELD INVESTIGATOR

18.12.1. The Field Investigators are responsible for collecting and analyzing information post-incident and have authority to impound any Car or component to aid in such responsibility.

18.12.2. The Field Investigators work within the Series Technical Department on safety and technical inspections to determine proper installation, maintenance and use of such systems.

18.13. OTHER OFFICIALS

18.13.1. IMSA may establish such other Officials as deemed appropriate.

ARTICLE 19 – EVENT LOGISTICS

19. EVENT LOGISTICS (also Att. 9)

19.1. Event logistics are under the exclusive direction of IMSA and no other entity may give contradictory direction. Transporter Load-In specifics are issued via the SR and/or as directed by the IMSA Director of Logistics. Competitors must not open/unload transporters until instructed by an IMSA Official or as listed on the Official Schedule. Additionally, where applicable and after such permission is granted, pit equipment may be moved to pit lane but must remain 36" from the pit wall until scheduled or notified by an IMSA Official that pit equipment setup may commence.

- 19.2. Safety Checks and Scrutineering is by appointment during the hours posted and as distributed by the IMSA Technical Department or as instructed by the Technical Director. Individual checks may be performed at other times by Competitors on a first come first served basis or as permitted by the Technical Director.
- 19.3. From Load-In to the conclusion of the Event, Cars must not be removed from the Event premises without the express permission of IMSA.

ARTICLE 20 – DRIVER SAFETY EQUIPMENT

20. DRIVER SAFETY EQUIPMENT

- 20.1. Drivers must wear the following safety equipment while taking part in Sessions:
 - 20.1.1. Drivers must wear full coverage helmets of recognized high quality and which include a face shield. Drivers in all WeatherTech Championship classes must use helmets that satisfy FIA standard 8860-2004 or 8860-2010 - Advanced Helmet Test specification, effective 15 January, 2014. Modification is prohibited (drilling of holes, etc.) and shall void the homologation. Drivers in all other IMSA Series must, at minimum, wear helmets that bear the seal of approval of the Snell Memorial Foundation SA/2010, SAH/2010, SA/2015 or SFI Foundation 31.1.
 - A. (SSR) WeatherTech Championship Drivers in open-cockpit Cars must utilize the visor reinforcement panel for the FIA 8860-2004/2010 helmet in accordance with this specification and the relevant standard in FIA Technical List No 25. Refer to FIA Specification 2011 F1 Visor Reinforcement Panel for FIA 8860 Helmet.
 - 20.1.2. Drivers must have the Eject Helmet Removal kit or the Stand 21 “Lid Lifter Balaclava” installed in their helmets.
 - 20.1.3. Drivers must wear outermost, a driver suit homologated to FIA 8856-2000 or meeting the SFI 3.2A specification. Gloves, underwear, a balaclava, socks and shoes homologated to FIA 8856-2000 or meeting the SFI 3.3 specification are also required.
 - 20.1.4. Drivers must wear a Frontal Head Restraint (FHR) that is approved according to FIA standard 8858-2002 or 8858-2010. Drivers are strongly encouraged to use helmets with tether-anchorage fitted by the manufacturer as original equipment. Homologated tethers, identified by a FIA 8858-2002 label are required and must not be used beyond the 31st day of December in their manufacturer’s declared year of expiration.
 - 20.1.5. Evaporative-loss Freon cool suits are prohibited.

ARTICLE 21 – GENERAL CAR REQUIREMENTS

21. GENERAL CAR REQUIREMENTS

- 21.1. IMSA publishes specifications for various classes of Car eligible to compete in a Series in the Technical Regulations that shall supersede Art. 21 in case of any conflict.
- 21.2. **Car Composition**
 - 21.2.1. The Car must consist of the body shell/chassis (monocoque) unit and the IMSA-approved engine block or crankcase. In the case of rotary engines, the cylinder block shall consist of the front, intermediate and rear housings. During the Race, it is prohibited to change the engine block (crankshaft case), the chassis or monocoque structure. Penalty: possible Exclusion of the Car.

21.3. Mandatory Requirements

- 21.3.1. Each entered Car must be inspected and approved by the Technical Director or their delegated assistant(s) before it is permitted to participate in any Official Session. No expressed or implied warranty of safety shall result from this inspection or approval. It is at all times solely the responsibility of the Entrant to have their Car free from mechanical defects and in safe racing condition. Cars damaged or altered after they have been approved at inspection are subject to re-inspection and approval. IMSA makes the final decision on the safety and eligibility of an accident-damaged Car. Major body components must be maintained in normal position throughout the Competition. Questionable Cars are subject to approval by the Technical Director. Cars shall present a neat, clean and professional appearance, with no old damage.

21.4. General Technical Presentation

- 21.4.1. IMSA, at its sole discretion, reserves the right to impound and inspect Cars competing in an Event. Failure to comply may result in Exclusion. Non-compliant components may be retained and/or destroyed by IMSA without compensation or recourse to the Competitor.
- 21.4.2. The timing, location, method and type of Car inspection and the number of Cars to be inspected at any Event is determined by the Technical Director.
- 21.4.3. When instructed by the Officials to go to Impound or the inspection area, Cars must proceed directly and without delay, or may be Excluded.
- 21.4.4. It is the responsibility of the Entrant or Driver to prepare the Car for inspection when requested to do so by the Technical Director or their assistant(s). Any expense incurred, except in the case of a protest, is the liability of the Entrant. Preparation of a Car for inspection must be performed in a timely manner as determined by the Technical Director.
- 21.4.5. It is the Entrant's responsibility to present their Cars in compliance with the RULES at all times. Passing Safety Checks, Scrutineering or Technical Inspection does not constitute a waiver for existing, ongoing, latent, future, or unobserved infractions of the RULES.
- 21.4.6. Measurements:
- A. Both metric and English dimensions may be given. In such cases, when the two systems do not equate exactly, measurements for compliance during inspection normally use the system most advantageous to the Entrant. An equivalence table is provided in Appendix A.
 - B. The Technical Director may establish tolerances for measurements taken during inspection; may require components on the Car to fit IMSA templates; may require IMSA monitoring devices to be fitted to a Car; and/or may require IMSA limiting devices to be fitted to a Car.
- 21.4.7. Additional distinction between Cars of similar appearance may be mandated by IMSA.
- 21.4.8. **Leakage/Excessive Fuel Spill:** Prohibited. Glycol based additives/coolants: Prohibited.
- 21.4.9. Mandatory safety requirements for Cars except as specified in the SSR, SR and/or Technical Regulations for a specific Series.
- A. A six-point Driver restraint system of approved design is required.
 - B. Cars must be equipped with two (2) master electrical circuit breakers. These circuit breakers must be clearly marked by a spark in a blue triangle.

- C. In all cases, the Driver must be able to easily exit the Car through both the Driver side and the passenger side in an emergency to the satisfaction of IMSA.
 - D. An on-board starter and energy source must remain functional at all times, except when deactivated in an emergency by the master electrical circuit breaker.
 - E. Identification lights are subject to approval by IMSA.
 - F. An "arrow" decal denoting tow hook location, window net release and door release must be affixed in each of these locations.
- 21.4.10. If the Technical Director determines prior to the Race that a Car does not meet the applicable specifications, the Car shall be prohibited from Competition unless, at the discretion of the Technical Director, the deficiency collectively:
- A. Does not affect safety;
 - B. Cannot be corrected in time for qualifying or the Race (if no qualifying);
 - C. Does not provide the Competitor a significant competitive advantage;
 - D. Is so insubstantial as not to warrant a determination that the Car is ineligible to Race.

If the Race Director permits the Car to compete under these circumstances, the Technical Director shall apprise the Competitor in writing of the deficiency and the Car is prohibited from competing in future Events until such deficiency is corrected.

21.5. Sound Enforcement

- 21.5.1. Cars must meet IMSA sound limits as may be required. At its discretion, IMSA monitors, or has others monitor, sound levels and employs enforcement as appropriate.
- 21.5.2. Local sound limits beyond IMSA control may require additional procedures or penalties for noncompliance.

ARTICLE 22 – CARS ELIGIBLE

22. (SSR) CARS ELIGIBLE

- 22.1. (SSR) Prototype Categories:
 - A. (SSR) P
 - B. (SSR) PC
- 22.2. (SSR) Grand Touring Categories:
 - A. (SSR) GTLM
 - B. (SSR) GTD
- 22.3. (SSR) The eligibility of any Car to compete and the type and technical specifications under which they compete is at the exclusive discretion of IMSA. IMSA reserves the right to make modifications to the specifications of Cars in the best interest of the Competition and the sport.
- 22.4. (SSR) Reserve Cars are prohibited. A Team must only use one (1) single Car during an Event. A change of the tub or the monocoque as permitted in the SSR is not considered a change of the Car if the other main components: engine, gearbox/suspension assembly(ies) remain the same at the discretion of the Technical Director. Should a tub or monocoque need replacement, the work must be completed with the approval of the Technical Director and as directed under the

supervision of the Scrutineers. After qualifying, such replacement shall require the Car to go to the back of the starting grid in its category.

- 22.5. (SSR) After the completion of Sporting Checks it is prohibited to use a chassis identified by the chassis number (serial number) of an entered Car to replace that of any other entered Car.
- 22.6. (SSR) The decision of IMSA about the authentication (or not) of the homologation form, is a technical decision taken as a last resort, and consequently, not subject to appeal, by any party whatsoever, in front of any jurisdiction whatsoever.

ARTICLE 23 – SAFETY CHECKS, SCRUTINEERING & TECHNICAL INSPECTION

23. SAFETY CHECKS, SCRUTINEERING & TECHNICAL INSPECTION

- 23.1. All refueler (where applicable) and Driver firesuits and personal protective equipment must be inspected by IMSA at Safety Checks, Scrutineering and/or Technical Inspection prior to first use in the season (see Art. 20 and 34.2.1). IMSA may re-inspect any equipment at any time.
- 23.2. IMSA may, for inspection purposes, seal or impound Race Equipment entered and competing in an Event. IMSA is not responsible for payment, reimbursement, damage or loss as a result of such sealing or impounding.
- 23.3. **(SSR) Presentation of the Cars for Scrutineering**
 - 23.3.1. (SSR) Cars must be presented with the required decals per Att. 6.
 - 23.3.2. (SSR) Cars must be presented with a functional: Timing and Scoring Transponder, including the Driver ID system (Art. 25 and Att. 7); Back Up Transponder (Att. 7); IMSA Safety Light system (Att. 7); Leader Light system (Att. 7); IMSA Scrutineering Logger system (Att. 8) and Lighted Number Panels at Races run partly by night (Att. 6). Failure of the Timing and Scoring Transponder(s) and/or Driver ID system must be repaired immediately on discovery. In-Race failure of the IMSA Safety Light system, Leader Light system or a Lighted Number Panel, functioning at the start of a Race, does not constitute an infraction.
- 23.4. **(SSR) DEKRA Certified Technical Conformity Stickers**
 - 23.4.1. (SSR) DEKRA Certified Conformity Stickers are labels issued to a Car after it successfully clears Safety Checks and Scrutineering. They are affixed in the approved location(s) (Att. 6) after Safety Checks and Scrutineering, once the Scrutineers have approved the Car.
 - 23.4.2. (SSR) A Car must not take part in the Event after Safety Checks and Scrutineering without these DEKRA Certified Conformity Stickers. They must not be removed and must remain visible in all circumstances.
- 23.5. **The Scrutineers may:**
 - 23.5.1. Check the eligibility of a Car or of a Competitor at any time;
 - 23.5.2. Require a Car to be dismantled by the Competitor to ensure that the conditions of eligibility are fulfilled;
 - 23.5.3. Require a Competitor:
 - A. To pay all expenses which the exercising of the above-mentioned powers may entail;
 - B. To provide such samples of parts deemed necessary.
 - 23.5.4. Once approved by the Scrutineers, any Car dismantled or modified in a way which might affect its safety or call into question its eligibility, or which has been involved in an accident with similar results, must be rechecked for the Scrutineer's approval.

23.6. Cars may be weighed at any time.

23.6.1. When weighing is in process, no solid, liquid, gas or other substance or material of any nature whatsoever may be added to or removed from a Car.

23.6.2. Admittance to any area where inspections are being made is controlled by the Technical Director. Intervention is prohibited, save under the control of IMSA Officials. A maximum of four (4) Team members are permitted or as limited by the IMSA Officials.

23.7. (SSR) Cars in the Impound area (Art. 52) and selected for inspection are weighed with no Driver on board and fuel tank(s) drained.

23.8. Cars selected at random may be checked at any time (Art. 52).

23.9. Safety Checks, Scrutineering and Technical Inspection are carried out by Scrutineers duly appointed by the Technical Director. They are responsible for the operations in the Impound area, and are the only people authorized to give instructions to the Competitors and/or Drivers.

23.10. Anything not explicitly permitted in the RULES is prohibited. Inquiries related to clarification any of the RULES should be directed to rules@imsa.com.

ARTICLE 24 – PIT & PADDOCK FITTING-OUT

24. PIT & PADDOCK FITTING-OUT (See ATTACHMENT 9)

24.1. **Other Equipment.** On an individual basis, IMSA may approve or require equipment to be fitted to Cars and/or Drivers, or waive certain procedural requirements for the sole purpose of enhancing the Event.

ARTICLE 25 – TIMING AND SCORING

25. TIMING AND SCORING

25.1. Cars must be fitted with an approved timing and scoring transponder and/or other electronic scoring device in a location and manner approved by Timing and Scoring. The transponder must be powered and functional at all times the Car is on racetrack or in the pit lane. It is subject to inspection at all times and must be surrendered or replaced upon request. The transponder must not be tampered with nor transferred to another Car unless specifically approved by IMSA. Failure to obtain, install and maintain the transponder shall result in the Car not being scored and may result in other penalties.

25.2. Loss or damage to an IMSA-owned transponder while in the possession of the Entrant results in an automatic cost to the Entrant in the amount specified in the IMSA Accessories Order Form. In the case of loss or damage to an Entrant-owned transponder, the Entrant must fit a functioning transponder in order to continue participation in the Event.

25.3. For a standing start, the timing and scoring commences at the moment the starting signal is given; or, if automatic apparatus is used, at the instant it is operated as specified in the SSR for a Series.

25.4. For a rolling start, the timing and scoring commences when the leading Car crosses the starting line after completion of the scheduled formation (pace) lap(s).

25.5. First and subsequent laps are timed and scored when each Car crosses the control line at the timing and scoring station unless a different procedure is announced.

25.6. The following timing policy is used at Events:

- 25.6.1. An “officially timed lap” is defined as: A lap with a minimum of two (2) wheels on the racing surface at all times recorded by IMSA Timing that uses the approved transponder installed in the Car to record a crossing at the control line at the beginning and end of that lap (also Art. 32.10.1). When a Driver ID system is installed, the crossing must include the correct Driver ID.
- 25.6.2. When a Driver ID system is installed, Drivers are responsible for engaging the correct identification plug prior to the start of the formation lap(s), or; in the pit lane, prior to overtaking the last working pit. Drivers must not disengage the identification plug prior to crossing the pit lane speed limit start loop at the pit lane entry.
- 25.6.3. IMSA shall use its best efforts to notify a Competitor not registering officially timed laps or correct Driver ID. However, it is the Competitor’s responsibility to ensure that their transponder is operating correctly, including Driver ID systems when a part of a Series’ timing system, during all phases of Competition. Failure of the correct Driver ID registering may result in incorrect Driver time credit, which is the Competitor’s responsibility, and may result in penalties or Exclusion.
- 25.6.4. Only officially timed laps are counted towards Driver or Car qualifications, qualification times, pole positions, starting position, fastest Race laps and/or recognition of the speed of a Competitor during the Competition, and only officially timed laps are recognized as “track records”.
- 25.6.5. During an Event, when a Competitor is not registering officially timed laps, IMSA shall continue to score the Competitor (i.e. their physical position or lap count relative to other Competitors during a Race shall continue to be recorded) and may display unofficial times.
- 25.6.6. Distance is normally measured in whole laps completed by the Car.
- 25.6.7. The approved transponder manufacturer is MyLaps as specified by IMSA.

25.7. Control Line

A Car crosses a control line at the instant the leading-most edge of its bodywork passes over that line, or at the instant the automatic timing apparatus is operated.

25.8. Start Line

The start line is the point on the racetrack where timing and/or scoring begins, unless otherwise stated in the SR.

25.9. Finish Line

The finish line, if different from the starting line, is the point on the racetrack where timing and/or scoring ends, unless otherwise stated in the SR.

ARTICLE 26 – RACETRACK / TRACK WALK

26. RACETRACK / TRACK WALK

26.1. Racetrack

- 26.1.1. Competition must not take place other than on a racetrack approved by IMSA.
- 26.1.2. IMSA may:
 - A. Limit a racetrack to certain Series.
 - B. Restrict the number of Cars participating in the Sessions.

- C. Restrict the classes of Cars to be raced at a racetrack.
- D. Restrict the number of Cars to be started in a Race.
- E. Restrict the racetrack to certain ratings or grades of Drivers.

26.1.3. Racetrack Measurement

- A. Timing and Scoring shall provide the official measurement of the racetrack.

26.2. TRACK WALK. Track walks, if scheduled, are for participants with appropriate hard card credentials and only during specific listed times. Automobiles are prohibited without the express direction of IMSA Officials. Track walks are for walking only unless specifically permitted in the SR or by IMSA in the case of disabled persons. Track walks may be additionally restricted.

ARTICLE 27 – FLAG SIGNALS

27. FLAG SIGNALS. The following signals are used both to advise Drivers of various conditions and to direct Drivers to obey various specific instructions. Cloth flags are normally used but may be replaced with similarly coded rigid signaling boards or with lights. Steady light is equivalent to a motionless flag; flashing light to a waved flag.

27.1. GREEN FLAG. Start or restart of Race or Session, or cancellation of a danger previously signaled. Racetrack is clear.

27.2. BLUE FLAG (at certain racetracks the blue flag may incorporate a yellow diagonal stripe)

- 27.2.1. Motionless: Another Competitor is following you and may be trying to pass you.
- 27.2.2. Waved: Be aware that another Competitor may be rapidly overtaking you. Blue flags are normally used where the Driver being overtaken may be unaware of the following Car or is clearly obstructing another Car.

27.3. YELLOW FLAG

- 27.3.1. Motionless: Danger, no passing, slow down. Motionless yellow flag is generally used to advise of an obvious danger or to forewarn of a more serious danger.
- 27.3.2. Waved: Extreme danger, no passing, slow down, be prepared to stop. Waved yellow flag may mean imminent and serious danger such as a partial racetrack blockage, fire on or near the racetrack, or a crowd control hazard. Drivers should use caution and be aware that safety vehicles may be dispatched on the racetrack.
- 27.3.3. A green flag may be waved at the first flag station past the point of the incident signifying that the racetrack is clear and overtaking may resume.
- 27.3.4. Double motionless yellow flag: Full Course Yellow (FCY) or Safety Car period. "SC" boards may also be displayed at the start line and other stations for a Safety Car period.
- 27.3.5. The prohibition on overtaking starts at the point on the racetrack perpendicular to the point of the first displayed yellow flag. Overtaking may resume at the point on the racetrack perpendicular to the first displayed green flag. However, any time a yellow flag is displayed at any point on the racetrack it is the responsibility of the Competitor to use additional caution. Failure to use such caution may be penalized regardless of position relative to the flag.
- 27.3.6. In Races where the in-Car IMSA Safety Light System is in use, or yellow lights are installed around the racetrack for a FCY or "Safety Car period", the racetrack condition is considered yellow at all points on the racetrack simultaneously at the moment when either:

the radio call is made from Race Control, or the in-Car IMSA Safety Light System lights are illuminated, or the yellow lights around the racetrack are illuminated, or the yellow flags are displayed around the racetrack, whichever may be first.

- 27.3.7. The time of the yellow indicated in the official IMSA timing logs is the official time of the yellow (not necessarily simultaneous to other indications). At the completion of the FCY or "Safety Car period", the procedure for re-starts is initiated and any such FCY indication lights are extinguished at the same time as those of the Safety Car.

27.4. WHITE FLAG

- 27.4.1. IMSA displays a white flag to indicate the last lap. However, depending on the Series, the starter may indicate the last lap by displaying one finger and/or the last lap may be announced over the radio. For a late-Race FCY, the white flag may not be displayed.
- 27.4.2. A stationary white flag displayed anywhere on the racetrack denotes an ambulance, fire truck, wrecker or other service vehicle is on the racetrack, or a slow-moving Car is ahead.

27.5. YELLOW FLAG WITH VERTICAL RED STRIPES. Slippery surface and/or debris on-track.

27.6. BLACK FLAG

- 27.6.1. Waved: Stop in the pits for a consultation next lap. This flag is usually displayed along with the number of the Car concerned for an infraction.
- 27.6.2. **Serving Penalties.** A Competitor must serve any on-track or pit lane penalty only under Green Flag conditions and must cross the Start/Finish line under Green Flag conditions prior to entering the pit lane under Green Flag conditions to serve any such penalty. Such penalties must be concluded and the Car rejoin the Session or Race prior to the display of the checkered flag to be considered properly served. Such penalties must not be served if the Car has started its last lap of a Race and shall be applied as a post-Race penalty. Such application and calculation of post-Race penalty is Conclusive.
- 27.6.3. If a Competitor fails to obey the black flag within four (4) green flag laps of its display, an additional penalty may be assessed and/or the Race Director may instruct Timing & Scoring to stop timing and scoring the Car.

27.7. BLACK FLAG WITH ORANGE DISK. Indicates a Car with a mechanical fault. Stop at your pit next lap.

27.8. RED FLAG (see also [Art. 49](#))

- 27.8.1. This flag is used exclusively at the discretion of the Race Director to stop a Session or Race and is displayed by the Starter and all corner stations.
- 27.8.2. Upon a red flag, Drivers must decelerate to a slow speed and be prepared to stop at any time. Drivers should use caution and be aware that safety vehicles may immediately be dispatched on the racetrack; the racetrack may be blocked; or weather conditions may have made the racetrack un-drivable at Safety Car speeds. No passing. Unless otherwise directed by the Race Director or marshals, Cars must proceed in a line, slowly and carefully around the racetrack to the pit entrance where they will be directed further. The pit exit is closed. During practice, service may be performed unless prohibited by the Race Director.
- 27.8.3. Upon a red flag, lap times in progress are void, reverting to the last completed 'officially timed lap' for each Car.
- 27.8.4. The time of the red indicated in the official IMSA timing logs is the official time of the red (not necessarily simultaneous to other indications).

- 27.9. **BLACK AND WHITE CHECKERED FLAG.** End of a Session or end of a Race. Return to the pits at reduced speed and stop at the pits or proceed to Impound as designated by Race Control. The pit exit is closed. Drivers must use caution and be aware that safety vehicles may be dispatched on-track after the last Car passes the checkered flag and clean up may commence.
- 27.10. **BLACK AND WHITE FLAG DIVIDED DIAGONALLY.** This flag is shown as a warning to the Driver concerned for unsportsmanlike behavior. This signal is the same as a furled black flag.

ARTICLE 28 – IMSA SANCTIONED TESTING

28. IMSA SANCTIONED TESTING

- 28.1. IMSA may organize Series-wide “open” Sanctioned Tests at its discretion and such Test days shall not count toward a Team’s allotment (such as the ROAR).
- 28.2. (SSR) Promoter Test days as part of an Event are not counted against a Team’s allotment where permitted for Competitors. For clarity, Promoter Test days must take place within the two (2) days prior to the first Official Session. Any earlier days are not considered part of the Official Schedule for the Event and are counted towards a Team’s allotment.
- 28.3. **Requirements for Participation at IMSA Sanctioned Test Days**
- 28.3.1. A crewmember must be in the Car’s Pit Box and in communication with the Car at all times that the Car is in the pit lane or on-track.
- 28.3.2. Only properly credentialed IMSA Drivers are permitted to drive (but may drive any Car for which they are licensed). Where connected to or occurring at an Event, only entered Drivers are permitted to drive a Car.
- 28.3.3. From the time of the start of a Session until concluded, only a registered Driver, properly attired, helmeted and belted, is permitted to drive the Car to and from the pit lane.
- 28.3.4. Cars must be in compliance with all RULES and may be checked at any time.
- 28.3.5. Cars must display proper matching competition numbers on each side of the Car to the IMSA requirements of Att. 6 and/or to the satisfaction of Timing & Scoring.
- 28.3.6. Functioning IMSA-specified transponder(s) required.
- 28.3.7. Timing & Scoring information is typically distributed via live timing on the internet and by post-Session distribution of summary time-sheets unless otherwise stated in the SR.
- 28.3.8. The pit lane network is typically not in use except at specific Tests where specified by IMSA (such as the ROAR).
- 28.3.9. Timing & Scoring information shall typically show only Team names, not specific Drivers, except at specific Tests where specified by IMSA (such as the ROAR).
- 28.3.10. Timing & Scoring and/or Race Control shall give the instructions for Session start-stop and the release of Cars from the pit lane.
- 28.3.11. Pit Lane Speed Limit violations are given as Warnings (with corresponding information) and may increase to fines if speed excess is over +5KPH.
- 28.3.12. Any lap times, Driver participation, speeds, percentages and/or night laps are invalid for the purposes of achieving such requirements as may be specified in the RULES for Official Sessions and Events.
- 28.3.13. Crewmembers working “over the wall” must be properly attired.

- 28.3.14. Any refueling must only use bottles. Use of the autonomous rig is prohibited except at specific Tests where specified by IMSA (such as the ROAR). Crew must abide the requirements for fueling attire.
- 28.3.15. The number of Crew over the wall and working on the Car is not restricted except at specific Tests where specified by IMSA (such as the ROAR).
- 28.3.16. On-track incidents or inappropriate actions may be penalized.
- 28.3.17. If Car classes are separated for any Sessions, the order of such separation shall rotate throughout the season from Event to Event.
- 28.4. For IMSA Requirements for private Testing, refer to Att. 5.

ARTICLE 29 – OFFICIAL SESSIONS

29. OFFICIAL SESSIONS

- 29.1. Only Cars and Drivers having cleared registration, Sporting Checks, Safety Checks and/or Scrutineering are permitted to take part in the Official Sessions.
- 29.2. The false grid is used to organize Cars prior to a Session unless otherwise specified by the Race Director. Unless otherwise listed in the SR, the false grid for a Session opens at the time of the start of the preceding Session.
- 29.3. A crewmember must be in the Car's Pit Box and in communication with the Car at all times that the Car is in the pit lane or on-track.
- 29.4. From the time of the start of a Session until concluded, only a registered Driver, properly helmeted, attired and belted, is permitted to drive the Car to and from the pit lane.
- 29.5. Officials shall have free access into the Competitor's pit and Paddock space at all times.
- 29.6. During Official Sessions and the Race, access to the pit lane is exclusively reserved for those persons having specific responsibilities there. Only properly credentialed individuals are permitted in the pit lane area.
- 29.7. The Race Director/Clerk of the Course may interrupt a Session.
- 29.8. The Officials are not obliged to extend a Session after an interruption.
- 29.9. Interruption of Sessions is Conclusive concerning any possible effects on the qualification of Drivers and/or Cars.
- 29.10. Hardship laps are prohibited unless IMSA directs a Competitor to undertake a change in the Car that must be tested or at the exclusive discretion of IMSA.

ARTICLE 30 – DRIVER PARTICIPATION

30. (SSR) DRIVER PARTICIPATION. All nominated Drivers must, in each Car in which they are nominated and declared eligible to score championship points:

- 30.1. (SSR) Take part in a minimum of one (1) Official Session. At minimum, to take part, a Driver must cross the pit out loop registering the corresponding Driver ID during an Official Session including practice, qualifying, warm up and/or reconnaissance lap(s).
- 30.2. (SSR) Bronze rated Drivers (not downgraded exclusively for age) must complete a minimum of three (3) laps during the scheduled night practice Session when the Race is run partly by night. Laps may start and/or finish in the pits but must include, at minimum, two (2) crossings of the

Start line on the racetrack that are not required to be consecutive. Silver rated Drivers (not downgraded exclusively for age) that have raced at night at that specific track at least once in the preceding two (2) years are eligible for exemption from the night lap requirement as determined and communicated by the Race Director. Night practice or tests are not considered for Art. 30.2.

30.3. Bronze and Silver rated Drivers not otherwise exempted, not completing this requirement must not compete during periods of darkness, except by reason of force majeure with permission of the Race Director. The IMSA Starter shall declare during the night practice the official time of darkness, and such time is the time in the Race after which Drivers prohibited from taking part must not drive until the Starter declares it daytime (24 Hour Race). Gold and Platinum rated Drivers are exempt from the night lap requirement.

30.4. **(SSR) Minimum pace.** During the Race, Drivers should achieve and/or maintain a lap time at least equal to 115% of the best time achieved by the fastest Car in the Driver's respective class.

30.5. **(SSR) Exceptional cases**

30.5.1. (SSR) The Race Director may admit to the start, Drivers who did not take part in the Official Sessions per Art. 30.1. Should one (1) (or more) Driver(s) in a Team be granted the above waiver, the Car(s) must start from the back of the starting grid in its category.

ARTICLE 31 – PIT ENTRY / EXIT & SPEED LIMIT

31. PIT ENTRY / EXIT & SPEED LIMIT

- 31.1. Throughout any Session, access to the racetrack from the pits must be made through the designated pit exit and access the pits from the racetrack must be made through the designated pit entrance.
- 31.2. The deceleration zone before pit entrance and acceleration zone at pit exit are not considered part of the pits, and working on Cars in these areas is prohibited.
- 31.3. Driving in the pits deemed dangerous, erratic and/or of inappropriately excessive speed for the circumstances may be penalized.
- 31.4. The speed limit in the pit lane is 60 kilometers/hour. The start and end of the pit lane speed limit (PLSL) is indicated by marked pylons and/or speed limit board(s) at the appropriate locations, or as otherwise announced by the Race Director. Penalty: Drive Through. Repeat infractions or higher speeds may result in greater or cumulative penalties at the discretion of the Race Director.
- 31.5. A red light (or flag) operated by an Official controls the pit exit. Failure to stop for the signal is subject to penalty.

ARTICLE 32 – THE GRIDS & PITS, ON-TRACK

32. THE GRIDS & PITS, ON-TRACK

- 32.1. **Uniforms.** Crewmembers must wear clean uniforms and other appropriate and safe attire at all times in order to present the best possible appearance to the public. Tank tops, shorts, open-toed shoes and similar attire are prohibited. Industry support representatives must be clearly identified as non-Team members. Participants in the pit area must be adequately attired with long pants, closed-toe shoes and sleeved shirts during on-track activity. Inappropriate attire is prohibited. Shorts, open-toe shoes and sleeveless shirts are prohibited at all times over the pit wall.

32.2. **Identification.** The designated Team representative must make themselves known to the IMSA Officials as the principal spokesperson for the Team on officiating matters and must wear identification when provided by IMSA.

32.3. Each Entrant is responsible for anyone in their pit, whether members of their Team or not.

32.4. Competitors must not enter another Team's pit(s) without their approval.

32.5. **Fueling.** Refueling and/or fuel transfer in permanent garage structures is prohibited. Refueling or fuel transfer must be done in the Competitor's Paddock space and attended by a dedicated individual manning a fire extinguisher. Refer to the SSR of each individual Series for additional specific refueling requirements.

32.6. **Other Equipment**

32.6.1. **General:** Compressed air tanks, air lines, hoses, fuel barrels, refueling equipment, tools, spare parts, spare body panels and any other equipment or materials stored in the pits must be situated behind the pit wall or as directed by Officials and must not block or infringe upon fire lanes or other designated safety zones. It is prohibited to deface or make holes in the pit lane or Pit Box surface without written permission from IMSA.

32.6.2. Bicycles, scooters and/or motorized carts and similar 3- or 4-wheeled conveyances must not be driven into pit lane except pit equipment approved for a Series. Such use in the Paddock must be for legitimate purposes only. Excessive speed prohibited. Participants must abide by state laws regarding licensing and use. Such conveyances may be prohibited at certain Events or in certain areas of each facility by local ordinance or Promoter limitation.

32.6.3. Air tanks must be securely fastened or anchored. Once their protective caps are removed, a protective cage must be installed around the regulators and fittings.

32.6.4. Flashing signals are prohibited in the pit lane. Any lighted equipment must be approved by IMSA. Typically red and/or yellow lighting is prohibited and lighting must not interfere with Drivers in oncoming Cars.

32.7. **Pit Lane Protocol**

32.7.1. The pit wall is a physical barrier such as concrete or other material delimiting the working Pit Box from the Team's pit area or may be defined as a line as determined by IMSA Officials.

32.7.2. Except when work is performed on the Car, all personnel must remain behind the pit wall.

32.7.3. During all Sessions, Team members and their equipment and spares are prohibited in the pit lane working area (Pit Boxes) unless their Car is stopped in its Pit Box. Equipment or tools must not be rested on the pit wall. Sitting or standing on the pit wall is prohibited.

32.7.4. Team members with their equipment are only permitted over the hot side of the pit wall once their Car is stopped in their Pit Box (wheel stop, Car stationary). At the conclusion of the pit stop, all personnel must promptly return behind the pit wall except to clean up spills and tools. Equipment or material must not remain in the Pit Box.

32.7.5. Cars must be stopped or placed properly in their own Pit Box, typically parallel to the pit wall, and not interfere with other Cars properly in their own Pit Box in the sole judgment of IMSA Officials. Positioning a Car, equipment and/or personnel so as to interfere with another Competitor properly within their Pit Box, pit area and/or designated space is prohibited.

32.7.6. It is prohibited to place objects which, in the sole opinion of the IMSA Officials, unfairly hinder the entry or exit of other Cars into their Pit Boxes, whether deliberately placed or not.

- 32.7.7. Lines, hoses, tools, parts, wheels, etc. must not be permitted to encroach upon, roll into, or otherwise be propelled into persons, the transition or fast pit lane, or adjacent pits.
- 32.7.8. A Car must not be driven over its own lines or fuel hose(s), tools, parts or crewmembers.
- 32.7.9. A Car must not contact any person or be driven over hoses, fuel lines, tools or parts of other Competitors that are properly within their own Pit Box.
- 32.7.10. Whenever a Team member is working under a Car, approved stands or safety supports must be in place under the Car.
- 32.7.11. Before leaving (wheel start, Car moving) its Pit Box, the Car must be completely free of all hoses, tools, etc.
- 32.7.12. Where permitted, all signaling must be done from the designated signaling area. A maximum of two (2) persons per Car are permitted at the outer wall that separates pit lane from the track (Signaling Area) depending on track layout or limitations. IMSA may further limit this number. Crossing pit lane must be done under the direction and supervision of IMSA Officials and should be kept to a minimum. Just before the start of the Race, until all Cars have passed the pit lane exit on the start of the first green flag lap, only authorized Officials and marshals are permitted at the outer wall or in the Signaling Area.

32.8. Pit Traffic

- 32.8.1. It is strictly prohibited to drive a Car in reverse or against traffic under its own power in pit lane. A Driver who overshoots their assigned pit but has not gone beyond the working Pit Boxes and/or Penalty Box must either complete another lap or may be pushed backwards by the crew, Officials and/or marshals to the assigned pit.
- 32.8.2. If the racetrack configuration permits it, the pit lane is divided into three areas: The "Working Area" of the Pit Boxes closest to the pit wall, the transition (acceleration and slowing down) lane and the fast lane farthest from the working pit wall. Once in the pit lane (as defined by the blend line or by the Race Director), Drivers must remain within the designated lanes and must not overtake using the inside transition lane. A Car not under its own power or unable to maintain the PLSL must not use the fast lane. Drivers entering their Pit Box must not directly cross from the outside fast lane and must reduce their speed in the transition lane. When leaving their Pit Box, Drivers must yield to traffic, accelerate in the transition lane and must not enter the fast lane until their speed is at or near the PLSL. Cars must not remain in the transition lane any longer than necessary at the PLSL and must enter the fast lane. Cars in the fast lane must be at or near the PLSL. The first Car within a column of Cars in the fast lane that is entirely behind a Car in the transition lane must yield to the transition lane Car to permit its merge into the fast lane. The order of the Cars at the pit exit is determined by their crossings of the pit exit PLSL loop or the determinations of IMSA Officials. The order of Cars exiting the pit lane relative to Cars on-track is determined by their relative crossings of the pit exit loop where it crosses racetrack or the determinations of IMSA Officials.
- 32.8.3. **Removal From Pits.** During qualifying or a Race, Cars must only be removed from the pits on approval of the Race Director. The Race Director may assign an Official to observe any work.
- 32.9. **Penalty Box/Penalties:** The penalty box is ordinarily located after the last working Pit Box towards pit exit or as announced by the Race Director and is identified by a sign. Should Race Control give a Car the Black Flag for a penalty (Drive-Through, Stop and Go, Stop plus X, etc.):
 - 32.9.1. Car has four (4) green flag laps maximum to serve the penalty (Art. 27.6.3);

- A. Car must proceed directly to the Penalty Box without stopping at its Pit Box;
- B. After the penalty is served, Car must rejoin the Race without stopping at its Pit Box.
- C. No one except IMSA Officials are permitted to approach the Car for any check whatsoever or to talk to the Driver.
- D. Additional Drive Through/Stop and Go penalty for any breach.

32.9.2. It is not required to shut off the engine in the Penalty Box unless the penalty includes a Stop & Restart.

32.10. Away from the Pits (On-Track)

- 32.10.1. Drivers must only use the racetrack. The racetrack is defined on both sides by painted verge lines and/or the edge of the paved surface. A Car not on the racetrack must reenter safely, gain no advantage and must not interfere with a Car properly on-track.
- 32.10.2. It is prohibited to perform work on a Car within the first line of protection on the racetrack. It is prohibited to refuel the Car. Marshals or other Officials may push or tow a disabled Car under the direction of Race Control to a safe location without penalty. It is prohibited for a Driver to push their Car. Only if and when Race Control determines that a Car is in a safe location is the Driver and/or crew permitted to work on it.
- 32.10.3. It is prohibited to drive a Car in the opposite direction of the Race except and only to remove it from a dangerous position under the instructions of the marshals or IMSA Officials.
- 32.10.4. During any Session or the Race, should a Car stop on the racetrack, it may be removed by the marshals or responders, as authorized by Race Control, so that its presence does not constitute a danger or hinder the continuance of the Session or the Race;
- 32.10.5. If a Driver is unable to drive the Car out of a dangerous position, the marshals may give assistance at the direction of Race Control.
- 32.11. At all times during Sessions, and as soon as the grid is cleared (Art. 45.3) until all Cars have proceeded to Impound after the finish of the Race, only marshals, safety responders, Officials on duty and Drivers participating in the Race are permitted on the racetrack.

ARTICLE 33 – GENERAL DISCIPLINE & SAFETY

33. GENERAL DISCIPLINE & SAFETY

- 33.1. During the Race, should the Driver move more than ten (10) meters away from the Car (in the sole judgment of IMSA Officials), the Car may be considered retired from the Race, at the discretion of the Race Director.
- 33.2. During the Race, only marshals and responders as authorized by Race Control are permitted to come within ten (10) meters of a Car and/or Driver (in the sole judgment of IMSA Officials) except crewmembers when authorized by Race Control to work on a Car that has been removed to a safe location.
- 33.3. During the Race, apart from the areas in the Pit Box, in the Paddock, behind the wall or on the starting grid, repairs must be carried out by the Driver alone with the tools and parts carried on board the Car, except when crewmembers are authorized by Race Control to work on a Car that has been removed to a safe location.
- 33.4. Except as specifically authorized in these RULES, only the Driver is permitted to touch a Car which has stopped unless it is in its Pit Box, in the Paddock, behind the wall, or on the starting

grid, or except when crewmembers are authorized by Race Control to work on a Car that has been removed to a safe location.

33.5. Pit to Car to pit radio communication is required. Competitor is responsible for the correct conduct of Car, regardless of communications function.

33.6. The Car must be equipped with the required external mirrors. Competitor is responsible for the correct conduct of Car, regardless of mirror integrity.

33.7. The Car must be equipped with the required doors secured in place when being driven in pit lane or on-track. A missing door must be repaired immediately. If the Car leaves the pits without making the necessary repairs, it may be stopped by Race Control.

33.8. (SSR) Brakelights/Headlights/Taillights:

33.8.1. (SSR) The two (2) main brakelights must be functional. The Race Director may accept one (1) functioning brakelight due to damage or equipment failure. "Inertia", "accelerometer", or similarly operated brakelights prohibited.

33.8.2. (SSR) When required (SR), in periods of darkness, the two (2) main headlights and two (2) main taillights must be switched on continuously when the Car is running on the racetrack or in the pit lane. The Race Director may accept one (1) functioning headlight, or one (1) functioning taillight (when headlights/taillights required) due to damage or equipment failure.

A. (SSR) The two (2) main taillights may be required during rain/inclement weather and/or at the request of Race Control.

33.8.3. (SSR) If two (2) main brakelights (and/or both main headlights and/or both main taillights, when required) are non-functioning, the Car must stop immediately for repairs. Repairs not consistent with original equipment lighting levels must be approved by the IMSA Technical Director. If the Car leaves the pits without making the necessary repairs, it may be stopped by Race Control.

33.9. (SSR) Except during qualifying, upon release to the pit lane from the false grid, Cars may line up at the pit exit at the direction of the Officials or may proceed to their Pit Box where permitted. Cars electing to go to their Pit Box must remain there until released on the instructions of Race Control. For a Session stoppage, Cars may line up at the pit exit or may proceed to their Pit Box. Cars electing to go to their Pit Box must remain there until released on the instructions of Race Control. During qualifying, Cars must not line up at the pit exit and go only to their pit box at the start of the Session or for any Session stoppage until the green flag is again displayed or the Session is concluded.

ARTICLE 34 – PIT LANE AND STOPS

34. (SSR) PIT LANE AND STOPS

34.1. (SSR) All structures or fixtures, including any refueling hoses and wires, extending over pit lane (when permitted) must be at minimum two (2) meters above the racetrack surface.

34.2. (SSR) UNIFORMS

34.2.1. (SSR) At all times that Cars are refueled in pit lane; the refueler, the vent operator where permitted, and the fire bottle operator must wear outermost, a fire resistant uniform that meets FIA 8856-2000 or SFI 3.2A/5 specification. In addition, fire resistant long underwear, socks, gloves, balaclava and shoes meeting SFI 3.3 or FIA 8856-2000 specification must be used. Also required is a full-face helmet meeting Snell Memorial Foundation SA/2010, SAH2010, SA/2015, FIA standard 8860-2004, 8860-2010 - Advanced Helmet Test

specification or SFI Foundation 31 specifications, with the face shield that is positioned down during the actual refueling.

- 34.2.2. (SSR) During any Session permitting the use of the autonomous refueling rig and for the Race, crewmembers, industry support representatives and anyone working on Cars “over the pit wall” must wear outermost, a fire resistant uniform meeting SFI 2.3A specification. In addition, fire resistant socks, gloves, balaclava and shoes meeting SFI 3.3 specification or FIA 8856-2000 must be used. Additionally, those “over the pit wall” must wear a helmet. Also required are goggles or visors that must be on/down during actual refueling.

34.3. (SSR) Driving Through the Pits

- 34.3.1. (SSR) Driving through the pits is permitted.

34.4. (SSR) Discipline:

- 34.4.1. (SSR) A Driver coming for a pit stop may, only once the Car has come to a complete stop in its Pit Box:

- A. (SSR) Unfasten the safety harness;
- B. (SSR) Switch off the lights (when in use);
- C. (SSR) Switch off the engine;
- D. (SSR) Open the door.

- 34.4.2. (SSR) A Car entering the pit lane or already in its Pit Box with the intention of “going behind the wall”, must first request permission from IMSA Officials (not via IM). On receiving permission, a Car entering the pits may proceed directly there. In either case, it may be pushed, by a maximum of four (4) persons. The Car may be assisted in the pit lane with a jack or dollies.

- A. (SSR) When a Competitor is granted permission to work “behind the wall” they must only do so only in their Paddock space or in a location approved by the Race Director. The maximum four (4) persons permitted to carry out work on a Car does not apply when the Car is “behind the wall”.
- B. (SSR) Cars undertaking lengthy repairs in their Pit Box may be asked to go “behind the wall” to avoid interfering with other Competitors. Typically, work requiring more than ten (10) minutes should be undertaken “behind the wall”.
- C. (SSR) A Car may rejoin the Race directly from “behind the wall” without stopping in its Pit Box. If rejoining from behind the wall under a FCY period while the pits are closed or closed to that class, a Car must only receive the “Emergency Service” quantity of fuel prior to rejoining on-track and must then comply with the requirements of the FCY. Such Car is not required to pit again.

- 34.4.3. (SSR) Before leaving the Pit Box:

- A. (SSR) The Driver safety harness must be fastened and tightened.
- B. (SSR) The Driver must switch on the lights (if required).

- 34.4.4. (SSR) Overshooting the Pit Box:

- A. (SSR) The Car must only be moved back to its Pit Box by the four (4) persons maximum or Officials. Use of reverse gear prohibited.

- B. (SSR) If a Car driving through pit lane or leaving its Pit Box has broken down before the limit of the pit lane, it must be pushed back to its pit, or “behind the wall” by Officials or the four (4) persons maximum, prior to any work performed.

ARTICLE 35 – PERSONNEL IN THE PIT LANE

35. (SSR) PERSONNEL IN THE PIT LANE

- 35.1. (SSR) Personnel permitted in the Pit Box working area “over the wall” when refueling is in process and/or for maintenance or repairs:
 - A. (SSR) Four (4) persons (mechanics) including refueling, air jack, tire changes and service.
 - B. (SSR) One (1) “fire bottle” attendant (must only attend the fire extinguisher bottle).
 - C. (SSR) One (1) Driver Assistant (only for Driver assistance per Art. 38.2).
 - D. (SSR) Not counted in the six (6) personnel permitted “over the wall” are:
 - E. (SSR) One (1) separate (as required per approved Car specification) overflow device (fuel vent) operator (must only attend overflow device).
 - F. (SSR) One (1) Industry Support “tire” technician (only perform checks).
 - G. (SSR) One (1) Industry Support “brake” technician (only perform checks).
- 35.2. (SSR) **Industry Support Technicians.** At anytime during a pit stop, only one (1) industry technician from each discipline, i.e. tire, brake, gearbox etc., whether they are a firm’s technician or members of the Team, are permitted to make checks exclusively, with the exception of the PC class, where the gearbox manufacturer’s technician is permitted to make repairs.
- 35.3. (SSR) In the pit lane, four (4) persons maximum are permitted to push a Car belonging to their Team. Dollies and/or quick lifts are permitted to position the Car in its Pit Box.
- 35.4. (SSR) Any person from a Team, staying on the working area of the Pit Box is considered to be working on the Car. A Driver working on a Car is considered to be a mechanic.
- 35.5. (SSR) During Official Sessions not including the Race, these same requirements are in effect, except that a Team is not restricted to four (4) persons maximum servicing the Car.

ARTICLE 36 – REPAIRS & MAINTENANCE

36. (SSR) REPAIRS & MAINTENANCE

- 36.1. (SSR) **Repair**
 - 36.1.1. (SSR) Once the Car is in the pit lane, a pole-mounted signal may be extended over the pit wall to stop the Car. Equipment or tools may be rested on the pit wall as long as they are in the hands of a crewmember.
 - 36.1.2. (SSR) Tools acting on the Car or Driver operated from behind the pit wall are prohibited.
- 36.2. (SSR) **During the Race, Four (4) Persons Maximum are Permitted to Intervene:**
 - 36.2.1. (SSR) During a pit stop;
 - A. (SSR) To make all materials (tires, tools, etc.) ready for use in the Pit Box after the Car is at a standstill;
 - B. (SSR) To raise the Car and change the tires;

- C. (SSR) To clean the windscreen, two (2) main headlights, rear lights, mirrors and/or cameras;
 - D. (SSR) To connect the downloading cable;
 - E. (SSR) To change the memory card of the IMSA data logger;
 - F. (SSR) To carry out maintenance operations, topping-up liquids, repairs or any other operation whatsoever.
- 36.2.2. (SSR) Electronic tools, devices or other equipment that may generate sparks are prohibited in the Pit Box during refueling and wheel changes.
- 36.3. (SSR) Team members may carry out work on any Car(s) entered by the same Entrant, provided they abide by the four (4) persons maximum.
- 36.4. **(SSR) Wheel/Tire changes:**
- 36.4.1. (SSR) Are only permitted:
 - A. (SSR) On the starting grid until the "5-minute" notification;
 - B. (SSR) In the assigned Pit Box: by the four (4) persons maximum, who must use only two (2) pneumatic devices (wheel guns) or two (2) torque wrenches;
 - C. (SSR) In the Paddock, "behind the wall";
 - D. (SSR) After taking the start, only if the Car has been removed to a safe location.
 - 36.4.2. (SSR) Wheelspin is prohibited while the Car is raised.
- 36.5. (SSR) Special equipment designed to: make the wheel change faster; to heat and/or maintain the temperature of the tires in the Pit Box, in the Paddock and/or on the starting grid is prohibited.
- 36.6. (SSR) For checks or maintenance in the pit lane during a Race, an external source of energy may be used to start the engine. When such operations are concluded, the engine must be started only on its onboard battery and starter system by the Driver alone, sitting behind the steering wheel, with no outside assistance. "Push starting", jump batteries, etc. prohibited when a Car leaves the starting grid or Pit Box unless approved by IMSA Officials in case of mechanical failure. Penalty: "Stop and Restart" (engine switched off and started again by Driver alone).

ARTICLE 37 – REFUELING

37. (SSR) REFUELING

- 37.1. (SSR) Fueling in the pit lane during a Race must only be done using the IMSA approved autonomous tank (Att. 9).
- 37.1.1. (SSR) For Cars with an approved offside overflow device, the overflow device operator may cross over the pit wall and take up position on the outside of the Pit Box prior to the Car stopping in its Pit Box. The overflow device operator must not take possession of the overflow device until the Car has come to a complete stop in its Pit Box.
- 37.1.2. (SSR) For Cars with an approved offside refueling point, the refueler may cross over the pit wall and take up position on the outside of the Pit Box prior to the Car stopping in its Pit Box. The refueler must not take possession of the refueling probe until the Car has come to a complete stop in its Pit Box.

- 37.2. (SSR) Refueling is permitted at any time during the pit stop. The engine may be running and the Car may be raised on its airjacks. Working under the Car during refueling and/or refueling with the Car on stands, dollies or quick lifts is prohibited.
- 37.3. (SSR) During practice Sessions, refueling is only permitted by means of an approved un-pressurized container not exceeding 25 liters (6.5 gallons) capacity, vented to atmosphere and with a leak-proof coupling connecting it to the Car.
- 37.4. (SSR) During warm up or reconnaissance laps, refueling is only permitted by means of an approved un-pressurized container not exceeding 25 liters (6.5 gallons) capacity, vented to atmosphere and with a leak-proof coupling connecting it to the Car or by means of the autonomous fuel rig.
- 37.5. (SSR) For the Race, refueling is prohibited from the time a Car is on the starting grid until it first enters the pit lane after the Cars depart the starting grid.
 - 37.5.1. (SSR) Cars not on the starting grid must not be refueled from the close of the pit exit for the reconnaissance lap(s) until the five (5) minute notification.
- 37.6. (SSR) Supplying with fuel during the Race is prohibited when not in the Pit Box.
- 37.7. (SSR) The autonomous fuel rig must remain at atmospheric pressure and ambient temperature.
- 37.8. (SSR) It is prohibited to top up the autonomous tank until the refueling rig inspection is concluded or at anytime the Car is in the Pit Box.
- 37.9. (SSR) Throughout refueling, Competitor must ensure that:
 - 37.9.1. (SSR) One (1) attendant holding a fire extinguisher that is ready for use, with the pin removed, is over the wall and beside the Car;
 - 37.9.2. (SSR) One (1) attendant is operating the automatic self-closing ball valve (Cutoff/Deadman) on the outlet of the autonomous tank and that the valve is functional.
- 37.10. (SSR) It is recommended to connect the Car electrically to ground (earth) before the connection of the fuel tank filler and/or vent and throughout refueling.
- 37.11. (SSR) An electronic data recorder may be plugged in to a port on the outside of the Car.
- 37.12. (SSR) Fuel Consumption. Competitors must be prepared to report their fuel consumption to IMSA and be prepared to install IMSA specified measuring equipment and report the results.

ARTICLE 38 – DRIVER CHANGES

38. (SSR) DRIVER CHANGES

- 38.1. (SSR) Driver changes within the nominated Driver combination for a Car are permitted only when the Car is stopped at its Pit Box or in its Paddock.
- 38.2. **(SSR) Driver Assistant.** During a pit stop, one (1) person (may be the Driver leaving the Car) is permitted only to give the Driver assistance (such as drink bottle, cool suit, radio, ID plug, helmet hose, fasten/tighten the safety harness), to change the data card, and to close the door(s), regardless of Driver change or not. Any one (1) of the four (4) persons maximum may otherwise perform this function. The Driver Assistant is not required to wear gloves.

ARTICLE 39 – QUALIFICATIONS AND STARTING POSITIONS

39. QUALIFICATIONS AND STARTING POSITIONS

- 39.1. Cars are placed in the starting lineup in order of their speed with the fastest to the front of the field.
- 39.2. IMSA may require that Cars and/or Drivers achieve a minimum qualifying time in order to be eligible to start a Race. IMSA may restrict the number of starters if a Race is oversubscribed.
- 39.3. A Car must be qualified by a Driver nominated to drive that Car.
- 39.4. If two (2) Cars achieve the same qualifying time, the Car that sets the time earliest in their qualifying Session is gridded first.

ARTICLE 40 – OFFICIAL QUALIFYING

40. OFFICIAL QUALIFYING

40.1. (SSR) Dry or Wet Tire Usage

- 40.1.1. (SSR) Only one (1) set of Dry tires OR one (1) set of Wet tires must be used per Car in the official qualifying Session. All qualifying laps must be completed on a single Tire Set. Only these Dry tires must be presented at the specified time and location to be marked by IMSA as qualifying tires. Unless declared otherwise, Competitors must use only the marked Dry tires. At the conclusion of qualifying, Wet tires are no longer tracked.
- 40.1.2. (SSR) Only one (1) Driver is permitted to drive the Car during qualifying. The Driver who drives the Car during qualifying must start that Car in the Race. During qualifying, each Car must stop at pit exit or designated checkpoint to confirm that the Dry tires are marked by IMSA and correspond to the Car.
- 40.1.3. (SSR) If the Race Director declares that racetrack conditions require the use of Wet tires, all Competitors must use only Wet tires. Such requirement of Wet tires, or not, by the Race Director is Conclusive.
- 40.1.4. (SSR) If the Race Director declares that racetrack conditions warrant flexibility in tire type selection, Competitors may select the marked Dry OR the Wet tires as conditions dictate. Upon such declaration, the starting grid shall be ordered by class in the order P, PC, GTLM, GTD. Cars with faster qualifying times are gridded ahead of slower Cars in their own class, regardless of tire type used. Such declaration, or not, by the Race Director is Conclusive.
- 40.1.5. (SSR) The Car must be presented on the starting grid and start the Race on no less than three (3) of the marked Dry qualifying tires (Art. 40.1.1) or its assigned grid position is forfeit and the Car moved to the back of the grid in its category (Art. 43.7).
- 40.2. (SSR) Qualifying is “Guaranteed Minimum Green Flag Time” (GMGFT). In most circumstances, this means that every reasonable effort is made to provide a minimum cumulative green flag running time for each segment. The GMGFT for each qualifying segment is ten (10) minutes.
 - 40.2.1. (SSR) Any Driver involved in an incident or a concurrent incident that initiates a red flag stoppage may be penalized by deletion of their fastest timed lap of that Session and be prohibited from further participation. Any Driver involved in an incident or concurrent incident resulting in abandonment of qualifying may be placed at the back of the starting grid in its category.
 - 40.2.2. (SSR) Should a qualifying segment be interrupted, the green flag clock is also stopped. The green flag clock restarts at the time that qualifying segment is restarted and shall

continue until the scheduled time for the segment has elapsed, the GMGFT has elapsed, or until prevailing circumstances prevent continuation in the sole judgment of the Race Director.

40.2.3. (SSR) In any circumstance, should less than the GMGFT have been available during any segment, the starting grid shall be ordered by class in the order P, PC, GTLM, GTD and qualifying for that segment abandoned. The grid order within any abandoned segment is established by "other means" (Art. 40.2.5). The grid order for any class that achieved the GMGFT is set in the order of the fastest times achieved during that segment.

40.2.4. (SSR) The time period for qualifying on the Official Schedule includes a time gap between each segment. The Race Director may use part of that time gap to attempt to complete the GMGFT but in any case, at least one (1) minute shall separate each segment from the next. The decision to use or not use the time gap is Conclusive.

40.2.5. **(SSR) Other Means.** Should "other means" be required to set the grid, each class shall be gridded together in the order P, PC, GTLM, GTD. Within each class, the Cars are ordered by the following priority:

- A. (SSR) The Driver in each Car with the most Driver championship points in that same class for the current season shall be gridded first, with other Cars following in descending order. Tiebreaker per Art. 55, then by Art. 40.2.5.B. If a Driver is nominated in more than one (1) Car in a class, the Car placed in front shall be the Car in which the Driver is declared to be eligible for championship points.
- B. (SSR) Should none of the Drivers in a Car have Driver championship points in that same class for the current season, the Car shall be gridded by the Driver in the Car with the most Driver championship points in that same class from the previous season. If a Driver is nominated in more than one (1) Car in a class, the Car placed in front shall be the Car in which the Driver is declared to be eligible for championship points. Already tie-broken, then Art. 40.2.5.C.
- C. (SSR) Should none of the Drivers in a Car have Driver championship points in that same class for the current or previous season, the Car shall be gridded in the order of Driver championship points earned in any class from the previous season. If a Driver is nominated in more than one (1) Car in a class, the Car placed in front shall be the Car in which the Driver is declared to be eligible for championship points. Tiebreaker by class order per Art. 40.2.5, then Art. 40.2.5.D.
- D. (SSR) Should any one or all of these individual circumstances not be applicable to a particular Car(s), the Car(s) are placed on the grid at the Race Director's discretion.

40.2.6. (SSR) Working on the Car is prohibited once it has left its Pit Box during a qualifying Session with the exception of data download, taking tire temperatures and/or making tire pressure adjustments. A Competitor may request permission from Race Control to clear debris from the radiator inlet screen(s) or to clean the inside of the windshield in inclement weather and if granted, must do so under the direct supervision of an IMSA Official. If a Car is worked on after leaving the Pit Box, all qualifying times are forfeit. At the conclusion of each segment and at the direct instructions of IMSA Officials, the Car may be switched to transport tires to proceed to Impound.

40.2.7. (SSR) If the Car does not participate in qualifying, or qualifying is abandoned, Entrant must nominate, within thirty (30) minutes of the end of the final qualifying class segment, the starting Driver for the Race via the qualifying "Status Log" on the pit lane network (Art. 13.1.2). Failure to submit a starting Driver as required shall cause the starting Driver to be determined alphabetically by last name.

- A. (SSR) In the event that multiple Cars in a class do not participate in qualifying, they are ordered at the back of the grid (category or class) in numerical order.
- 40.2.8. (SSR) For any Car requiring an engine change after qualifying, Entrant must give written notice to the Technical Director and Race Director no later than two (2) hours prior to the Race start. For Races of six (6) hours or less, such Car(s) must start from the back of the starting grid in its category.
- 40.2.9. (SSR) TOTAL Pole Award (P, PC & GTD classes) information per Att. 11.

ARTICLE 41 – WARM UP

41. (SSR) WARM UP

- 41.1. (SSR) When scheduled, the warm up takes place as listed on the Official Schedule.

ARTICLE 42 – PRE-RACE PROCEDURES / REQUIREMENTS

42. PRE-RACE PROCEDURES / REQUIREMENTS. Competitors must adhere to the Minute by Minute (MxM) comprising the Pre-Race procedures/requirements and the instructions of IMSA Officials.

- 42.1. **Dispensation.** Permission for a Car significantly damaged or in mechanical distress to miss any Pre-Race activities is at the sole discretion of the Race Director, in consultation with the Technical Director and/or Series Manager, and any work may be attended by IMSA Officials.
- 42.2. **Gridding of Cars.** All Cars must be gridded at the time designated in the MxM. Any Car arriving after the published time may, at the discretion of the Race Director, be placed at the back of the grid and must not attempt to regain its original starting position. Running of engines during Pre-Race ceremonies is prohibited. Competitors required to go to the “back of the grid” are placed chronologically in the order that they elected or were required to go to the back of the grid unless otherwise determined by the Race Director.

ARTICLE 43 – STARTING GRID

43. (SSR) STARTING GRID

- 43.1. **(SSR) Starting Driver.** The Driver that qualifies the Car must start the Car in the Race. Requests to change starting Driver must be submitted in writing to the Race Director. If approved, the Car must start the Race from the back of the starting grid in its category.
- 43.2. **(SSR) Posting Time of the Official Starting Grid:** No later than ninety (90) minutes prior to the start of the reconnaissance lap(s).
- 43.3. (SSR) Any Competitor whose Car is potentially unable to start the Race shall inform the Race Director and Series Manager immediately.
- 43.4. (SSR) The starting grid is drawn up in a staggered two-column formation and in the order of the best times achieved during the qualifying Sessions and/or as per Art. 40.2.5, with P and PC Cars grouped ahead of GTLM and GTD Cars.
- 43.5. (SSR) Dry tires must be as per Art. 40.1.5 (3 of 4 marked qualifying tires), or may be Wet tires as conditions warrant, at Competitor discretion. Fitting Wet tires shall not require the Car to go to the back of the starting grid.
 - 43.5.1. (SSR) Under adverse conditions, the Race Director may require all Cars to start the Race (Art. 44.1.3) on Wet tires. If so declared, all Cars must take the start on Wet tires. Once a

Car has taken the start, that Car is free to change tires. If a Car starts from the pit lane, it must cross the start line once on Wet tires, unless the overall leader has already completed one (1) lap of the Race. Such requirement of Wet tires, or not, by the Race Director is Conclusive. Upon such declaration, any Car placed at the back of the starting grid exclusively for failure to meet Art. 40.1.5 above shall be restored to its original grid position.

- 43.6. (SSR) If any Car(s) are withdrawn prior to the formation lap(s), the grid closes up accordingly.
- 43.7. **(SSR) Back of the Grid in Category.** Cars placed at the back of the starting grid are ordered behind all Cars in their respective category (Prototype or GT) and at the discretion of the Race Director, but ordinarily on a 'first-come, first-served' basis.
- 43.8. (SSR) Changes to the official starting grid after publication are communicated by Race Control. It is the responsibility of each Competitor to monitor such changes and to adjust their own starting position appropriately, with respect to position and/or column relative to such changes, on the departure from the starting grid and on the formation lap(s).
- 43.9. (SSR) Once the Car arrives on the starting grid for the Open Grid - Fan Walk, the Team may service the Car except as prohibited in the RULES. Cars that go to their Pit Box must take the start from the pit lane (Art. 45.4).

ARTICLE 44 – ROLLING START

44. ROLLING START

- 44.1.1. For a rolling start, the Cars are moving at the moment the starting signal is given, in which case a Safety Car (pace car) may be used to lead the field to the starting line. The rolling start is used unless otherwise stated in the SSR for a Series or announced for the Race.
- 44.1.2. The Safety Car departs the starting grid and makes at least one (1) formation (pace) lap of the racetrack at moderate speed.
- 44.1.3. The Race officially begins when the first Car crosses the starting line after completion of the scheduled formation lap(s) regardless of whether or not the Starter has displayed the green flag.
- 44.2. **Starters.** A Driver is considered to be a starter in a Race and thus eligible for championship points if they cross the start line per Art. 44.1.3 or start from the pit lane after Art. 44.1.3 in accordance with these RULES.

ARTICLE 45 – STARTING PROCEDURE

45. (SSR) STARTING PROCEDURE

- 45.1. **(SSR) Start is a Rolling Start.**
- 45.2. **(SSR) Reconnaissance Lap(s):** Permitted as listed on the MxM. When scheduled:
 - 45.2.1. (SSR) All Cars must complete at least one (1) reconnaissance lap, or must start the Race from the pit lane (Art. 45.4). This includes when the Cars are both staged and gridded in the pit lane. Cars must start their reconnaissance laps from their Pit Box. Timing and Scoring announces the green flag opening of the pit exit and counts down to the pit exit closing. Driver changes, refueling (Art. 37.5) and work on the Car are permitted.
 - 45.2.2. (SSR) If a Car re-enters the pit lane:
 - A. (SSR) The Competitor may take their grid position if the grid is in the pit lane;

- B. (SSR) The Competitor may return to their Pit Box. However, in this case, the Car must undertake at least one (1) more reconnaissance lap if the pit exit is open, or must start the Race from the pit lane;
- C. (SSR) The Competitor may elect to drive through the pit lane, with caution, and undertake another reconnaissance lap if the pit exit is open.
- D. (SSR) Passing the pit entry on a reconnaissance lap is prohibited if the grid is on pit lane.

45.3. (SSR) Drivers Start Your Engines (countdown):

- 45.3.1. (SSR) 5-Minute Notification: Clear Grid of all personnel except Officials and required Team personnel.
- 45.3.2. (SSR) 1-Minute Notification: Clear Grid of all personnel except Officials.

45.4. (SSR) Pit Lane Start / Late Start

- 45.4.1. (SSR) Any Car unable to achieve the starting grid, or still in the pit lane after the pit exit is closed, must start from the pit lane. Penalty: Drive Through (under green flag but not required to pass the start line). For pit lane start, the requirements of Art. 40.1.5 are void.
- 45.4.2. (SSR) A Car starting from the pit lane must join the Race only at the IMSA Official's instruction (obey light/flag at pit exit) after all able Cars (subject to the judgment of the Race Director) have passed the pit exit following the start of the first Race lap.
- 45.4.3. (SSR) A Car not starting the Race on time and first driven to the pit exit after one (1) or more laps have been completed after the start of the Race may join without penalty.

45.5. (SSR) Push Start

- 45.5.1. (SSR) A Driver unable to start the formation lap(s) must raise their arm or open a door. When all other Cars have gone, the marshals and/or Officials may push the Car to start the engine, which is an exception to Art. 36.6.
- 45.5.2. (SSR) The Driver may then complete the formation lap(s) but must not overtake a moving Car except if the latter is disabled.
- 45.5.3. (SSR) Should the Car not start after being pushed, the responders shall push it to the pit lane, where its four (4) persons maximum are permitted to intervene.

45.6. (SSR) Formation Lap(s). During the formation lap(s), the Cars are preceded by the Safety Car and may be followed by a Track Services Intervention Vehicle.

- 45.6.1. (SSR) The Safety Car departs the starting grid and leads the formation lap(s) of the racetrack at moderate speed. Unless otherwise instructed by the Race Director, Cars initially take their assigned grid order positions in Single File behind the Safety Car.
- 45.6.2. (SSR) Prior to the Race start, a Car is only permitted to enter pit lane for "emergency service" or if disabled and must not rejoin until instructed by the IMSA Official at pit exit. In such case there is no additional emergency service obligation or penalty for pit lane start. Cars taking more than emergency service subject to penalty: Stop plus 60 seconds.
- 45.6.3. (SSR) On the final formation lap, at a point designated by the Race Director, the Cars must pair up into two (2) columns in their assigned grid positions to form the starting field. In exceptional conditions, the Race Director may require a single-file start.
- 45.6.4. (SSR) At the time that the Cars are directed to pair up for the start, the pole sitter in each category must take their position on the correct side of the racetrack and each successive Car must take up their appropriate starting position, alternating each side of the racetrack to

create two (2) starting columns and to fill any open grid positions left by Cars changed from the official starting grid or falling out during the formation lap(s). After the Cars have paired up, the grid positions of any Cars falling out are filled by the Car directly behind in the column, with successive Cars in the same column moving up also.

- 45.6.5. (SSR) Prototype category (P and PC) Cars are grouped together ahead of GT category (GTL and GTD) Cars, with a pole sitter represented in Prototype category and in GT category. The Cars of the two (2) categories should maintain a separation as specified by the Race Director. Starting instructions apply to each category.
- 45.6.6. (SSR) A Car unable to stay in front of the Intervention Vehicle during the formation lap(s) must return to the pits at reduced speed without overtaking or obstructing any other Car. It is then permitted to start from the pit exit according to [Art. 45.6.2.](#)
- 45.6.7. (SSR) If conditions so require, the Race Director may order the Safety Car to carry out one (or more) additional formation lap(s). Should this occur, the start of the Race (Race time) begins at the end of the originally scheduled formation lap(s).
- 45.6.8. (SSR) The pit exit is closed from the start of the formation lap(s) until after all able Cars (subject to the judgment of the Race Director) have passed the pit exit following the start of the first Race lap. Delayed Car(s) departing the starting grid must do so prior to the Safety Car arriving at the pit entry on the first formation lap or must start from the pit lane ([Art. 45.4](#)).
- 45.7. **(SSR) Race Start.** Cars must not overtake the Safety Car until it has exited the racetrack. After the Safety Car has exited the racetrack, Drivers must maintain their pace and positions as on the formation lap and must remain in formation until the display of the green flag by the Starter. The pole sitter in each category has earned the right to start the Race. Cars must maintain the speed of the Safety Car until the pole sitter reaches the “start zone”. The “start zone” is indicated by cones, stripes, and/or as instructed by the Race Director. The Car in the second starting position must maintain position alongside the pole sitter. The pole sitter may accelerate upon reaching the “start zone” and the green flag shall be displayed while the pole sitter is within the “start zone”. A green flag may not be displayed for subsequent classes if the racetrack condition precludes it. Cars must not overtake within their starting column until they individually cross the starting line after display of the green flag. Where the Car classes or categories are separated for the starting grid, the Race Start applies to each class or category individually.
- 45.8. **(SSR) No Start/Wave Off.** If the Starter waves off the scheduled start of a Race, no flag may be displayed at the starter stand. The Starter shall also call “no start” on the radio and may shake their head indicating “no” and all flag stations shall display a motionless yellow flag. Cars must continue at a reduced pace, reform into the side by side, two-column formation per their original grid positions as directed and anticipate a start on the next crossing of the starting line as described in [Art. 45.7.](#)
- 45.9. **(SSR) False Start.** A false start occurs when a Driver deviates from the instructions given at the Driver briefing and/or the position assigned to them before the starting (or restart) signal is given. Gamesmanship, brake checking or manipulation of the pace or procedure is prohibited. A missed shift, wheel spin or another unavoidable situation on the start may be determined by the Race Director and is Conclusive. The Race Director may assess a penalty for a false start.

ARTICLE 46 – SAFETY CAR

46. SAFETY CAR

- 46.1. The Safety Car is identified as such and fitted with an augmented flashing light system.

- 46.2. The Safety Car may be dispatched to neutralize the Race at the discretion of the Race Director.
- 46.3. The primary purpose of the Safety Car is to create a traffic interval on the racetrack so that responders may handle situations more safely and quickly; therefore, it is essential that all Cars catch up with the field as quickly as possible consistent with safety.
- 46.4. The Race Director may dispatch the Safety Car at any time during a Race in order to correct a hazardous situation. Drivers are warned that a Safety Car will be used when all corner stations display two (2) motionless yellow flags and/or one (1) motionless flag and a SC board. When the IMSA Safety Light System is in use, Drivers may also be warned by the in-Car Safety Light System dash lights and/or by yellow flashing or motionless lights around the racetrack. Overtaking is prohibited anywhere on the racetrack. When possible, the Safety Car (with its lights on) enters the racetrack ahead of the overall leader, who must slow to safety car speed to facilitate this or may be subject to penalty. All Competitors must then follow the Safety Car in Single File. A Driver must not overtake the Safety Car unless specifically instructed to do so.
- 46.5. This procedure may be modified at the Race Director's discretion, including not picking up the overall Race leader at the start of the intervention if immediate dispatching is deemed critical.
- 46.6. If the Safety Car is required to pick up a Car first that is not the overall leader, when deemed appropriate, the Race Director will instruct an Initial Wave-By of all Cars between the Safety Car and the overall leader. Such Cars must overtake the Safety Car on the right, and remaining in order in Single File, proceed around the racetrack as quickly as possible consistent with safety to rejoin the field at the rear of the Car(s) remaining behind the Safety Car. Overtaking the Safety Car must be done only on the right, unless otherwise instructed by Race Control.
- 46.7. Cars may enter the pits while the Safety Car is on course, but must not re-enter the racetrack until directed by an IMSA Official. They must fall into line at the rear of the main field after it has passed the pit exit. A red light (or flag) indicates the pit exit is closed.
- 46.8. Special Safety Car procedures may be discussed at a Team Manager and/or Driver briefing and/or communicated to Competitors by Race Control.
- 46.9. The Safety Car may be used to lead formation lap(s) prior to the start of a Race.
- 46.10. **TRACK SERVICES / INCIDENT RESPONDERS / INTERVENTION VEHICLE.** Track Services, Incident Responders and/or Intervention Vehicle(s) may be dispatched on the racetrack at any time and Competitors must respect the responders and vehicles intervening and leave them room to work. Tire scrubbing is prohibited in any response area.

ARTICLE 47 – NEUTRALIZATION OF THE RACE: "SAFETY CAR"

47. (SSR) NEUTRALIZATION OF THE RACE: "SAFETY CAR"

- 47.1. (SSR) The pits are deemed closed at the time of the announcement of Full Course Yellow (FCY) by Race Control, regardless of the function of the pit closed light. The racetrack is deemed to be under FCY conditions at the time of the announcement by Race Control, regardless of the function of the IMSA Safety Light System, any on-track light system or display of flag(s).
- 47.1.1. (SSR) The pit exit closes from the time that the Safety Car (or the overall leader acting as the Safety Car) is perpendicular to the last working Pit Box until the main field has passed the pit exit and Cars can be released to join the back of the line behind the Safety Car at the sole discretion of the IMSA Officials. For a restart, the pit exit closes from the time that the Safety Car enters the pit lane until the main field has passed the pit exit and Cars can be released to join the back of the line behind the Safety Car at the sole discretion of the IMSA Officials.

47.2. (SSR) Pass-Around:

47.2.1. (SSR) The pit entrance is closed from the beginning of the Safety Car intervention until the Safety Car has picked up the overall leader and main field and any Pass-Around is initiated or as announced by Race Control. Disabled Cars unable to maintain the speed of the Safety Car or pack up as directed must move aside and permit able Cars to overtake.

47.2.2. (SSR) If deemed appropriate, the Race Director shall authorize the Pass-Around for any Car that has its class leader behind it in the order circulating behind the Safety Car. If the class leader (and any subsequent Car) exits the racetrack, the next Car in line behind the Safety Car in that class shall become the place-holder to determine eligibility for the Pass-Around for the Cars ahead of that place-holder. It is the Competitor's responsibility to determine if their Car is eligible for the Pass-Around.

Penalty for Pass-Around when ineligible: Stop and Hold for time equal to two (2) Race laps (As determined by Race Control).

47.2.3. (SSR) Pass-Around Cars must throughout the procedure remain in Single File in the order initially established behind the Safety Car unless otherwise instructed by Race Control. Tire scrubbing is prohibited where Cars are in two (2) columns during the Pass-Around.

47.2.4. (SSR) Pass-Around Cars must, only when instructed, overtake the Safety Car on the right, in Single File and circulate as quickly as possible consistent with safety to rejoin the field at the rear of the Car(s) remaining behind the Safety Car without entering the pit lane. The Safety Car does not physically direct Cars to overtake.

47.3. (SSR) Standard and Short Full Course Yellow:

47.3.1. **(SSR) STANDARD Full Course Yellow.** The Race Director instructs Officials to re-open the pits for the "Standard FCY". Only P and PC (Prototype) Cars are permitted to pit on the first lap after the pits are declared open. Only GTLM and GTD (GT) Cars are permitted to pit on the subsequent lap. Any Car is permitted to pit on laps after the first two category-specific opportunities to pit are concluded.

A. (SSR) A Car disabled as the result of an incident, running out of fuel, flat tire or similar mechanical handicap (or where a Driver would exceed the maximum drive-time), in the sole opinion of the Race Director, may, after requesting and receiving permission from an IMSA Official (not IM), enter a closed pit lane (or not open for that class) and receive assistance only to remedy the immediate concern. Such "Emergency Service" Car(s) are then obligated to make a drive-through (although any service may be performed) on the lap after the pits are open for GTLM/GTD Cars per Art. 47.3.1 (Penalty: Stop plus ten (10) seconds). A Car entering a closed pit and working on the Car (typically crash damage) for an extended time is deemed to have met the Emergency Service obligation to pit again if such Car is still in the pit lane at the time that the pits are open to all Cars (the lap after the pits are open for GTLM/GTD Cars).

47.3.2. **(SSR) SHORT Full Course Yellow.** A Short FCY is declared for the first of any FCY declared within 15 minutes of a preceding green flag. For a Short FCY, after the Pass-Around, the pit lane remains closed until the last Car has passed the pit entry on the restart. No Final Wave-By is performed.

A. (SSR) Emergency Service Cars are obligated to make a drive-through (although any service may be performed), directly after the pits are opened (Penalty: Stop plus ten (10) seconds). The restart is led by the overall leader, or, if that Car (and any others) exits the racetrack, by the next Car remaining in the line behind the Safety Car. For the Short FCY, a Car entering a closed pit and working on the Car (typically crash

damage) for an extended time is deemed to have met the Emergency Service obligation to pit again if such Car is still in the pit lane at the time that the main field has taken the restart and passed the pit exit. If the duration of a Short FCY exceeds fifteen (15) minutes, IMSA may elect to initiate a pit stop procedure.

47.3.3. (SSR) Any Car not disabled that enters while the pit lane is closed (or closed to that class) and receives assistance beyond Emergency Service may be penalized. Penalty: Stop plus sixty (60) seconds.

47.3.4. (SSR) The Standard FCY is not in effect for any Safety Car period during the last thirty (30) minutes of the Race.

47.4. (SSR) Final Wave-By & End of Neutralization:

47.4.1. (SSR) If deemed appropriate, the Race Director shall authorize the Final Wave-By (FWB) for any Car that has its class leader behind it in the order circulating behind the Safety Car. If the class leader (and any subsequent Car) exits the racetrack, the next Car in line behind the Safety Car in that class shall become the place-holder to determine eligibility for the FWB for the Cars ahead of that place-holder. It is the Competitor's responsibility to determine if their Car is eligible for the FWB.

Penalty for overtaking the Safety Car when ineligible: Stop and Hold for time equal to two (2) Race laps (As determined by Race Control).

47.4.2. (SSR) FWB Cars must throughout the procedure remain in Single File in the order initially established behind the Safety Car unless otherwise instructed by Race Control. Tire scrubbing is prohibited where Cars are in two (2) columns during the FWB.

47.4.3. (SSR) FWB Cars must, only when instructed, overtake the Safety Car on the right, in Single File and circulate as quickly as possible consistent with safety to rejoin the field at the rear of the Car(s) remaining behind the Safety Car. The restart may occur regardless of FWB Cars catching up to the field. The Safety Car does not physically direct Cars to overtake.

47.4.4. (SSR) If during the process, the first class leader in line behind the Safety Car exits the racetrack, the Safety Car picks up the Car that remains on the racetrack that was the most immediately/directly behind that class leader at the time the FWB was requested.

47.4.5. (SSR) When the Race Director has determined that the racetrack is clear and acceptable for the continuation of Competition, he instructs the Safety Car to extinguish its flashing lights and where in use, the IMSA Safety Light System or any on-track lights are also extinguished and yellow flags withdrawn, indicating that this is the final lap of this Safety Car intervention. The Safety Car exits the racetrack at the location specified by the Race Director.

47.5. (SSR) Restart:

47.5.1. (SSR) The Car then immediately behind the Safety Car prior to the restart must maintain the previous slow speed of the Safety Car, or as instructed by the Race Director, until the green flag is displayed. All Cars must remain packed up, in the proper order, and maintain the speed of the Safety Car, or as instructed by the Race Director, until the restart leader initiates acceleration. Once the green flag is displayed, the Race resumes and overtaking is permitted. Any manipulation of this pace or procedure may be penalized (see [Art. 45.9](#)).

47.6. (SSR) This procedure may be modified at the Race Director's discretion or if a Race does not include all four (4) classes of Cars.

ARTICLE 48 – ON-TRACK PROTOCOL

48. ON-TRACK PROTOCOL

- 48.1. **PASSING.** It is the responsibility of both the overtaking Driver and the Driver being overtaken to assure safe overtaking. Where two Cars are reasonably alongside each other, each must permit the other racing room. A Car traveling alone may use the full width of the racetrack. Overtaking may be either right or left depending on prevailing conditions.
- 48.2. **BLOCKING.** Any Driver who, in the sole opinion of the Race Director, moves in reaction, altering their line based on the actions of pursuing Competitors, or who selects a defensive line and then returns to a racing line between corners or sections of the racetrack may be warned or penalized pursuant to Art. 60 of the RULES, and such decision is Conclusive.
- 48.3. **INCIDENTS.** Any Driver who, in the sole opinion of the Race Director, is responsible for: an incident where a Car spins, or goes off-track, or suffers a flat tire or other mechanical difficulty requiring it to pit directly for repairs, or an incident of contact resulting in a change of position, may be warned or penalized pursuant to Art. 60 of the RULES, and such decision is Conclusive.
- 48.4. **UNJUSTIFIABLE RISK.** Any Competitor who, in the sole opinion of the Race Director, engages in any behavior deemed to represent an unjustifiable risk or reckless endangerment may be warned or penalized pursuant to Art. 60 of the RULES, and such decision is Conclusive.
- 48.5. **CONDUCT.**
- 48.5.1. **Disabled Cars.** During an Event, if a Car is involved in an incident and/or is stopped on or near the racing surface and unable to continue to make forward progress, unless extenuating emergency conditions exist with the Car (i.e. fire, smoke in cockpit, etc.), the Driver should take the following steps as a FCY is declared:
- A. Communicate the condition of the Driver and Car to Officials where possible;
 - B. Shut off electrical power;
 - C. Do not loosen, disconnect or remove any Driver personal safety equipment until directed to do so by Officials;
 - D. After being directed to exit the Car, Driver must proceed as directed by Officials;
 - E. A Driver must not approach any portion of the racing surface;
 - F. A Driver must not approach another moving Car.
- 48.5.2. **Driver Egress** A Driver exiting a Car stopped in a location away from the racing surface should first communicate the condition of the Driver and Car to Officials where possible, shut off electrical power, and only move directly to a protected location behind a wall, other barrier, or as directed, and must not approach the racing surface or other moving Cars.
- 48.6. **Officiating.** IMSA relies on the official resources available to Race Control for officiating purposes. Private or third party video, anecdotal observation or public statement is inadmissible evidence unless specifically requested by IMSA.

ARTICLE 49 – RACE STOPPAGE AND RESTARTS

49. RACE STOPPAGE AND RESTARTS

- 49.1. Upon display of the red flag during a Race, scoring stops and Competitors must follow the procedure in Art. 27.8 and any applicable SSR.

- 49.2. During a Race, unless specifically authorized by the Race Director and announced to all Competitors, service or replenishment of any kind on any Cars is prohibited from the time the red flag is displayed until scoring resumes. This includes Cars already in the pit lane or Paddock.
- 49.3. The pit lane entrance and exit are closed upon the display of the red flag. Race Control may order Cars to enter the pit lane. If so directed, Cars that enter pit lane must proceed as directed by Race Control or IMSA Officials. Cars in their Pit Box at the time of the stoppage must remain in their Pit Box until released by Race Control. Cars in the pits at the time of the stoppage may have their lap count adjusted so as to not unfairly advantage or disadvantage them based on their position relative to the control line.
- 49.4. Once appropriate, the Race Director orders the pit exit opened and Cars that were in the pits shall join the field at the back of the pack in the order they left the pits.
- 49.5. The Race Director restarts the Competition with Cars:
 - 49.5.1. In their original starting positions, unless the entire running field has completed one (1) lap, or the overall leader has completed two (2) laps;
 - 49.5.2. Otherwise, the Race Director lines up the Cars with the normally running Cars in Single File, in the order according to Timing and Scoring, of their last crossing of the control line at start/finish prior to the time the red flag was displayed, starting with the Car with the oldest crossing time.
 - 49.5.3. In order to establish a uniform lap count, once the Cars are circulating prior to the restart, the Race Director shall order a wave-by, until the overall leader, or leading Car circulating, is immediately behind the Safety Car. Once this wave-by is initiated, if that leading Car enters the pits or stops, the next Car circulating behind the Safety Car is selected.
- 49.6. IMSA may review and change the lap count of Cars to ensure that they did not gain an unfair advantage as a result of the stoppage. IMSA may require Cars that: were not normally running; impaired at the time of the stoppage; or caused the stoppage, to enter the pits to be reviewed by the Officials. Once cleared, they may then join for the restart at the back of the field in the order they exited the pits.
- 49.7. Overall Race time, but not Race laps, continues to be counted during the stoppage unless otherwise announced by the Race Director.
- 49.8. Scoring recommences upon the order of the Race Director to restart the Cars, and any formation lap(s) to the restart are scored.
- 49.9. (SSR) If listed in the SR, IMSA may elect to resume a stopped Competition on an alternate day.

ARTICLE 50 – MINIMUM DURATION

- 50. MINIMUM DURATION.** A Race stopped with less than 50% of its scheduled time or distance elapsed and not restarted is considered incomplete and IMSA is not obligated to distribute championship points and/or Point Fund / Prize Money. IMSA, at its sole discretion, may award partial championship points for Races less than 50% complete and not restarted on evaluation of circumstances surrounding such stoppage. If 50% or more has elapsed, IMSA may call the Race complete and direct the distribution of championship points and/or Point Fund / Prize Money.

ARTICLE 51 – CHECKERED FLAG

51. CHECKERED FLAG

- 51.1. Once the duration of the Race expires or when the distance to cover is achieved, the pit exit is closed and the checkered flag is displayed to the Car running first in the overall scoring order as it crosses the finish line on the racetrack. If the Car shown first in the overall scoring order has not crossed the finish line on the racetrack once the duration of the Race expires or when the distance to cover has been achieved, the checkered flag is displayed when the next highest placed Car crosses the finish line on the racetrack.
 - 51.1.1. In Races of a given distance, the checkered flag is given first to the leading Car, then to the other finishers as they cross the finish line.
 - 51.1.2. In Races of a timed length, the checkered flag is given first to the leading Car as it crosses the finish line at or after the expiration of the specified duration, then to the other finishers as they cross the finish line.
 - A. If the leading Car is not running at the expiration of the time limit, the checkered flag is displayed to the next highest running Car (not necessarily the winner) in the same manner. If the leading Car is disabled at the expiration of the time limit, the Race Director shall determine the time permitted for such Car to complete the final lap prior to the display of the checkered flag.
 - 51.1.3. Should the checkered flag be inadvertently or otherwise displayed before the leading Car completes the scheduled number of laps or before the prescribed time has been completed, the Race is nevertheless deemed ended when the flag is displayed.
 - 51.1.4. Should the checkered flag be inadvertently delayed, the results are based on the positions at the moment provided for in the scheduled Race length or distance. If the delayed checkered flag is inadvertently or otherwise displayed to a Car other than the leader, it is considered a delayed finish as though the flag had been given to the leader.
 - 51.1.5. The checkered flag is displayed for a maximum of five (5) minutes.
 - 51.1.6. It is not required to take the checkered flag on the racetrack to be eligible for a finishing position, championship points and/or Point Fund / Prize Money.
 - 51.1.7. To be listed as “running” in the results, the Car must cross the finish line on the racetrack when the checkered flag is displayed except in case of “force majeure” at the Race Director’s discretion.
 - 51.1.8. Cars are ordered in the results according to the number of whole laps completed during the Race. For Cars completing the same number of laps, the time when the Cars cross the finish line determines the order.

ARTICLE 52 – IMPOUND

52. (SSR) IMPOUND

- 52.1. (SSR) When the Checkered Flag is displayed, all Cars, as directed by the IMSA Officials, must proceed to Impound together with a Team representative and under the supervision of the IMSA Officials. A Car not driven directly and immediately to Impound may be Excluded.
- 52.2. (SSR) A Team representative must be present at Impound to be informed of any decisions taken regarding possible technical checks.

ARTICLE 53 – POST-RACE PROCEDURES / REQUIREMENTS

53. (SSR) POST-RACE PROCEDURES / REQUIREMENTS. Competitors must adhere to the Minute by Minute (MxM) comprising the Post-Race procedures/requirements and the instructions of IMSA Officials. Failure to follow instructions for Post-Race procedures, Impound and/or podium logistics may be penalized. Unless otherwise directed or approved, only Drivers and authorized Team representatives are permitted on the podium for Victory Circle celebrations.

ARTICLE 54 – WINNER

54. WINNER

- 54.1. The winner is the Car that has covered the greatest distance in the shortest official period of time once the duration of the Race expires or when the distance to cover is achieved. The position of the Cars on the starting grid is not taken into account.
- 54.2. For Races run in two (2) or more parts (red flag), the distances covered in each part are combined. In such case, the winner is the Car that has covered the overall greatest distance in the shortest official period of time.

ARTICLE 55 – TIES

55. TIES

- 55.1. In case of a tie in the final Driver championship point standings, the tie shall be resolved according to the highest ranked Driver's record of first place points finishes, and then if necessary, the number of second place points finishes, and so on down to the last championship points position for the Series. If a tie still remains, the tie shall be broken by the first to achieve the highest points finishing position in that season for that Series.
 - 55.1.1. In case of a tie in other championship standings, the word "Driver" above is replaced with that of the specific championship (Team, Manufacturer, Tire, etc.) in question.
- 55.2. IMSA decisions regarding championship points and/or Point Fund / Prize Money are Conclusive.

ARTICLE 56 – OFFICIAL RESULTS

56. OFFICIAL RESULTS

- 56.1. Only those results (Unofficial, Provisional and/or Official) published and posted by IMSA are deemed the official ones. IMSA may publish and distribute results electronically or by other means at a time after the conclusion of the Session(s), Race and/or Event.
- 56.2. All starting Cars are credited with a finishing position whether or not they are running when the checkered flag is displayed.
- 56.3. Directly following a Session, results are "Unofficial" until audits of timing and scoring are completed and Technical Inspection is concluded. Directly following the completion of a Race, the "Unofficial" results reflect the running order on the racetrack. "Provisional" results are posted at the conclusion of on-site Technical Inspection and review of on-track incidents and are subject to audit or verification. "Official Results" are those issued in PDF format from the IMSA office (or Series office if designated by IMSA) after any final review, audit, verification, extended technical inspection and/or outstanding protests or appeals are concluded.

- 56.4. Cars receiving a penalty applied post-Race that alters the finishing position order shall result in all other affected Cars advancing accordingly. Any Car found out of compliance with the RULES may be removed from the results (Exclusion) and other finishers advanced accordingly.
- 56.5. IMSA shall authorize payment of Point Fund / Prize Money only after the results of a Race are audited and published in final "Official Results" form.

ARTICLE 57 – RESULTS LISTINGS

57. (SSR) RESULTS LISTINGS

- 57.1. (SSR) **These Results Listings are Established:**
- 57.1.1. (SSR) General (classes joined together for overall results)
 - 57.1.2. (SSR) class-specific (results within class itemized)
 - 57.1.3. (SSR) Prototype classes:
 - A. Prototype (P)
 - B. Prototype Challenge (PC)
 - 57.1.4. (SSR) Grand Touring classes:
 - A. Grand Touring Le Mans (GTLM)
 - B. Grand Touring Daytona (GTD)

ARTICLE 58 – INTERVIEW PERIOD/PRESS CONFERENCE

58. (SSR) INTERVIEW PERIOD/PRESS CONFERENCE

- 58.1. (SSR) After the qualifying Session(s): As may be required or per the Official Schedule, approximately five (5) minutes after the end of the last qualifying Session, the Driver who has achieved the "pole position" in class or Series must attend an interview period/press conference in the designated media interview area or other location and/or activity as specified by IMSA.
- 58.2. (SSR) At the finish: As may be required or per the Official Schedule, first place class or Series winners shall attend the winner's interview period/press conference in the designated media interview area or other location and/or activity as specified by IMSA as soon as the ceremony on the podium is completed and as instructed by the Officials.

ARTICLE 59 – OTHER TRACK PROCEDURES

59. N/A

ARTICLE 60 – PENALTIES

60. PENALTIES

- 60.1. **VIOLATIONS & PENALTIES.** Any IMSA Member who, a.) Violates the RULES, b.) Attempts to bribe anyone connected with an IMSA Event or activity, or c.) Is party to a fraud or other act prejudicial to IMSA or to the interests of any Competitor or to the interests of motor sports generally may be penalized according to the nature of the offense by IMSA, the Supervisory Officials or the Race Director. Drivers and/or their Cars may be penalized for technical and other

violations committed by their crew, including any manufacturer or technical consultants and/or their Entrant.

60.1.1. IMSA Officials may impose the penalties specifically set out in these RULES in addition to/instead of any other penalties available to them under the RULES. The authority to assess penalties is not limited to violations occurring during an Event.

60.2. **PUBLICATION.** IMSA shall have the right to publish notice that it has imposed a penalty and the reasons therefore, and a person or body referred to in such notice shall have no right to act against IMSA or the person publishing the notice.

60.3. **RANGE OF PENALTIES.** Penalties that may be imposed, in order of their severity, include:

60.3.1. **WARNING:** IMSA may determine that a Competitor's actions warrant the issuance of a warning prior to imposing a penalty.

60.3.2. **REPRIMAND** (blame): IMSA may assign blame/fault and issue a reprimand.

60.3.3. **PROBATION:** IMSA may impose a definite or indefinite period of probation.

60.3.4. **FINE:** A fine may be imposed. A Member's Competition privileges are automatically under suspension until the fine is paid. Remit fines to: International Motor Sports Association, One Daytona Boulevard, Daytona Beach, Florida 32114. Fines must be paid within one (1) week of penalty notice/invoice. Entrant must not participate in an Event until fines are paid in full.

60.3.5. **TIME and/or LAP:** A time and/or lap penalty may be imposed during a Competition by calling a Car into the pits and/or by holding a Car already in the pits. A time and/or lap penalty may be imposed after a Competition by adding to a Car's finishing time and/or lap count.

60.3.6. **LOSS OF CHAMPIONSHIP POINTS:** Loss of championship Driver, Team, Manufacturer, Constructor, Tire Partner and/or other championship points may be imposed.

60.3.7. **EXCLUSION/EXCLUDED:** A Driver, an Entrant and/or Car may be removed from Competition, in which case their rights to any championship points and/or Point Fund / Prize Money in the Competition are forfeited and the official results shall advance the next Competitors accordingly.

60.3.8. **SUSPENSION and/or REVOCATION of CREDENTIALS:** A Member's privilege to take part at Events may be suspended for a definite or indefinite period. Credentials and/or parking privileges may be revoked for a definite or indefinite period of time.

60.3.9. **DISQUALIFICATION/LOSS of ACCRUED POINTS:** Loss of accrued points earned by a Driver, Team and/or Manufacturer may be imposed.

60.3.10. **EXPULSION:** IMSA or a court appointed by IMSA may expel a Member for serious offense(s).

60.3.11. **AUTHORITY:** This article shall in no way be construed to limit the authority or discretion of IMSA or the Race Director/Supervisory Officials to assess additional, different, or no penalties for these or other violations of the IMSA RULES.

60.3.12. **PLURALITY:** More than one penalty may be imposed for the same offense.

60.4. Penalties for on-track incidents occurring in the closing stages of a Race, or where circumstances prevent their being served prior to the conclusion of a Race, may include any of the above and may be equal to or greater than the commensurate penalty applied and served during a Race, at the discretion of the Race Director and/or the Supervisory Officials. As with penalties imposed during a Race, penalties for on-track incidents assessed after the Race finish are Conclusive.

ARTICLE 61 – INFORMAL INQUIRY

61. INFORMAL INQUIRY

- 61.1. Prior to filing a protest, Entrants or Affected Parties (see Art. 62.3.3) are encouraged to resolve any dispute informally. Immediately upon acquiring knowledge of any facts that could potentially be the subject of a protest, but in no case after the expiration of the time limit for any formal protest as established in Art. 62, Entrants or Affected Parties may verbally request an informal inquiry, which shall then be conducted in any manner deemed appropriate by the Race Director. There is no fee payable for such informal inquiry.
- 61.2. If the informal inquiry does not resolve the dispute, the time limitation for filing a formal protest shall commence at the time the informal inquiry is terminated, or as otherwise provided in Art. 62.

ARTICLE 62 – DISCIPLINARY ACTION, PROTESTS & APPEALS

62. DISCIPLINARY ACTION, PROTESTS & APPEALS

62.1. General Administration

- 62.1.1. **Final and Not Subject to Protest or Appeal.** The following matters and all actions, decisions, rulings and/or penalties made or taken with respect to such matters are Conclusive:
- A. Any action or decision (or alleged inaction) by IMSA arising out of an Event except those directly related to a Car's technical compliance;
 - B. Any Race Procedure penalty;
 - C. Any decision with respect to timing and scoring;
 - D. A decision as to whether a matter is or is not Conclusive;
 - E. Revocation of credentials or parking privileges for such Event.
- 62.1.2. **Publication.** IMSA reserves the right to publicize penalties, protests, appeals and/or the decisions thereof and the persons, or entity referred to in the publication shall have no right of action against IMSA.
- 62.1.3. **Bad Faith.** If IMSA determines that the submitter of a protest and/or appeal has acted in bad faith, the Entrant shall be in violation of the RULES and may be penalized.
- 62.2. Protests and Appeals must be lodged in accordance with the RULES, with Protests preceding Appeals (Art. 62.3 and 62.4).

62.3. PROTEST

- 62.3.1. **Entrant Protest.** The right to protest rests with an Entrant taking part in the Event in question. An Entrant taking part in the Event in question may protest a decision, act or omission of IMSA, an Official, Competitor, or other person connected with the Event, as permitted in these RULES.
- 62.3.2. **Notice of Entrant Protest.** The protest must be delivered to the Race Director, in writing, stating the specific Regulation alleged to have been violated and the complete details of the alleged violation. The protest must be signed by the Entrant making the protest and accompanied by the protest fee of \$2,500 payable to IMSA. The protest fee may be retained or returned, in whole or part, at the discretion of IMSA. Time limits for protests are as follows and the Race Director may, at his sole discretion, extend any protest time limit:

- A. A protest against Race Equipment must be received prior to the start of the first Official Session for the relevant Event.
 - I. If a protest is made against a Car's eligibility, the Entrant must provide, in addition to the protest fee, an additional protest inspection fee of \$3,000. The protest inspection fee is returned only if the protest is found to be valid. Any Entrant who does not permit inspection of their Car is subject to immediate disqualification from the Event.
 - B. A protest against a RULES violation during a Session must be received within thirty (30) minutes after the end of the applicable Session.
 - C. A protest against a penalty or action by IMSA must be received within thirty (30) minutes of the notification of such penalty or action.
- 62.3.3. **Affected Party Protest.** A Manufacturer, Constructor and/or Tire Partner (Affected Party) may protest a penalty solely imposed upon the Manufacturer, Constructor and/or Tire Partner only where such penalty did not derive from or was not also imposed on an Entrant/Team.
- 62.3.4. **Notice of Affected Party Protest.** The protest must be delivered to the Race Director, in writing, stating the specific Regulation alleged to have been violated and the complete details of the alleged violation. The protest must be signed by the Affected Party making the protest and accompanied by the protest fee of \$2,500 payable to IMSA. The protest fee may be retained or returned, in whole or part, at the discretion of IMSA. Time limits for protests are as follows and the Race Director may, at his sole discretion, extend any protest time limit:
- A. A protest against a penalty or action by IMSA exclusively to an Affected Party must be received within one (1) business day of the notification of such penalty or action.
- 62.3.5. **Review.** The Race Director shall deliver the Protest fee and materials to the Supervisory Officials. The Supervisory Officials first determine whether the matter in question is subject to protest under the RULES. Such decisions are Conclusive.
- 62.3.6. **Hearing.** If the matter is found to be protestable, the Supervisory Officials shall identify the parties involved and facilitate the timely procurement of all documents, data and/or other evidence deemed necessary at their discretion to render a fair decision. The Supervisory Officials shall endeavor to hear the protest as soon as practical and may act within a quorum of three (3). A Supervisory Official factually involved shall recuse themselves from participation in the protest hearing. The Supervisory Officials shall establish the most appropriate procedure for hearing the protest and inform all parties of such procedure prior to the hearing. The Supervisory Officials, or parties to the protest at their own expense, may call witnesses or present evidence, but the protestant must present their own case and must not be represented at the hearing by another individual or attorney. Other persons must not be present at the protest hearing except those permitted by the Supervisory Officials. Failure of the protestant to appear as requested or otherwise fail to respond to any investigatory request of the Supervisory Officials may result in the dismissal of the protest with prejudice.
- 62.3.7. **Decision.** In deciding the outcome, the Supervisory Officials may take any action deemed appropriate in the interest of IMSA or the sport of automobile racing including but not limited to, revising the results, imposing penalties, or taking no action at all, but under no circumstances shall they order an Event or any portion thereof to be rerun. A copy of the decision is sent to all parties to the appeal after the decision becomes final. All parties concerned are bound by the decision, subject only to the rights of appeal as provided in the RULES.

- 62.3.8. **Withholding Awards.** With the exception of post-Race podium ceremonies, the distribution of championship points and/or Point Fund / Prize Money occurs after the period for receiving protests has elapsed. When a protest that would affect distribution of championship points and/or Point Fund / Prize Money has been lodged, distribution of any championship points and/or Point Fund / Prize Money affected are withheld and the results provisional until the matter is resolved.
- 62.4. **APPEAL.** Provided the applicable protest procedures have been properly exercised, the Entrant or Affected Party shall have the right to appeal any decision or penalty issued against that Entrant or Affected Party, except as otherwise prohibited.
- 62.4.1. **Notice of Appeal.** Notice of intent to appeal must be delivered to the Race Director within one (1) hour from notice of the protest decision. Formal written notice of an appeal must be delivered to the President at Headquarters no later than 5:00 pm eastern, the second business day after the notice of the protest decision or penalty. The written notice of appeal, signed by the appellant, specifying the grounds for appeal, must include the appeal fee of \$5,000 payable to IMSA, half of which is retained by IMSA regardless of any decision.
- 62.4.2. **Review.** The President, in his sole discretion, determines whether any appeal is reasonable, complies with the RULES, and if it shall be heard by the Supervisory Officials. Such decisions are Conclusive.
- 62.4.3. **Hearing.** If the matter is permitted, the Supervisory Officials shall endeavor to hear the appeal as soon as practical and may act within a quorum of three (3). A Supervisory Official factually involved shall recuse themselves from participation in the appeal process. The Supervisory Officials shall establish the most appropriate procedure for hearing the appeal and inform all parties of such procedure prior to the hearing. The Supervisory Officials, or parties to the appeal at their own expense, may call witnesses or present evidence, but appellant must present their own case and must not be represented at the hearing by another individual or attorney. Other persons must not be present at the appeal hearing except those permitted by the Supervisory Officials. Failure of the appellant to appear as requested or otherwise fail to respond to any investigatory request of the Supervisory Officials may result in the dismissal of the appeal with prejudice.
- 62.4.4. **Decision.** In deciding the outcome, Supervisory Officials may take any action they deem appropriate in the interest of IMSA or the sport of automobile racing including, but not limited to, revising the results, imposing penalties, or taking no action at all but under no circumstances shall they order an Event or any portion thereof to be rerun. A majority of the Supervisory Officials must agree to modify the decision of a protest. A copy of the decision is sent to all parties to the appeal after the decision becomes final. All parties concerned are bound by the decision as provided in the RULES.
- 62.5. **APPEAL to the CHIEF APPELLATE OFFICER - Entrant or Affected Party.** Provided that the applicable protest and appeal procedures have been properly exercised, Entrant or Affected Party shall have the right to further appeal to the Chief Appellate Officer.
- 62.5.1. **Notice to Chief Appellate Officer.** Notice of intent to appeal to the Chief Appellate Officer must be delivered to the President within one (1) hour of the receipt of the Supervisory Official's appeal decision. Formal written notice must be delivered to the Chief Appellate Officer at Headquarters no later than 5:00pm eastern the third business day after notice of the decision of the Supervisory Officials. The written notice, signed by the appellant, stating the grounds for appeal, must include the appeal fee of \$5,000 payable to IMSA, which is retained by IMSA regardless of any decision.

- 62.5.2. **Disposition of Appeal.** The Chief Appellate Officer may choose to hear or not to hear an appeal, or he may choose to review the written documentation and base his decision on the evidence presented at the initial appeal. The Chief Appellate Officer's decision as to whether or not an appeal is heard is Conclusive. All parties are informed of the time and place of a Chief Appellate Officer's hearing. The Chief Appellate Officer, or appellant at their own expense, may call witnesses or present evidence, but the appellant must present their own case and must not be represented at the Chief Appellate Officer's hearing by another individual or attorney. Other persons must not be present at the Chief Appellate Officer's hearing except those permitted by the Chief Appellate Officer. Failure of the appellant to appear when requested or respond to any investigatory request of the Chief Appellate Officer may result in the dismissal of the appeal to the Chief Appellate Officer with prejudice.
- 62.5.3. The Chief Appellate Officer can be replaced by IMSA should the current designated person not be available or have a conflict of interest in the specific appeals determined by the President or CEO of IMSA.
- 62.5.4. **Decision.** The Chief Appellate Officer may vacate, assess additional, decrease or increase penalties previously imposed and may vacate, modify or uphold protest and initial appeal decisions, but, under no circumstances, order an Event or any part thereof to be re-run. A copy of the final decision is sent to all parties of the appeal to the Chief Appellate Officer after the decision becomes final. All parties concerned are bound by the decision given, as provided in the RULES.
- 62.6. **APPEAL to the CHIEF APPELLATE OFFICER - Membership Appeals.** A person or entity declined a Membership or who has their Membership suspended or involuntarily terminated shall have the right to appeal directly to the Chief Appellate Officer.
- 62.6.1. **Notice to Chief Appellate Officer.** Formal written notice must be delivered to the Chief Appellate Officer at Headquarters no later than 5:00pm eastern the third business day after notice of the decision affecting the Membership. The written and signed notice, stating the grounds for appeal, must include the appeal fee of \$1,000 payable to IMSA. This fee may be retained or returned, in whole or part, at the discretion of IMSA.
- 62.6.2. **Disposition of Appeal.** The Chief Appellate Officer may choose to hear or not to hear an appeal, or he may choose to review the written documentation and base his decision on the evidence presented at the initial appeal. The Chief Appellate Officer's decision as to whether or not an appeal is heard is Conclusive. All parties are informed of the time and place of a Chief Appellate Officer's hearing. The Chief Appellate Officer, or appellant at their own expense, may call witnesses or present evidence, but the appellant must present their own case and must not be represented at the Chief Appellate Officer's hearing by another individual or attorney. Other persons must not be present at the Chief Appellate Officer's hearing except those permitted by the Chief Appellate Officer. Failure of the appellant to appear when requested or respond to any investigatory request of the Chief Appellate Officer may result in the dismissal of the appeal to the Chief Appellate Officer with prejudice.
- 62.6.3. The Chief Appellate Officer can be replaced by IMSA should the current designated person not be available or have a conflict of interest in the specific appeals determined by the President or CEO of IMSA.
- 62.6.4. **Decision.** The Chief Appellate Officer may vacate, modify or uphold the Membership decision of IMSA. A copy of the final decision is sent to all parties of the appeal to the Chief Appellate Officer after the decision becomes final. All parties concerned are bound by the decision given, as provided in the RULES.

ARTICLE 63 – SERIES SUPPLEMENTARY REGULATIONS ATTACHMENTS

63. SERIES SUPPLEMENTARY REGULATIONS ATTACHMENTS

63.1. The Series Supplementary Regulations (SSR) include in their entirety, the Attachments.

APPENDIXES

APPENDIX A -- EQUIVALENCE FORMULAE

1 inch = 2.54 centimeters = 25.4 millimeters
 1 millimeter = 0.1 centimeters = 0.03937 inches
 1 foot = 12 inches = 0.3048 meters
 1 meter = 3.28 feet = 1.0936 yards
 1 mile = 1760 yards = 5280 feet = 1.60934 kilometers
 1 kilometer = 1000 meters = 1093.6 yards = 0.62137 miles
 1 square inch = 6.45 square centimeters
 1 cubic inch = 16.387 cubic centimeters
 1 cubic centimeter = 0.061 cubic inches
 1 U.S. gallon = 4 U.S. quarts = 231.18 cubic inches = 3.785 liters
 1 liter = 1000 cubic centimeters = 61.0255 cubic inches = 0.264 U.S. gallons
 1 pound = 16 ounces = 453.592 grams
 1 kilogram = 1000 grams = 2.2046 pounds
 1 mile per hour = 1.467 feet per second = 1.60934 kilometers per hour
 1 kilometer per hour = 0.62137 miles per hour
 Cylinder volume (displacement) = $3.1416 \times \text{bore}^2 \times \text{stroke} \times 4$
 Engine displacement = Cylinder volume x number of cylinders
 Weight of gasoline = 7.2 pounds per gallon at 60° F
 Atmospheric pressure = 29.92" HG = 14.7 P.S.I. = 1.01 Bar 1 Bar = 14.5 P.S.I.
 Average speed formula = $\frac{3600 \times \text{length of racetrack} \times \text{number of laps}}{\text{Total time in seconds}}$

WEATHERTECH CHAMPIONSHIP SERIES SUPPLEMENTARY REGULATIONS
ATTACHMENTS

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1. ATTACHMENT 1 – STANDARD MINIMUM PENALTIES ABBREVIATED TABLE

- 1.1. Except when the Race Director/Supervisory Officials determine there to be extenuating circumstances, these standard minimum penalties are assessed for the RULES violations listed in the table below.
Key: W=Warning, D-T=Drive Through, S&G=Stop & Go Black Flag Penalty.
- 1.2. Penalties do not carry over to qualifying (except 2X Red or Checker) or the Race, and outstanding penalties may be assessed as financial penalties. Penalties not served during the Race due to the expiration of time available may be converted to time added or financial penalties as may be appropriate for any Car not retired at the end of the Race. Unserved multiple time (2X) Red or Checker Flag penalties carry over to the Competitor's next Event.
- 1.3. The Race Director assesses these standard minimum penalties. Repeat infractions may result in greater or cumulative penalties at the discretion of the Race Director/Supervisory Officials.
- 1.4. This Attachment shall in no way be construed to limit the authority of IMSA or the Race Director/Supervisory Officials to assess additional or different penalties for these or other violations of the IMSA RULES.
- 1.5. DESCRIPTIONS IN TABLE ARE ABBREVIATED AND FOR REFERENCE ONLY; REFER TO SPECIFIC ARTICLE TEXT FOR ACTUAL REGULATORY LANGUAGE AND ADDITIONAL INFORMATION.

#	VIOLATION	SOURCE	PENALTY
PIT LANE			
P1	Speeding in pit lane (60 KPH+) (+20KPH or more incurs greater penalty)	31.4 (60 KPH)	Drive Through/S+20 seconds
P2	Belts undone/door opened prior to stop	34.4.1 (A-D)	Drive Through
P3	Person(s) over pit wall before Car stops	32.7.2	Drive Through
P4	Equipment over wall before Car stops	32.7.4	Drive Through
P5	Person(s) over pit wall not properly attired	34.2	Warning/\$500 fine
P6	Too many persons working/over pit wall	35.1	Drive Through
P7	More than permitted number over wall, considered working on Car	35.1 & 35.4	Drive Through
P8	Using more than two (2) wheel guns	36.4.1.B	Drive Through
P9	Working under Car without approved stands	32.7.10	Drive Through
P10	Run over hose, tool, part, person in own or other box	32.7.8 & 32.7.9	Drive Through
P11	Exit pits with hose or tool attached or propelling parts	32.7.7	Warning/D-T if hit by Car
P12	Leave pit box with belts loose	34.4.3.A	Warning/Drive Through
P13	Push start in pits (unless approved)	36.6	Stop + Restart
P14	Using reverse gear in pit lane	32.8.1 & 34.4.4	Stop + 60 seconds
P15	Working in closed pit (more than Emergency Service)	45.6.2 & 47.3.3	Stop + 60 seconds
P16	Failure to abide by instructions - red flag/light at pit exit	31.5	Stop + 60 seconds
P17	Incorrect starting Driver	40.1.2 & 40.2.7	Stop + 30 seconds
P18	Wheelspin	36.4.2	Warning/Drive Through
P19			
REFUELING			
R1	Fire extinguisher not properly manned	37.9.1	Drive Through
R2	Cutoff/Deadman valve not properly manned	37.9.2	Drive Through

#	VIOLATION	SOURCE	PENALTY
REFUELING, CONTINUED			
R3	No helmet, goggles/visor up during fuel, improper attire	34.2	Warning/\$500 fine
R4	Excessive fuel spill	21.4.8	Warning/\$500 fine
R5	Top off autonomous tank while Car in Pit Box	37.8	Drive Through
R6			
R7			
ON-TRACK			
T1	Brakelights/Headlights/Taillights not working	33.8	Repair
T2	Driver pushing Car	32.10.2	Possible Exclusion
T3	Anyone working on Car but Driver except at Pit Box	33.3	Possible Exclusion
T4	Fuel Replenishment on-track	37.6	Possible Exclusion
T5	Drive counter-Race except to remove from unsafe loc.	32.10.3	Possible Exclusion
T6	2X Red or Checkered Flag	27.8.2 & 27.9	5 Minute hold each 2X+
T7	False Start	45.9	Drive Through
T8	Pass under yellow	27.3	Drive Through
T9	Shortcut	32.10.1	W/Drive Through
T10	Not stop at chicane(s) when missed (shortcut)	32.10.1	Drive Through
T11	Blocking	48.2	Drive Through
T12	Incident Responsibility	48.3	Drive Through
T13	Unjustifiable Risk	48.4	Discretion
T14	Exceeding drive-time	12.5.3	Back of class
T15	Driver more than ten (10) meters away from Car	33.1	Discretion/Retired
T16	Door(s) missing	33.7	Stop/Repair
T17	Overboost Limits	ATT 8, Par. 8.3	Warning/D-T/S+10sec.
T18	RPM Limits	ATT 8, Par. 8.2	Warning/D-T/S+10sec.
T19	Transponder Non-Functional	23.3.2	Stop/Repair
DURING A PENALTY			
D1	Must not stop at pit during "Drive Through" penalty	32.9.1	Repeat D-T
D2	Must not stop at pit during "Stop and Go" penalty	32.9.1	Repeat S&G
D3	No one must contact Driver during "Stop and Go"	32.9.1.C	Repeat S&G
D4			
ADDITIONAL BASELINE PENALTIES			
B1	Un-served PLSL and other penalties that cannot carry over to qualifying or Race	ATT1, Par. 1.2	Warning/\$500/Discretion
B2	Change starting Driver after qualifying or official starting grid. Change Driver combination / new Driver after official starting grid	11.3.1.A & 43.1	Back of grid category start
B3	Pit lane blend line violation	31.1	Warning/Drive Through
B4	Improperly served Emergency Service obligation	47.3.1.A & 47.3.2.A	Stop + 10 Seconds
B5	Un-served penalty after four (4) laps	27.6.3	Drive Through added
B6	Late or absent from mandatory briefings	9.4.15 & 9.4.16	Warning/\$500
B7			

2. ATTACHMENT 2 – BALANCE OF PERFORMANCE

- 2.1. The Technical Regulations are the basis for the technical specifications for the WeatherTech Championship. However, in order to maintain competitive equivalency between Cars within each class and between classes, IMSA may, at its discretion, utilize an adjustment method during each season. For LMP2 Cars (within the P class) and the GTLM class, which have references to Balance of Performance (BoP) in the FIA regulations, where there is any conflict, Attachment 2 supersedes all FIA specifications.
- 2.2. Criteria for adjustments:
 - 2.2.1. IMSA may omit from consideration performance(s) not reflective of the demonstrated performance of the Car.
 - 2.2.2. Data from the IMSA Scrutineering data logger.
 - 2.2.3. Other criteria including but not limited to top speeds and qualifying lap times may also be considered.
- 2.3. IMSA establishes a BoP prior to the first Race Event and may make an initial adjustment within thirty (30) days from the completion of the first Event. Additional adjustments may occur at any time during the season. Adjustments are class-specific.
 - 2.3.1. Individual Car types that enter late in the season, or that have not competed regularly in the Series, may receive an additional adjustment at any time.
- 2.4. All adjustments take effect seven (7) days after publication.
- 2.5. The following adjustments may apply:
 - 2.5.1. Minimum weight of the Car.
 - 2.5.2. Engine restrictor/boost pressure change.
 - 2.5.3. Other parameters changed by IMSA as may be required.
- 2.6. Adjustments to Cars not of current specifications may be limited. IMSA is not responsible for ensuring Cars not exhibiting performance representative of their class become competitive.
- 2.7. IMSA shall have the right that Teams must provide any Car data that they develop at any Event(s). Further, IMSA shall have the right to require the Entrant to run additional data gathering device(s), and provide inputs for such device(s), at Entrant's expense. Providing false or intentionally misleading information is a breach of the RULES.
- 2.8. These adjustments are deemed part of the RULES. Decisions of IMSA regarding BoP are Conclusive and not subject to protest or appeal.
- 2.9. Competitors and Manufacturers are expected to provide valid data upon request to assist IMSA in the BoP process. Any Competitor or Manufacturer who deliberately gives false information, attempts to influence the BoP process, or displays a level of performance beyond the expected result may be issued a penalty prior to, during, or after a Race of a minimum Stop plus five (5) minutes. A penalty assessed prior to or during the Race must be served within the final thirty (30) minutes of the Race, regardless of the time when the infraction was discovered and/or the penalty communicated. Penalties assessed after the Race are added to the Car's finishing time for the Race and may include a lap count penalty.

3. ATTACHMENT 3 – TIRES

3.1. General

- 3.1.1. Tires are a critical component of all Cars. As such, IMSA reserves the right to regulate tires and the eligibility of certain tires and tire manufacturers in the interest of Competition, and may do so at any point in the season, and may modify or waive any part of this Att. 3 at its sole discretion. Decisions of IMSA pursuant to this Att. 3 are Conclusive.
- 3.1.2. All tires used in a Session must be specifically designed for automobile racing and must be approved by their manufacturer for such use.
- 3.1.3. Tire modification is prohibited. The use of a traction compound or any substance that might alter the physical properties of a tire as supplied by its manufacturer is prohibited. "Grooving" Dry tires to create intermediate style Wet tires is prohibited. Tire warmers or any other means of artificially warming tires are prohibited. Any method of regulating tire pressure on-track is prohibited.
 - A. A minimum penalty of Stop plus five (5) minutes or greater may be applied for each instance. A penalty assessed prior to or during the Race must be served within the final thirty (30) minutes of the Race, regardless of the time when the infraction was discovered and/or the penalty communicated. Penalties assessed after the Race are added to the Car's finishing time for the Race and may include a lap count penalty.
- 3.1.4. Cleaning rubber "pick-up" from used tires via heat gun and scraper is permitted.
- 3.1.5. Tire Manufacturer may issue recommended minimum cold starting pressures and settings.
- 3.1.6. Each Entrant must declare their tire manufacturer in the Vehicle Registration Form and all tires on the Car must be supplied by the selected tire manufacturer. The Entrant may, with permission from IMSA, change tire manufacturer during the course of an Event, however, all times previously recorded for that Car may be forfeit. Entrants must not change tire manufacturer during the course of a Race.
- 3.1.7. Tire manufacturer must provide to IMSA, prior to distributing any tires, an inventory of all tires they have brought to an Event. IMSA reserves the right to inspect and inventory any manufacturer's tire supply to ensure compliance with this Att. 3. Except with written permission from IMSA, a tire manufacturer must not bring tires not intended for use at that Event. For such waiver, tires not intended for use at that Event must be securely stored, with access controlled by IMSA. It is the manufacturer's responsibility to ensure that all tires are stored in secured containers with access limited only to the manufacturer's representatives and IMSA Officials.

3.2. Tire Manufacturers

- 3.2.1. The participation of any tire manufacturer must be pre-approved in writing by IMSA.
- 3.2.2. For a tire manufacturer to be approved with a particular brand of tire:
 - A. That brand must be sold for automotive use in the United States of America.
 - B. Enter into an Official Tire Partner Agreement with IMSA.
 - C. Meet such other minimum requirements as required by IMSA.

3.3. Tire Specifications

- 3.3.1. Tires must conform to the specifications of the specified Technical Regulations.
- 3.3.2. Recapped tires prohibited.

- 3.3.3. Tires must be declared by their manufacturer to be either Wet tires or Dry tires. A Car must run either an all Wet Tire Set or an all Dry Tire Set at any given time.
- 3.3.4. Tires designed specifically for the purpose of qualifying are prohibited.
- 3.3.5. All tires must be clearly identified and marked with the following information:
- A. The tire manufacturer's brand, which must be visible and on the side of the tire intended to face the outside of the Car.
 - B. Identification unique to each tire type with regards to construction, tread, rubber compound and tire size. The tire manufacturer is not required to disclose the meaning of this identification regarding construction, tread, and rubber compound or tire size.
 - C. These identification marks must be manufactured in a manner that they remain visible at all stages of the tire's life in normal racing use. These do not need to be visible while the tire is in use and may be on the bead or on the inside of the tire.
- 3.3.6. Wet tires must conform to the following minimum standards:
- A. Tread depth, as manufactured and supplied to Competitors, must be a minimum of 2.5 mm in any void area of the tire.
 - B. All wet tires must, when new, have a maximum contact area of 70% of the total area. For the purpose of measuring the voids, any void not conforming to Par. 3.3.6.A. is not considered.
 - C. Contact areas are measured symmetrical to the tire centerline and covering a square:

Measured Maximum	
Tire Width, As Mounted	Measurement Square
9 inches	180 x 180 mm
10 inches	200 x 200 mm
11 inches	230 x 230 mm
12 inches	250 x 250 mm
13 inches	280 x 280 mm
14 inches	300 x 300 mm
15 inches	320 x 320 mm
16 inches	345 x 345 mm

- D. Tires with a measured maximum tire width, as mounted, between these sizes, are measured using the next smaller square (e.g. a tire with a nominal tire width of 11.7" is measured with the 11" template).
- E. Adding or enlarging grooves on Wet tires by the manufacturer is permitted with written permission from the IMSA Technical Director, provided the wet tires met the requirements of Par. 3.3 of this Att. 3 prior to the alteration.

3.4. Wet Tire Allocation

- 3.4.1. Prior to providing any wet tires intended to be used in Competition to Teams, tire manufacturers must provide a list detailing what tire types are intended to comprise a Wet Tire Set for each class of Car supplied by the tire manufacturer; the type being defined by the tire's compounding, construction, tread pattern, depth and size. Tire manufacturers must register the tread pattern with IMSA by providing a full scale diagram of the tread showing at least three (3) repeats of the tread via a digital medium or on a transparency or transparent paper. They must also specify the nominal tread depth, as manufactured, and the nominal ratio of contact areas as a percentage of total area, which must conform to Par 3.3.6 of this Att. 3 above.

- 3.4.2. Tire manufacturers must only bring one type of Wet Tire Set for each class of Car they supply. That type must be available to all Cars they supply.

3.5. Entrant Tire Allocations

- 3.5.1. For the purpose of tire allocations for all classes, an Event includes the qualifying day, the day prior to the qualifying day and the Race day. Wet tires are not counted in a Car's tire allocation.
- 3.5.2. New or used Dry tires carried over from a previous Event are counted against the Car's allocation.
- 3.5.3. The Dry tires are limited for each Event as listed in the SR.

3.6. Tire Usage

- 3.6.1. Entrants must not transfer tires marked for use by one Car to another Car, even if the same Entrant has entered the other Car.
- 3.6.2. Any tire stamped by IMSA and delivered to the Entrant is charged against the Car allocation. Any tire returned and that is new and determined to be unused by the Officials is credited to the Car's tire allocation. Permission to exchange tires is at the IMSA Official's discretion. Tire marking shall occur at the respective tire manufacturer's mounting area only.
- 3.6.3. Used tires damaged in the course of the Event are not replaced except that, at the sole discretion of the Officials, they may permit up to one (1) tire per Event per Car to be replaced in case of adverse circumstances. Accident or contact with another Competitor, unintentional or otherwise, whether caused by the Competitor or not, does not necessarily warrant replacement of tires. Only tires identified by the Officials as having been damaged are replaceable. Any replacement tire must be an exact replacement (i.e. position, and type).

3.7. Tire Selection and Mounting

- 3.7.1. For wet tires, IMSA Officials may select tires at random from each tire manufacturer's supply of a particular type to fill Competitor's orders. The method of selection is at the Official's discretion, and tires are selected from the tire manufacturer's entire Event inventory. Tire manufacturers must not provide tires not approved by the IMSA Officials.
- 3.7.2. For dry tires of a Competitor's allotment, for phases of the Competition outside of the Race, IMSA Officials shall mark tires with the Car number and the Event identification.
- 3.7.3. Tires where the Official's markings have been worn or damaged must be immediately returned to the Officials for re-marking.
- 3.7.4. It is prohibited to change, deface or forge the Official's tire markings or the tire manufacturer's markings. Any such attempt shall result in withdrawal of the tires by IMSA from the Event and imposition of any other penalty deemed appropriate.
- 3.7.5. Mounting and marking (as defined above) of tires to be used at Event days that are part of a Competitor's allocation, and any wet tires to be mounted with tires registered for that Event, shall commence at 8:00am on the day prior to the Event days and end at 4:30pm on that day. On all Event days, mounting and marking may commence two (2) hours prior to the first Session and end no later than two (2) hours after the last Session, or 5:00pm, whichever is later. The Officials may change these times and notify the Competitors either in the SR or by announcement at the Event. Additional accommodations may be made, by exception.
- 3.7.6. Unused tires marked by IMSA may be returned to their manufacturer for use at a subsequent Event. However, those tires must be then re-marked by IMSA at that subsequent Event.

3.8. Class Specifications. Cars must use properly branded tires complying with class specifications:

P: Continental Tire
PC: Continental Tire
GTLM: Open Tire Competition-Official Proud Tire Partners
GTD: Continental Tire

4. ATTACHMENT 4 – FUEL

4.1. Cars participating in any Session listed on the Official Schedule, including any “Promoter Test Day” (if applicable) must use the approved fuel (“Official Fuel”) for the engine type as listed by the Entrant in the Vehicle Registration Form.

4.1.1. The following Official Fuels are authorized by IMSA:

- A. Diesel: IMSA Diesel
- B. Gasoline: IMSA 100 (E10)
- C. Gasoline: IMSA E20C
- D. Ethanol: IMSA E85C

4.1.2. All Competitors must use these Official Fuels as dispensed from the IMSA Official Fuel Supplier, typically in sealed, fifty-four (54) gallon lined steel drums.

4.1.3. IMSA may sample the actual fuel(s) provided by the fuel supplier as the benchmark from which all Competitor’s samples are judged. IMSA reserves the right to check any fuel at any time.

4.1.4. Competitors are responsible for the proper handling, transportation and security of their fuel from the time it is dispensed to them and for the proper disposal of unused fuel and/or fuel drums.

4.1.5. Competitors are specifically directed not to leave any fuel at the racetrack after the Event, unless prior arrangements have been made.

4.2. Capacity, Restrictor and Rig Height

4.2.1. The on-board fuel capacities are established in the respective Technical Regulations.

4.2.2. IMSA may adjust the refueling rig restrictor diameter and refueling rig height (also Att. 9).

5. ATTACHMENT 5 – TESTING

5.1. General

- 5.1.1. Att. 5 applies to all IMSA Members participating in the WeatherTech Championship, including Entrants, Teams, Drivers, Manufacturers, Constructors and/or Tire Partners. Members must not, by any means or subterfuge, participate in or become the knowing beneficiary of any activity intended to circumvent Att. 5.
- 5.1.2. Independent Testing without IMSA's prior knowledge and approval is prohibited. This includes all forms of Testing, whether on track or off. Testing must be conducted on the IMSA approved series- / manufacturer-specific tire(s).
- 5.1.3. Testing must only be undertaken by a Team possessing a current IMSA Entrant Membership / License. A Team is defined as an assigned Car number.
- 5.1.4. For any "new" Premium or Standard Entrant, Att.5 limitations apply from the latter of the submission date to IMSA of Entry Forms for their first WeatherTech Championship Race, but in no case later than permitted in Par. 5.2.1. "New" means not entered in any 2015 TUDOR Championship Event.
- 5.1.5. Att. 5 limitations apply until fifty-two (52) weeks after the date of the Team's last WeatherTech Championship Race.

5.2. Blackout Periods

- 5.2.1. Testing at the Event site is prohibited during the fourteen (14) days prior to the final day of official on-track activity for that WeatherTech Championship Event (Race or Sanctioned Test).
- 5.2.2. Testing more than two (2) consecutive days at the same track is prohibited.
- 5.2.3. Listed holidays are blackout dates including two (2) days preceding and two (2) days following (except for IMSA Sanctioned Tests):
 Easter (March 25th - 29th), Memorial Day (May 28th - June 1st), Independence Day (July 2nd - 6th), Labor Day (September 3rd - 7th), Thanksgiving (November 22nd - 26th), Christmas Day until New Year's Day (December 23rd - January 3rd).
- 5.2.4. Testing is prohibited for fourteen (14) days following the day of the last Race of the season.
- 5.2.5. A Team may request permission to Test on the first day of a blackout period if that day is consecutive to a scheduled Test day aborted for good cause.

5.3. Team Test Days (Allocation)

- 5.3.1. A Team must not Test more than this maximum number of days in a calendar year:
 - A. P: Eight (8) days.
 - B. GTLM: Nine (9) days.
 - C. PC: Four (4) days.
 - D. GTD: Four (4) days.
- 5.3.2. Test days are not assignable or transferable.

5.4. IMSA Sanctioned Tests

- 5.4.1. IMSA may conduct official sanctioned Tests for WeatherTech Championship Teams, which day(s) shall not count against the Team's allocation.

5.5. Tire Manufacturer Tests

- 5.5.1. IMSA may permit Tire Manufacturer Tests, subject to Att. 5, except these day(s) shall not count against the Team's allocation.

5.6. Evaluations and Special Events

- 5.6.1. Evaluation days: IMSA may permit a Team one (1) additional evaluation day to Test a Driver replacing an injured Driver or other such extraordinary cause. Such evaluation must be with a Driver not yet having competed in the WeatherTech Championship or the specific Car class and is subject to IMSA approval. A Driver must not undertake more than three (3) evaluation days in a season.
- 5.6.2. Special events: With prior registration of such intent and with written approval from IMSA, Cars may be run for commercial, sponsor, public relations occasions and/or pit stop practice without Test days charged. IMSA reserves the right to require an IMSA designated observer at Team's expense.
- 5.6.3. All Testing requests are at the sole discretion of IMSA, and may require the presence of IMSA Official(s) at Team's expense.
- 5.6.4. Evaluation of 2017 specification P class prototype Cars (not grandfathered Cars) may be exempt from the 2016 Testing restrictions on maximum number of days, subject exclusively to IMSA approval.

5.7. Assessment

- 5.7.1. Testing one (1) Car with any number of Drivers is charged one (1) Test day.
- 5.7.2. Testing more than one (1) Car with any number of Drivers is charged one (1) Test day per Car.
- 5.7.3. In any twenty-four (24) hour period, if the total duration of on-track Testing does not exceed two (2) hours, no Test day is charged. If the total time exceeds two (2) hours, one (1) Test day is charged.
- 5.7.4. Should a Team, for good cause, not test on a day previously registered with IMSA, they may notify IMSA and upon verification, the Team is re-allocated that day.

5.8. Registration of Testing

- 5.8.1. All Testing must be registered with IMSA in advance.
- 5.8.2. Teams must submit a Testing Registration Form at imsacompetitors.com to register any Test (including: Tire Manufacturer, evaluations, special events, wind tunnel, shaker, dyno, etc.).
- 5.8.3. Failure to properly register a Test with IMSA, or Testing in excess of a Team's allocation may result in penalties. Teams are responsible for tracking their allocations. Penalties, including loss of Test days, loss of championship points, ineligibility of the Car or Team for Competition, and/or any other penalty permitted under the IMSA RULES may be imposed. IMSA may waive provisions of Att. 5 in extraordinary circumstances when in the best interest of the sport. Any decision by IMSA as to whether any provision of Att. 5 has been violated and the assessment of penalties is Conclusive.

6. ATTACHMENT 6 – LOGOS / NUMBER PANELS / DECALS

6.1. LOGOS, DRIVER AND CREW UNIFORM REQUIREMENTS

- 6.1.1. IMSA requires specific logos to be on all Driver and Crew uniforms. Embroidered logos are acceptable provided they are the exact size, shape & colors of the required/supplied patch.
- 6.1.2. Below are shown the official logos and only acceptable logos to be utilized on all Driver and Crew uniforms. All logos must follow the brand guidelines at imsacompetitors.com, retain the original logo aspect ratio, remain intact and must not be altered in any manner:



PMS
Red - 186C
Black3C
White

CMYK
C:0 M:100 Y:100 K:15
C:75 M:68 Y:67 K:90
C:0 M:0 Y:0 K:0



PMS
Red - 1797
Gold - 137C
Black3C
White

CMYK
C:0 M:100 Y:99 K:4
C:0 M:35 Y:90 K:0
C:75 M:68 Y:67 K:90
C:0 M:0 Y:0 K:0



PMS
Green - 386
Black3C
White

CMYK
C:50 M:0 Y:100 K:0
C:75 M:68 Y:67 K:90
C:0 M:0 Y:0 K:0



Preferred IMSA logo

PMS
Red - 1797
Black3C
White

CMYK
C:0 M:100 Y:99 K:4
C:75 M:68 Y:67 K:90
C:0 M:0 Y:0 K:0



Preferred IMSA logo on red background only

PMS
Red - 1797
BlackC
White

CMYK
C:0 M:100 Y:99 K:4
C:75 M:68 Y:67 K:90
C:0 M:0 Y:0 K:0



Patch Only - Alternate Lockup IMSA Logo - White background and black border are required

PMS
Red - 1797
BlackC
White

CMYK
C:0 M:100 Y:99 K:4
C:75 M:68 Y:67 K:90
C:0 M:0 Y:0 K:0



PMS
Gold - 137C
BlackC

CMYK
C:0 M:35 Y:90 K:0
C:40 M:40 Y:30 K:100

Embroidered gold background and black logo are required



PMS
Red - 185
Blue - Reflex Blue

CMYK
C:0 M:91 Y:76 K:0
C:100 M:73 Y:0 K:2

WeatherTech Championship

Crew Uniform



Driver Uniform



Logos
WeatherTech Championship
IMSA
Tequila Patrón North American Endurance Cup
Tire Partner
VP Racing Fuels

Minimum Size
3.75" x 2.5"
4.5" x 1.3"
3.75" x 2
4.5" x 2"
4" x 3"

6.2. Specifics:

- 6.2.1. WeatherTech Championship logo must be in top position.
- 6.2.2. Tequila Patrón North American Endurance Cup logo is required at all WeatherTech Championship Events entered by any Driver participating in the Patrón Endurance Cup.

- 6.2.3. Tequila Patrón North American Endurance Cup logo must be in second position, directly below the Car Manufacturer/Team logo.
- 6.2.4. Tire Partner logo size is only mandated for P, PC and GTD classes. Patches may be used to cover the outdated logos. Outdated logo patches prohibited. GTLM - contact Tire Partner.
- 6.2.5. IMSA must be located on the left sleeve. 2014 previous generation IMSA logo and location is permitted only for existing uniform items. New uniform items must incorporate logo as specified herein.
- 6.2.6. VP Racing Fuels logo must be located on the left sleeve directly below IMSA.

6.3. Teams/Drivers Participating in Multiple Series:

- 6.3.1. Multiple Series patches/logos are permitted on the same fire suit provided the WeatherTech Championship logo is in the top position and other Series are directly below on the same side (example below).
- 6.3.2. Multiple Tire Partner logos are permitted on the same fire suit, however only the appropriate Series Tire Partner must be displayed when participating in the Series. Example, for Driver/crew participating in the WeatherTech Championship GTLM class and Continental Tire Challenge GS class, GTLM Tire Partner logo must be covered when in GS class Sessions.
- 6.3.3. All other required logos must be displayed at all times.

Multiple Series



6.4. Additional Specifications.

- 6.4.1. Entrant may receive a minimum \$500.00 fine for logos not in compliance.
- 6.4.2. All logos must be in their full and correct colors and are available at imsacompetitors.com.
- 6.4.3. Blank areas where background shirt/firesuit colors are visible when embroidering logos are prohibited.

6.4.4. Failure to display required logos may result in penalties or ineligibility for Point Fund / Prize Money.

6.4.5. Uniforms must be of tasteful design and neat and clean in appearance.

6.5. IMSA Required Logos/Designations, Transporters and Cars:

6.5.1. IMSA requires specific decals & panels to be placed on WeatherTech Championship transporters and competing Cars. All logos and advertising are subject to IMSA approval. Please reference the IMSA and WeatherTech Championship brand guides at imsacompetitors.com.

6.5.2. One (1) set of series-specific decals are supplied by IMSA to each Premium Entrant. All other decals are the responsibility of the Competitor. Competitors may also be required to display Event-specific sponsor decals in an approved location on each side of the Car;

6.6. Required Logos/Designations:

6.6.1. Below are shown the only acceptable and official logos/class designations to be utilized on Team transporters and Cars.



PMS
Red - 186C
BlackC
White

CMYK
C:0 M:100 Y:100 K:15
C:75 M:68 Y:67 K:90
C:0 M:0 Y:0 K:0



Preferred IMSA logo

PMS
Red - 1797
Black3C
White

CMYK
C:0 M:100 Y:99 K:4
C:75 M:68 Y:67 K:90
C:0 M:0 Y:0 K:0



Lockup IMSA Logo - White background and black border are required

PMS
Red - 1797
BlackC
White

CMYK
C:0 M:100 Y:99 K:4
C:75 M:68 Y:67 K:90
C:0 M:0 Y:0 K:0



Gold background and black logo are required

PMS
Gold - 137C
BlackC

CMYK
C:0 M:35 Y:90 K:0
C:40 M:40 Y:30 K:100



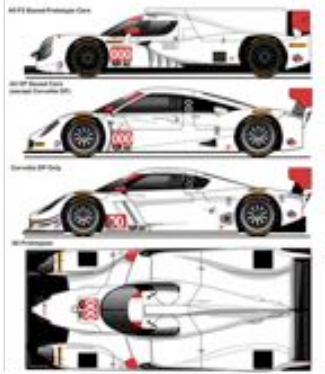
6.7. LOGOS, TEAM TRANSPORTERS:

6.7.1. The following requirements are applicable to transporters in the IMSA Paddock at all Events:

- A. One (1) IMSA logo on each side of transporter with a minimum width of 36" as well as appropriate clear space as determined by brand guide.
 - B. One (1) WeatherTech Championship logo on each side of transporter with a minimum width of 36" as well as appropriate clear space as determined by brand guide.
 - C. One (1) IMSA logo on back of transporter with a minimum width of 18" as well as appropriate clear space as determined by brand guide.
 - D. One (1) WeatherTech Championship logo on back of transporter with a minimum width of 18" as well as appropriate clear space as determined by brand guide.
- 6.7.2. Each Car entry is required to fly the following flags on top of each transporter in the Paddock:
- A. One (1) IMSA logo.
 - B. One (1) WeatherTech Championship logo.
 - C. One (1) Tequila Patrón North American Endurance Cup logo.
 - D. Flags flown together must be in the above order from top to bottom.
 - E. Limited quantities of flags for each Team are supplied by IMSA. Flags must match the design, size and color as supplied by IMSA.

6.8. LOGOS, CAR:

- 6.8.1. IMSA exclusive areas. Competitors must leave three (3) empty spaces measuring 18" W x 18" H for the Car number panels, detailed below. The outside rear wing end plates, mirrors and upper windscreen banner areas are reserved for the exclusive use of IMSA upon request.
- 6.8.2. Class Color Designations. Utilizing a 2-color system, Red designates a pro class (P & GTLM) and Green designates a pro-am class (PC & GTD). Number panel background, outside rear wing end plates, mirrors, class decals and the outer four inches (4") on each side of the windscreen must be fully covered in the class designation color. The windscreen banner center (between the class color borders) for single-Car Teams must be white and for Teams with two (2) Cars in the same class, the second Car's windscreen banner center must be black. Sponsor decals are permitted on the outside rear wing end plates and mirrors, providing that the class color remains clearly visible. The designated colors for each class are:
 - A. Pro (Prototype & GT Le Mans): Color pantone Red 1797C
 - B. Pro-Am (Prototype Challenge & GT Daytona): Color pantone Green 354C



Prototype Class

Number plate background = **Red** (White #'s)

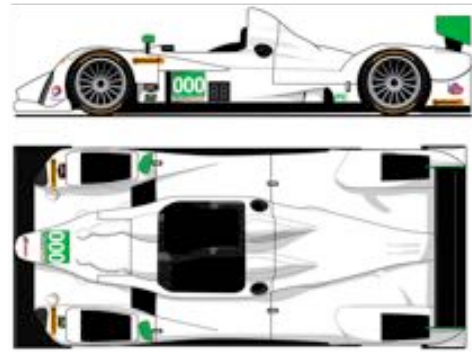
Rear Wing Endplates = **Red**

Mirror = **Red**

Leader Lights = **Red**

Windscreen = **Red**

White center primary car
Black center second car



Prototype Challenge Class

Number plate background = **Green** (White #'s)

Rear Wing Endplates = **Green**

Mirror = **Green**

Leader Lights = **Green**

Windscreen = N/A (open top)



GTLM Class

Number plate background = **Red** (White #'s)

Rear Wing Endplates = **Red**

Mirror = **Red**

Leader Lights = **Red**

Windscreen = **Red**

White center primary car
Black center second car



GTD Class

Number plate background = **Green** (White #'s)

Rear Wing Endplates = **Green**

Mirror = **Green**

Leader Lights = **Green**

Windscreen = **Green**

White center primary car
Black center second car

6.9. NUMBER PANELS

6.9.1. Assigned Number Panels

Three (3) number panels are required, one (1) on each side and one (1) clearly visible from the front. Side number panels must be clearly visible and affixed on flat and vertical surfaces in class-specific locations. If not possible to read the numbers, the Car may be stopped by Race Control.

- A. In addition to the options listed below, IMSA permits the front number panel to be broken down into separate elements, as long as all the relative sizes of each element is maintained and clearly visible on the front of the Car. The permitted separated elements are:

- I. WeatherTech Championship logo
- II. Tequila Patrón North American Endurance Cup logo
- III. Lockup of number panel with IMSA logo

- 6.9.2. For Races taking place partly by night, Cars must be equipped with white light-emitting side number panels. The colored background must be cut out in the number shapes so that they are illuminated during the night.

- 6.10. **DECALS.** Cars must follow the requirements below, with specified and preferred location per Fig. 1A, B, C and D per class. For a Team to display additional Car Manufacturer branding in the Car livery above and beyond factory-produced emblems, the Car Manufacturer must be an IMSA Official Automotive Partner.

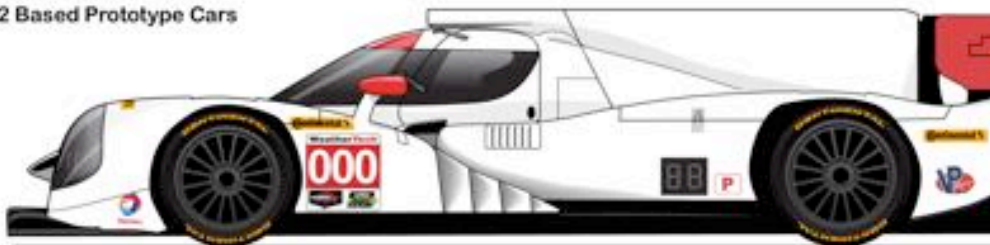
- 6.10.1. **Exception.** If a Team secures or is working to secure a primary sponsor in the oil category, with appropriate branding presence on the Car, Entrant can apply to IMSA for exemption of requirement to display the IMSA Official Motor Oil partner decals (Par. 6.12.9, 6.13.6, 6.15.8). Request for exemption must be submitted in writing, no later than fourteen (14) days prior to first participation at the applicable Event, to: David Pettit, Vice President of Marketing, IMSA (dpettit@imsa.com) and include depiction(s) of the Car's branding. Should IMSA, at its sole discretion, agree to such display, Entrant shall forfeit any applicable award(s) specific to IMSA's Official Motor Oil partner.

- 6.11. **Driver's National Flags and Names.** On each side of Car above door opening, the national flags of the Drivers as well as their names must be displayed. Minimum height of both flags and names must be 1.25".

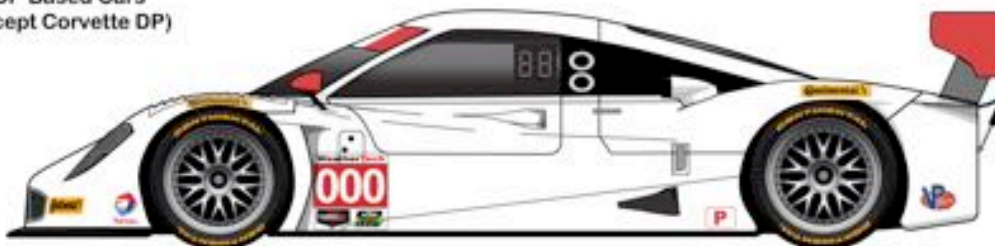
6.12. Prototype

Fig. 1A

All P2 Based Prototype Cars



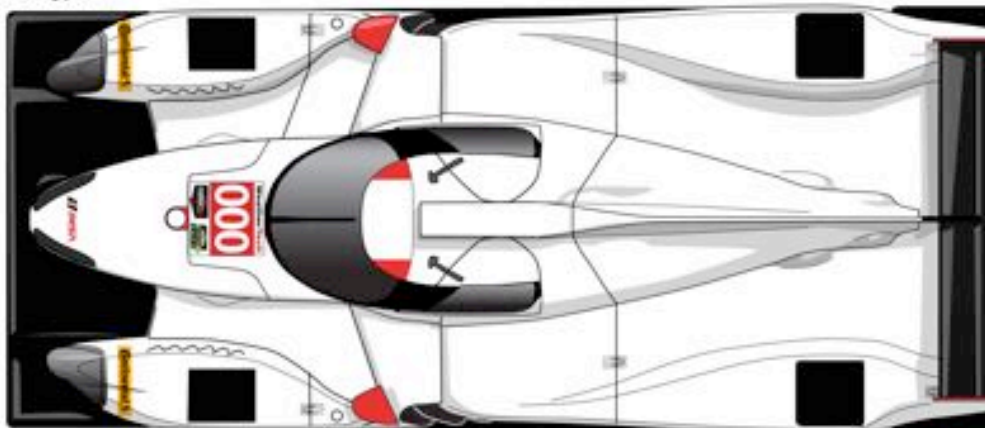
All DP Based Cars
(except Corvette DP)



Corvette DP Only



All Prototypes



6.12.1. Number Panels

- A. 14" H x 13.5" W (except Corvette DP)
- B. 10" H x 12" W for side panels and 14" H x 13.5" W for front panel (Corvette DP only)
- C. Number panels must match Series design and color. Changes or additional designs prohibited (i.e. stylized numbers).
- D. Numbers must be white in color, Arial font, 7" tall with 1.25" stroke.

- E. Side number panels on all P Cars must be placed on a flat surface directly behind the front wheel on both sides per Fig 1A.

6.12.2. **IMSA Logo**

- A. 8.5" wide and must maintain original size aspect ratio.
- B. One (1) decal on front, in specified location per Fig 1A.
- C. Must be clearly visible and affixed on a flat surface.

6.12.3. **IMSA WeatherTech SportsCar Championship**

- A. Applies to Corvette DP only.
- B. 6.5" wide and must maintain original size aspect ratio.
- C. One (1) decal on each side in specified location per Fig 1A.

6.12.4. **Tequila Patrón North American Endurance Cup**

- A. Applies to Corvette DP only.
- B. 6" wide and must maintain original size aspect ratio.
- C. One (1) decal on each side in specified location per Fig 1A.

6.12.5. **Windscreen**

- A. Applies to closed-cockpit Prototypes only.
- B. Minimum height of 6".
- C. 4" section on each end of windscreen must be solid red.
- D. Center section is reserved for OEM use if IMSA Official Automotive Partner.
- E. If Manufacturer is not an IMSA Official Automotive Partner, IMSA logo is mandated in center section with minimum height of 4.5" and must maintain original size aspect ratio.

6.12.6. **Leader Lights (also Att. 7)**

- A. 9" W x 8" H area must remain clear of any other decals, wrap or graphics.
- B. Leader Lights must be clearly visible from side and in location specified in Fig. 1A. DP based Car should place leader lights on the inside of the door window.

6.12.7. **Class Decals**

- A. 3.25" tall and must maintain original size aspect ratio.
- B. One (1) decal on each side in specified area in Fig. 1A.

6.12.8. **Tire Decals**

- A. 12.5" W x 2.6" H decals in all positions.
- B. One (1) decal placed immediately above each wheel well (front and rear) on centerline of the wheel. If space does not permit, within 1" of wheel well opening as specified in Fig. 1A.
- C. One (1) decal must be placed on a vertical surface immediately above or below each headlight, but not more than 3" away from the headlight opening.

6.12.9. **Oil Supplier**

- A. 4.25" W x 6.25" H

- B. One (1) on each side, forward of centerline.
- C. Must be clearly visible and affixed on a flat and vertical surface.

6.12.10. **Fuel Supplier**

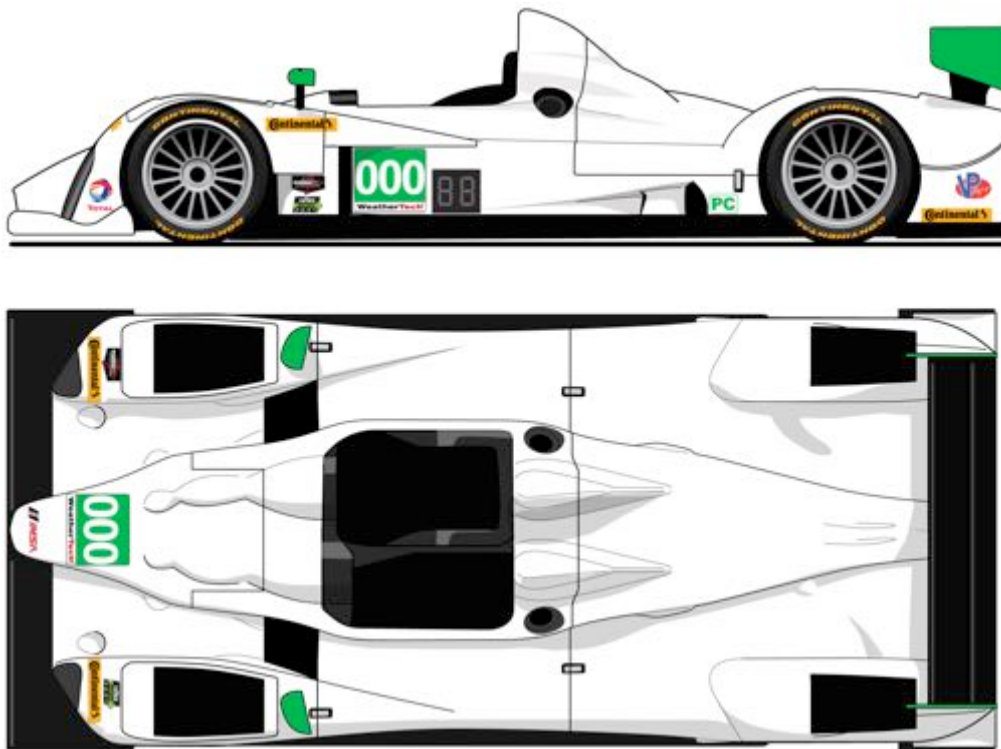
- A. 24 sq/in
- B. One (1) on each side, rear of centerline.
- C. Must be clearly visible and affixed on a flat and vertical surface.

6.12.11. **DEKRA Certified Technical Conformity Sticker (3" H x 3" W)**

- A. Closed-cockpit P Cars: Left top corner of the windscreen.
- B. Open-cockpit P Cars: Left rear just below cockpit opening.

6.13. **Prototype Challenge**

Fig. 1B



6.13.1. **Number Panels**

- A. 12" H x 13.5" W
- B. Number panels must match Series design and color. Changes or additional designs prohibited (i.e. stylized numbers).
- C. Numbers must be white in color, Arial font, 7" tall with 1.25" stroke.
- D. Side number panels on PC Cars must be placed in location specified in Fig. 1B.

6.13.2. **IMSA Logo**

- A. 8.5" wide and must maintain original size aspect ratio.

- B. One (1) decal on each side and one (1) decal on front, in specified location per Fig. 1B.
- C. Must be clearly visible and affixed on a flat surface.

6.13.3. Leader Lights (also Att. 7)

- A. 9" W x 8" H area must remain clear of any other decals, wrap or graphics.
- B. Leader Lights must be placed in location specified in Fig. 1B.

6.13.4. Class Decals

- A. 3.25" tall and must maintain original size aspect ratio.
- B. One (1) decal on each side in specified area in Fig. 1B.

6.13.5. Tire Decals

- A. 12.5" W x 2.6" H decals in all positions.
- B. One (1) decal placed within 1" of each wheel well opening as specified in Fig. 1B.
- C. One (1) decal must be placed on a vertical surface immediately above or below each headlight, but not more than 3" away from the headlight opening.

6.13.6. Oil Supplier

- A. 4.25" W x 6.25" H
- B. One (1) on each side, forward of centerline.
- C. Must be clearly visible and affixed on a flat and vertical surface.

6.13.7. Fuel Supplier

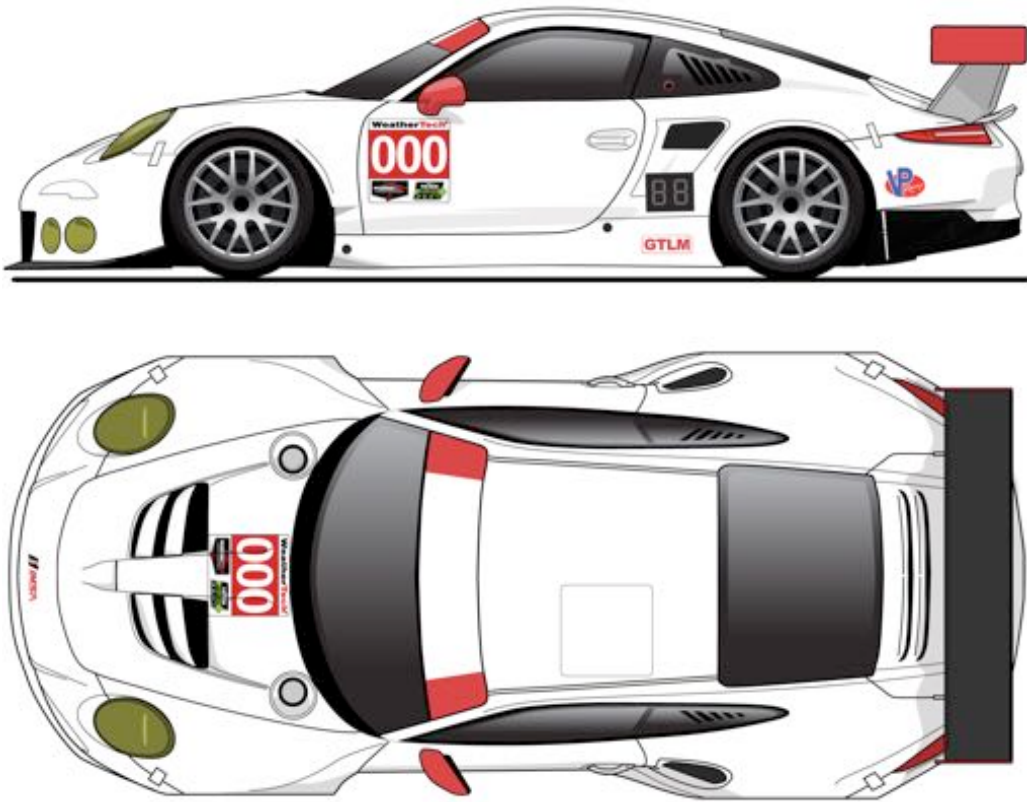
- A. 24 sq/in
- B. One (1) on each side, rear of centerline.
- C. Must be clearly visible and affixed on a flat and vertical surface.

6.13.8. DEKRA Certified Technical Conformity Sticker (3" H x 3" W)

- A. Left rear just below cockpit opening.

6.14. GT Le Mans

Fig. 1C



6.14.1. Number Panels

- A. 14" H x 13.5" W
- B. Number panels must match Series design and color. Changes or additional designs prohibited (i.e. stylized numbers).
- C. Numbers must be white in color, Arial font, 7" tall with 1.25" stroke.
- D. Number panels must be placed on a flat surface directly behind the front wheel on both sides per [Fig. 1C](#).

6.14.2. Rear Number

- A. Arial font, 7" high with 1.25" stroke.
- B. One (1) on rear of Car.
- C. Contrasting color from Car.

6.14.3. IMSA Logo

- A. 8.5" wide and must maintain original size aspect ratio.
- B. One (1) decal on front, in location specified in [Fig. 1C](#).
- C. Must be clearly visible and affixed on a flat surface.

6.14.4. Windscreen

- A. Minimum height of 6".

- B. 4" section on each end of windscreen must be solid red.
- C. Center section is reserved for OEM use if IMSA Official Automotive Partner.
- D. If manufacturer is not an IMSA Official Automotive Partner, IMSA logo is mandated in center section with minimum height of 4.5" and must maintain original size aspect ratio.

6.14.5. Leader Lights (also Att. 7)

- A. 9" W x 8" H area must remain clear of any other decals, wrap or graphics.
- B. Leader Lights must be clearly visible from side and in location specified in Fig. 1C.

6.14.6. Class Decals

- A. 3.25" tall and must maintain original size aspect ratio.
- B. One (1) decal on each side in specified area in Fig. 1C.
- C. One (1) decal on rear of Car.

6.14.7. Tire Decals

- A. Contact tire provider.

6.14.8. Oil Supplier - N/A

6.14.9. Fuel Supplier

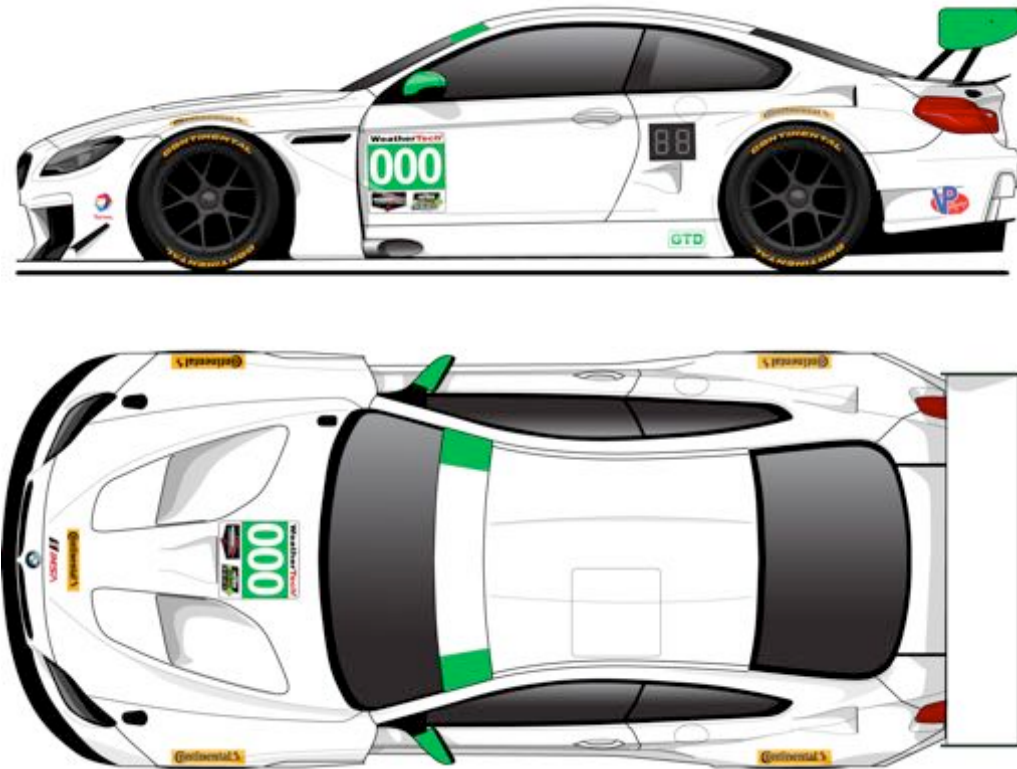
- A. 24 sq/in
- B. One (1) on each side, rear of centerline.
- C. Must be clearly visible and affixed on a flat and vertical surface.

6.14.10. DEKRA Certified Technical Conformity Sticker (3" H x 3" W)

- A. Left top corner of the windscreen.

6.15. GT Daytona

Fig. 1D



6.15.1. Number Panels

- A. 14" H x 13.5" W
- B. Number panels must match Series design and color. Changes or additional designs prohibited (i.e. stylized numbers).
- C. Numbers must be white in color, Arial font, 7" tall with 1.25" stroke.
- D. Number panels must be placed on a flat surface directly behind the front wheel on both sides per [Fig. 1D](#).

6.15.2. Rear Number

- A. Arial font, 7" high with 1.25" stroke.
- B. One (1) on rear of Car.
- C. Contrasting color from Car.

6.15.3. IMSA Logo

- A. 8.5" wide and must maintain original size aspect ratio.
- B. One (1) decal on front, in location specified in [Fig. 1D](#).
- C. Must be clearly visible and affixed on a flat surface.

6.15.4. Windscreen

- A. Minimum height of 6".

- B. 4" section on each end of windscreen must be solid green.
- C. Center section is reserved for OEM use if IMSA Official Automotive Partner.
- D. If manufacturer is not an IMSA Official Automotive Partner, IMSA logo is mandated in center section with minimum height of 4.5" and must maintain original size aspect ratio.

6.15.5. Leader Lights (also Att. 7)

- A. 9" W x 8" H area must remain clear of any other decals, wrap or graphics.
- B. Leader Lights must be clearly visible from side and in location specified in Fig. 1D.

6.15.6. Class Decals

- A. 3.25" tall and must maintain original size aspect ratio.
- B. One (1) decal on each side in specified area in Fig. 1D.
- C. One (1) decal on rear of Car.

6.15.7. Tire Decals

- A. 12.5" W x 2.6" H decals in all positions.
- B. One (1) decal immediately above each wheel well on centerline of wheel, specified in Fig. 1D.
- C. One (1) decal must be placed on a vertical surface of the front fascia along the centerline.

6.15.8. Oil Supplier

- A. 4.25" W x 6.25" H
- B. One (1) on each side, forward of centerline.
- C. Must be clearly visible and affixed on a flat and vertical surface.

6.15.9. Fuel Supplier

- A. 24 sq/in
- B. One (1) on each side, rear of centerline.
- C. Must be clearly visible and affixed on a flat and vertical surface.

6.15.10. DEKRA Certified Technical Conformity Sticker (3" H x 3" W)

- A. Left top corner of the windscreen

7. ATTACHMENT 7 – IMSA SAFETY LIGHTS / DRIVER ID / BACKUP TRANSPONDER / LEADER LIGHTS

7.1. IMSA SAFETY LIGHTS

- 7.1.1. Entrants are provided one (1) Safety Light System and wiring instructions per Car. The Car must be fitted with the IMSA specified light, antenna and mounting bracket. Entrant must supply additional wiring per the installation instructions. The yellow indicator light must be prominently located in the cockpit in clear line of sight for the Driver. The activating receiver is provided by IMSA during Safety Checks at each Event and remains the property of IMSA. Entrants must surrender receiver when required by IMSA. A lost or damaged receiver is subject to a replacement fee per the IMSA Accessories Form. Installation requirements and information are found in the Technical Regulations for each class.

7.2. DRIVER ID

- 7.2.1. A Driver ID transponder, supplied by IMSA, must be permanently fitted to identify the Driver driving the Car. Installation requirements and information are found in the Technical Regulations for each class.

7.3. BACKUP TRANSPONDER

- 7.3.1. A MyLaps X2 Plus transponder must be permanently fitted to transmit scrutineering data from the Car and to function as a backup to the Driver ID transponder.
- 7.3.2. The transponder must be tested and operate to the satisfaction of the Timing and Scoring. Fee for a lost or damaged transponder is listed in the 2016 IMSA Accessories Order Form.
- 7.3.3. The X2 transponder is provided by IMSA during Safety Checks at each Event and remains the property of IMSA. Entrants must surrender transponder when required by IMSA.
- 7.3.4. The X2 transponder system consists of a direct-powered transponder that must be wired directly to the Scrutineering Logger (P, GTLM, GTD) or the Dash Logger (PC). Installation requirements and information are found in the Technical Regulations for each class.

7.4. LEADER LIGHTS

- 7.4.1. Leader Light installation and configuration information, general:
- 7.4.2. The Leader Light system displays the actual position of each Car within its respective class. P and GTLM use red LED panels, PC and GTD use green LED panels.
- 7.4.3. Leader Light panels mount in specific locations for each class and for certain Cars as shown in Attachment 6 above. Individual fitment issues are addressed on a case-by-case basis with the Technical Director.
- 7.4.4. There are additional images to assist in the installation and wiring including drawings that depict the various components and configurations for the system. Installation requirements and information are found in the Technical Regulations for each class.
- 7.4.5. In-Race failure of the Leader Light system functioning at the start of a Race does not constitute a technical infraction.
- 7.4.6. Leader Light systems are distributed at the ROAR pre-season test and then available from IMSA on a per-entry basis. Fee to replace lost or damaged components of the Leader Light System are listed in the 2016 IMSA Accessories Order Form.

8. ATTACHMENT 8 – DATA LOGGER / CONTROLLED ENGINE PARAMETERS / BOOST CONTROL / ON-TRACK MONITORING

8.1. DATA LOGGER

8.1.1. The P, GTLM, and GTD classes must purchase and fit a class-specific IMSA data logger. Installation requirements and information are found in the Technical Regulations for each class.

8.1.2. Failure to adhere to the Data Logger requirements is prohibited. Any malfunction must be repaired immediately upon discovery, prior to the Car resuming competition. Noncompliance may result in the following Minimum Penalties:

Stop plus five (5) minutes.

Un-served Penalties from Practice carry over to the following Practice/Warm-Up session.

A Penalty assessed during qualifying may result in qualifying times disallowed.

An un-served Race Penalty or a Penalty assessed after the Race is added to the Car's Race finishing time and may include a lap count penalty.

8.2. CONTROLLED ENGINE PARAMETERS

8.2.1. Multiple engine parameters are controlled by IMSA. Requirements and information are found in the Technical Regulations for each class.

8.2.2. Failure to adhere to the Controlled Engine Parameters requirements is prohibited and may result in the following Minimum Penalties:

First violation: Warning/Reprimand (not guaranteed, depending on timing/severity of violation).

Second violation: Drive-Through.

Third and consecutive violations: Stop plus ten (10) seconds.

Un-served Penalties from Practice carry over to the following Practice/Warm-Up session.

A Penalty assessed during qualifying may result in qualifying times disallowed.

An un-served Race Penalty or a Penalty assessed after the Race is added to the Car's Race finishing time and may include a lap count penalty.

8.3. BOOST CONTROL

8.3.1. Boost Control is applied to Cars with forced induction engines. Requirements and information are found in the Technical Regulations for each class.

8.3.2. Failure to adhere to the Boost Control requirements is prohibited and may result in the following Minimum Penalties:

First violation: Warning/Reprimand (not guaranteed, depending on timing/severity of violation).

Second violation: Drive-Through.

Third and consecutive violations: Stop plus ten (10) seconds.

Un-served Penalties from Practice carry over to the following Practice/Warm-Up session.

A Penalty assessed during qualifying may result in qualifying times disallowed.

An un-served Race Penalty or a Penalty assessed after the Race is added to the Car's Race finishing time and may include a lap count penalty.

8.4. ON-TRACK MONITORING

- 8.4.1. Car data is monitored during all on-track activity by Telemetry or alternative data communication methods per the Technical Regulations of each class.
- 8.4.2. In case of an issue with data communication, IMSA may require a Competitor to provide data or data media (memory cards or sticks) from the Car during pit-stops.
- 8.4.3. Failure to adhere to the On-Track Monitoring requirements is prohibited. Any malfunction must be repaired immediately upon discovery, prior to the Car resuming competition. Noncompliance may result in the following Minimum Penalties:

Stop plus five (5) minutes.

Un-served Penalties from Practice carry over to the following Practice/Warm-Up session.

A Penalty assessed during qualifying may result in qualifying times disallowed.

An un-served Race Penalty or a Penalty assessed after the Race is added to the Car's Race finishing time and may include a lap count penalty.

9. ATTACHMENT 9 – PIT AND PADDOCK & EQUIPMENT / AUTOGRAPH & GRID

9.1. LIMITATIONS

- 9.1.1. The layout and requirements of the pits and Paddock are exclusively at the discretion of IMSA and no other entity may give contrary direction. Road cars are prohibited and must be parked only in the designated areas or may be towed at owner's expense. Inquiries or determinations regarding appropriate compliance should be referred to the IMSA Director of Logistics for approval prior to commencement.
- 9.1.2. **Business Transactions/Delivery.** Unless specifically authorized by IMSA, only persons with Partner or Industry Representative Memberships are permitted to conduct business transactions within the Paddock. A business transaction includes, but is not limited to, unauthorized solicitation and/or the delivery of parts or services. Unauthorized third parties engaging in business transactions within the Paddock shall be escorted from the Paddock area and Members so engaged with such parties may be subject to penalty. Food service at transporters to anyone other than direct personnel is prohibited. Providing catered meals, except through track-authorized vendors, is prohibited.
- 9.1.3. **Appearance.** The appearance of the Series and Competitors must always meet a professional standard. All transporters must be of tasteful design and kept clean and in good repair, in IMSA's sole opinion. Defacement, damage or theft of racing facility property is strictly prohibited. Competitors must leave their designated work area clean and free of trash or debris.
- 9.1.4. **Advertisement.** Unless specifically authorized by IMSA in writing, advertising outside of the confines of Competitor's equipment, uniforms and permitted awning space, including but not limited to, direct sales and marketing efforts, sampling, exhibits and surveying are strictly prohibited.

9.2. Paddock Equipment:

- 9.2.1. IMSA exclusively makes all Paddock assignments and no other party may give contrary direction. Each entered Car is assigned one (1) Paddock space which is no larger than required for their equipment, and which is a MAXIMUM of ninety feet (90') long and thirty feet (30') wide. This includes all trucks, equipment, awnings, walkways, door openings, belly-box swings, slide-outs etc. No allocation is made for automobile parking. This dimension is smaller and Teams are limited to one (1) transporter per Entered Car, and limited accommodation for awnings, for Long Beach and other Events as may be announced for such Events.
- 9.2.2. WeatherTech Championship Teams that also compete in other IMSA Series may receive additional consideration, where possible. However, this must be pre-arranged with the IMSA Logistics department. For a WeatherTech Championship Team with another IMSA Series Car, IMSA will make every effort to combine the Team's transporters in the WeatherTech Championship Paddock when possible, however such Competitors must not remove any awnings or transporters until after the conclusion of the last WeatherTech Championship Race of the Event.
- 9.2.3. Teams are responsible for completing the Paddock Equipment Form at imsacompetitors.com and maintaining its accuracy.
- 9.2.4. The arrangement of the Team's equipment, awnings, hard-panels etc., must not block the view of their Car(s) from the public at any time during Event hours, if the Team has not departed the racetrack, without the express permission of the IMSA Technical Director. During the posted time of autograph periods, the Team must have its Car(s) at the front of their awning, closest to

the public, to facilitate photographs. In case of severe inclement weather, the IMSA Director of Logistics may approve the temporary closure of awnings.

- A. Teams and suppliers must not begin to dismantle paddock installations, including: awnings, flooring, walls and cabinets, until the start time of the Open Grid / Fan Walk specified in the Official Schedule, subject to penalty.
- 9.2.5. Awnings must not extend past the rear of the trailer (i.e. into the area of the lift gate) and must not extend past the nose of the tractor in its normal road-going configuration. IMSA may require removal of the tractor and then the awning is limited to the front of the trailer.
- 9.2.6. Any fitting-out requiring welding or modification of racetrack property and/or drilling into walls, surfaces, paving, concrete or otherwise is prohibited and subject to penalty unless approved in writing by the Promoter and/or IMSA.
- 9.2.7. Motorhomes or Toterhomes not used to tow Cars are prohibited in the Paddock: Motorhomes/Toterhomes used to tow Cars must remain connected to and in line with the Car trailer and must not be moved or removed from the Paddock during the Event. For Motorhomes/Toterhomes other than those used to tow Cars, Competitors must pre-arrange directly with the Promoter for parking outside the Paddock.
- 9.2.8. Participants must be familiar with the Safety Kleen waste disposal system at each facility and follow the specific procedures and policies. Questions or problems should be brought to the attention of facility personnel immediately. Entrant is responsible for conveying the required information to all Team members.
- 9.2.9. Motorized pit support vehicles must have adequate lighting and must not be operated under influence of alcohol or carrying alcoholic beverages on board. Vehicles must carry no more than the number of passengers that the manufacturer originally designed seating to accommodate. Drivers must yield right of way to pedestrians. Vehicles must be used for business purposes only. Pit carts and ATV's are only for carrying parts and equipment to and from the pits, must not be used for personal transport and are prohibited outside the paddock. Vehicles in the pits must be operated in a safe manner. When not in use, vehicles must be parked in an orderly manner, out of fire lanes and not blocking access to garages or transporters. Vehicle passes per the SR.

9.3. Pit Lane Equipment:

- 9.3.1. Must not be placed in the pit lane prior to the date and time listed in the Official Schedule or as directed. Specific variations may be required by IMSA. IMSA exclusively makes all pit lane assignments and no other party may give contrary direction.
- 9.3.2. Must fit entirely within a Competitor's allotted space, which is a minimum 21' (L) X 10' (D) and may vary dependent on the facility.
- 9.3.3. Teams may erect a custom tent and/or EZ-up style pit cover in their designated pit area(s). The entire tent/removable cover, including ropes, supports, etc. must fit entirely within the designated space of the allocated pit box. Teams must be prepared to share their space with other Series as determined by pit assignments.
- 9.3.4. The following procedures must be adhered to on the pit lane and within the pit lane area:
 - A. The fire lane(s) must be kept clear.
 - B. Generators must be fitted with twist-lock extension cord connectors.
 - C. Electric power cords must be taped to the ground.
 - D. Each Team must provide a minimum of two (2) fire extinguishers (each a ten (10) pound ABC minimum) per Car.

E. Any equipment, including any roof or tented structure, must not be higher than four (4) meters (13' 1.5") except radio antenna masts.

F. Teams may receive alternative pit lane assignments or require removal of the tenting at racetracks where obstruction of the spectator view is impeded by their pit structure height.

G. Racetrack-specific requirements may be listed in the SR.

9.3.5. Areas designed to accommodate people must not be fully enclosed.

9.3.6. Drilling into walls, surfaces, paving, concrete or otherwise is prohibited unless approved in writing by the Promoter and/or IMSA.

9.3.7. Any fitting-out requiring welding or modifications of the pits or Paddock is only permitted after the Promoter's written agreement.

9.3.8. Any decoration, on the installations and on the ground is prohibited.

9.3.9. In the Pit Box, equipment is prohibited to:

A. Exceed the external limit of the Pit Box (Art. 32.7.5);

B. Be less than two (2) meters (6' 7") above ground level (booms, hoses, wiring, etc.).

C. Be more than four (4) meters (13' 1.5"), beyond the forward plane of the pit wall.

9.3.10. Equipment compliance and the certification of the air tanks may be checked at any time. See also Art. 32.6.3.

9.3.11. Lighting equipment in the pit lane area (for Races run partly by night) must be aimed in such a way to avoid blinding Drivers.

9.4. Unmanned Electronic Pit Signaling Boards:

9.4.1. Must not be larger than 40" x 30". (Either width or height may be the larger dimension.)

9.4.2. Must not be higher than 43" above the height of the pit/track signaling wall.

9.4.3. Must not extend beyond the front plane of the pit/track signaling wall, or over the signaling area/pit lane barrier.

9.4.4. Must not display in red (also applies to any signal used to stop the Car in its Pit Box). Must not display logos.

9.4.5. Must only display text and numbers. Motion, flashing or blinking prohibited (also applies to any signal used to stop the Car in its Pit Box).

9.4.6. Drilling into walls, surfaces, paving, concrete or otherwise is prohibited unless approved in writing by the Promoter and/or IMSA.

9.4.7. Must be located opposite the Competitor's pits and/or in the designated signaling area, or at the direction of IMSA.

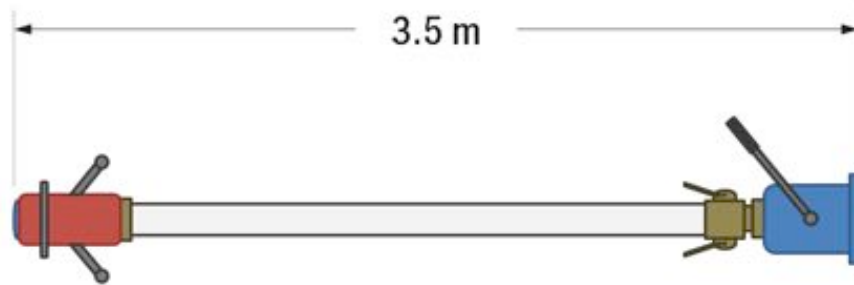
9.4.8. Must be installed prior to the posted time for inspecting fuel rigs. IMSA may refuse any installation for reasons of safety. The decisions of IMSA are Conclusive.

9.5. Refueling Equipment:

9.5.1. Throughout the Race, it is prohibited to refuel the Car by means other than gravity, with a refueling equipment maximum height of 2.0 meters for E10 2.1 meters for E20C and 2.1 meters for E85C from the top surface of the vessel, not including the vent, cover plate or fasteners above the racetrack surface where the refueling takes place.

- A. For approved Cars employing an offside refueling system, the refueling equipment maximum height of 2.50 meters from the top surface of the vessel, not including the vent, cover plate or fasteners above the racetrack surface where the refueling takes place.
- 9.5.2. One (1) autonomous supply tank, complying with the FIA appendix J drawing n° 252-7 below with the exception of the top plate shape and dimensions, must be used per Car. The tank must have a simple cylindrical internal shape and must not have any additional internal parts that could improve the flow. The tolerance on bottom flatness must be less than 3mm inside the tank. For the PC and GTLM classes, the flow restrictor top face (A) must be at the level of the internal surface of the bottom of the supply tank. For P and GTD classes, the flow restrictor is mounted inside the supply hose directly upstream of the dry break fitting. The maximum inside diameter of the flow restrictors are specified by IMSA Technical Regulations and/or Technical Bulletin. The restrictor must be unmodified and used as designed by IMSA. Restrictors must be purchased from the IMSA designated supplier.
- 9.5.3. For safety reasons, this tank must be fixed, through a tower, onto a trolley with the following characteristics:
 - A. All tower components must be mechanically assembled without any degree of freedom in relation to the trolley;
 - B. The base of the trolley must have a surface area of at least two (2) square meters and must be made with a case fitted on four (4) self-braking casters, ballasted with a weight greater than that of the tank when filled with fuel.
 - C. The fuel tank assembly including the vessel, elbow and/or automatic self-closing ball valve (Cutoff or Deadman) described below must not extend beyond the plane of the cold side of the pit wall.
 - D. The vessel must display an IMSA-specified Car number panel (Att. 6) facing the hot pit lane.
 - E. It is prohibited to use the autonomous tank for refueling except when permitted in the pit lane.
- 9.5.4. A system for weighing the fuel may be applied through placing a weighing plate underneath the tank, provided that the characteristics set out above are respected.
- 9.5.5. When required, a sensor provided by the IMSA for measuring the amount of fuel must be fitted to the tank. The Competitor must ensure its proper function during the entire Event.
- 9.5.6. A member (boom) for supporting the refueling lines may be attached to the trolley, however:
 - A. Must be independent of the tank and of the tower;
 - B. Is recommended that this member be permitted a degree of freedom in relation to the trolley (rotation following a vertical axis);
 - C. Must not exceed four (4) meters (13' 1.5") in length and must permit free passage of a height of two (2) meters (6' 7") over its entire length, including any hoses and/or accessories;
 - D. Must only support the hose for a Car utilizing an approved offside vent or fuel filler, lighting for the illumination of the pit stop and the download cable (air hoses prohibited);
 - E. Identification bearing the Competition number of the Car must be fixed to its outboard end, visible from either direction. Number must be minimum 7" high with 1.25" stroke.
- 9.5.7. Above the tank there must be an air vent system complying with the specifications herein and the FIA appendix J drawing n° 252-7 included below. Item 8 on the drawing not applicable to P and GTD classes.

- 9.5.8. The refueling hose minimum length must be 3.5 meters (11.5'). The minimum length is measured from the most distant plane of the dry break/fuel probe to the most distant plane of the Cutoff/Deadman valve for all classes. The hose must be fitted:



- A. At one end with a self-sealing connector to fit the autonomous supply tank outlet. This connector must incorporate an automatic self-closing ball valve (Cutoff/Deadman) as approved by IMSA and unmodified. The self-closing valve must operate on the “dead man” principle, immediately stopping the flow of fuel into the fueling hose when unmanned. The self-closing valve must not be fitted with any device permitting or forcing it to stay in the open position.
 - B. At the other end with a leak-proof coupling (dry break) to fit the filler mounted on the Car. The required IMSA flow restrictor must be fitted inside the refueling hose directly prior to the leak-proof coupling. The maximum inside diameter of the restrictor is specified by IMSA. All fuel must pass through the restrictor. During refueling, the outlet of the air vent must be connected by means of an appropriate coupling to the autonomous supply tank.
 - C. For approved Cars employing an offside refueling system, the refueling hose must have a minimum length, connectors included, of six (6) meters (19.75').
- 9.5.9. All metal parts of the refueling installation, from the coupling to the main supply tank and its tower, must always also be connected to ground (earth).
- 9.5.10. For the GTLM and PC classes: All hoses and fittings must have a maximum inside diameter of 1.5 inches, apart from the self-sealing connector (Dead-Man valve) to fit the autonomous supply tank outlet that must be approved by IMSA. For the P and GTD classes: All hoses and fittings must have a maximum inside diameter of 1.5 inches with the exception of the 1.5 inch outside diameter hose coupler attaching the fuel delivery hose, this coupler only may be modified to a maximum inside diameter of 1.3 inches. For the P and GTD classes the following parts (available from CV Products) are required and must not be modified except as above:

Part Number	Description	Quantity
CVT-FR-FN39	Fill Neck 39mm (Standard)	2
CVT-FR-5K34	Coupler Female X 1.5 Barb	2
CVT-FR90	Bottom Elbow 90 Degrees	1
Or Elbow Alternative:		
CVT-FR45	Bottom Elbow 45 Degrees	1
CVT-FR-508	Dead Man Valve	1
CVT-FR-5K40	Coupler Male X 2.0 MPT	1
ATLTF147	12B Gasket 4.75" OD	2

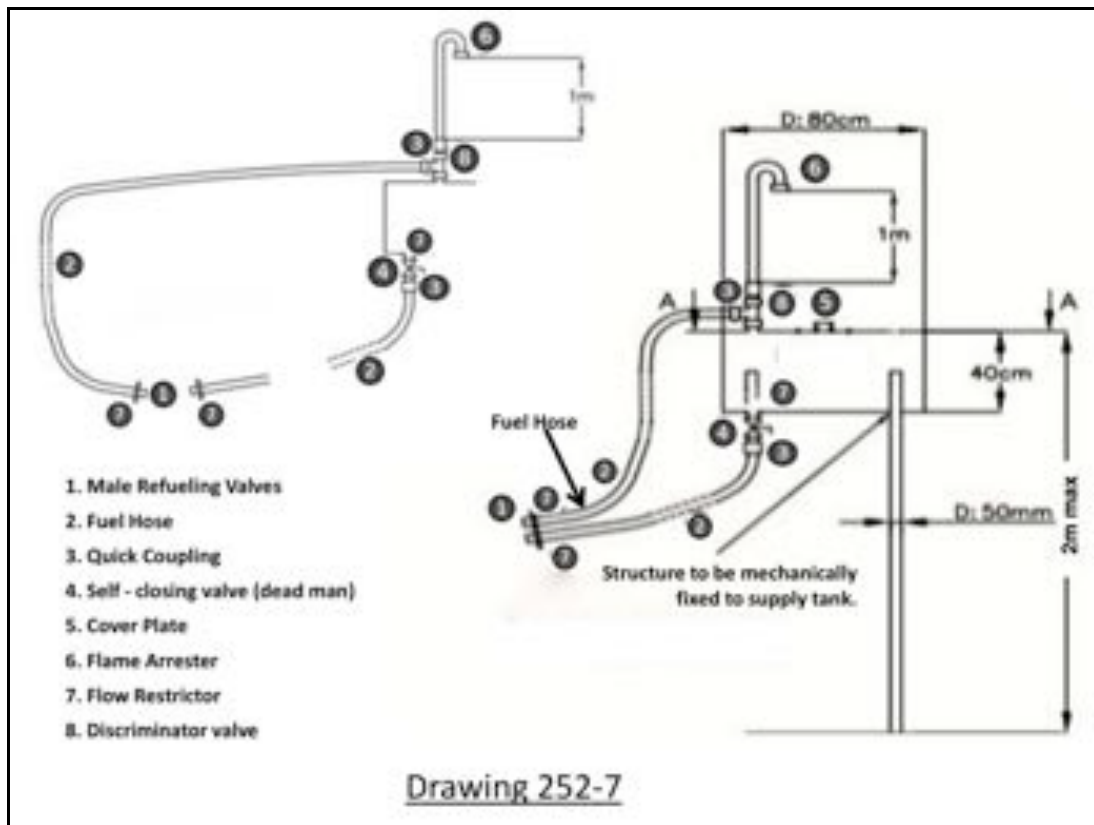
Refueling restrictor sizes provided via Technical Regulation and /or Balance of Performance (BoP) Technical Bulletin.

9.5.11. Apart from the autonomous supply tank, fuel in excess of two (2) drums (54 gallons each) must not be stored in the pits. Fuel transfer must only be performed using an IMSA approved manual or air powered fuel pump. A tank with a maximum capacity of 95 liters (25 gallons) is permitted in the Paddock only to transfer temporarily the fuel contained in the tank of the Car. It must be completely sealed and must have a breather pipe fitted with a non-return valve and designed to prevent liquid leakage. The lines connecting the temporary fuel tank and the tank of the Car must meet the requirements of the fuel lines fitted to the Car. An attendant manning a fire extinguisher must always be in attendance during the transfer of fuel.

9.5.12. If a meter is used, it must be a FIA homologated type or one of IMSA specification. If a sight glass is fitted to the outside of the supply tank, it must be fitted with isolating valves mounted as close as possible to the tank.

9.5.13. The cost of the restrictor is the responsibility of the Competitor.

9.5.14. Where in conflict with FIA / ACO regulations for refueling equipment, IMSA RULES shall govern.



9.6. Autograph & Grid:

9.6.1. Driver autograph periods, unless otherwise specified by IMSA, are held at each Team's transporter. Autograph times are specified by IMSA on the Official Schedule, typically forty-five (45) minutes in duration.

9.6.2. Autograph periods are mandatory and each Team must:

- A. Keep and maintain, a WeatherTech Championship table skirt provided by IMSA;
 - B. Provide one (1) eight foot (8') table and enough chairs for the Team's Drivers;
 - C. Provide sharpies, hero cards and/or other acceptable item(s) for Drivers to sign and offer to fans;
 - D. Set up and have Drivers at their tables at or before the appointed start in Team branded apparel and tear down afterward.
- 9.6.3. Teams must be set up on time, clean and presentable, and Drivers must remain throughout the period.
- 9.6.4. Each Premier Entrant Team and any Tequila Patrón North American Endurance Cup Team (Car number) is provided a Team branded grid sign.
- A. Grid signs must be displayed during the Open Grid / Fan Walk.
 - B. Grid signs are designed to be held by a grid model or in "hands free" mode using the wheel stand option provided with each sign.
 - C. Using the wheel stand option, the grid sign must be placed under the Car's front tire farthest from the working pit wall.
 - D. Teams must transport, maintain and display the grid signs for all Events.

10. ATTACHMENT 10 – TEQUILA PATRÓN NORTH AMERICAN ENDURANCE CUP

10.1. General.

- 10.1.1. The Tequila Patrón North American Endurance Cup (TPNAEC) is a special Competition encompassing IMSA WeatherTech Championship Races at four (4) racetracks: Daytona International Speedway, Sebring International Raceway, Watkins Glen International and Road Atlanta.
- 10.1.2. The TPNAEC is open to P, PC, GTLM and GTD Entrants (Teams), Manufacturers (P, GTLM and GTD) and Drivers, as entered for Races comprising the TPNAEC Events.
- 10.1.3. Entered Cars must display the TPNAEC graphics as determined by IMSA at all Events.
- 10.1.4. Teams (assigned Car number and Entrant) must enter and participate at all TPNAEC Events in the season to be eligible for the TPNAEC Championship and/or related TPNAEC Point Fund / Prize Money.
- 10.1.5. Manufacturers must enter and participate at all TPNAEC Events in the season to be eligible for the TPNAEC Championship.
- 10.1.6. Drivers are entered by their nomination on the Car's entry for each Event to be eligible for TPNAEC points.

10.2. TPNAEC Point Distribution.

- 10.2.1. TPNAEC Points are awarded on a 5-4-3-2 basis to Drivers, Teams and Manufacturers in each class.
 - A. The first finishing position earns five (5) points, four (4) for second, three (3) for third, with two (2) points awarded for fourth and each subsequent finishing position.
 - B. Individual Race tiebreaker is highest finishing Car at that Race in that class that is scored highest in the Official results. For the season-end TPNAEC championships, tiebreakers are per Art. 55 of the IMSA RULES using only the TPNAEC Event results.
- 10.2.2. TPNAEC Points are awarded based on the standings in each class at specific intervals in each Race. The TPNAEC points are awarded based on the standings of the first full lap completed after the designated time interval.
 - A. At the Rolex 24 at Daytona, TPNAEC points are awarded at six (6) hours, twelve (12) hours, eighteen (18) hours and at the finish.
 - B. At the Mobile One Twelve Hours of Sebring, TPNAEC points are awarded at four (4) hours, eight (8) hours and at the finish.
 - C. At Watkins Glen International, TPNAEC points are awarded at three (3) hours and at the finish.
 - D. At Petit Le Mans at Road Atlanta, TPNAEC points are awarded at four (4) hours, eight (8) hours and at the finish.
- 10.2.3. TPNAEC points are awarded to each Car based on its assigned competition number.
- 10.2.4. Manufacturer TPNAEC points are awarded for the highest-placed, highest-finishing Car from each Manufacturer, with the Manufacturer's additional Cars not counted in the standings and all other Cars advanced in the order. All Manufacturers are eligible, providing the respective Manufacturer is an IMSA Official Automotive Partner.

10.2.5. Drivers are only awarded TPNAEC points specific to the class of Car they are nominated in at each Event. Where a Driver is nominated in two (2) Cars in the same class, TPNAEC points are only awarded to them in the Car in which they are declared for WeatherTech Championship Driver championship points for the Race. Where a Driver is entered in two (2) different class Cars, they accumulate TPNAEC points in each Car individually.

10.3. **Additional Stipulations.**

10.3.1. Any Car found in violation of post-Race Technical Inspection is subject to loss of all TPNAEC points earned during that Race (and additional penalties), with all other Cars advanced in the order.

10.3.2. Awards for the TPNAEC championship are presented to the winning Teams, Manufacturers and Drivers on the victory podium at Road Atlanta.

10.3.3. TPNAEC and/or Point Fund / Prize Money. The TPNAEC Point Fund / Prize Money is distributed to the Entrant (Team) in the following amounts for the following positions in the following classes at the conclusion of the TPNAEC Championship:

Position	P	PC	GTLM	GTD	Total
1	\$25,000	\$25,000	\$25,000	\$25,000	\$100,000

10.4. All other 2016 IMSA RULES apply to the TPNAEC.

11. ATTACHMENT 11 – SPECIAL AWARDS (JIM TRUEMAN AWARD (P) & BOB AKIN AWARD (GTLM) PROGRAMS / ROOKIE OF THE YEAR / VP FUELS FRONT RUNNER AWARD / DEKRA GREEN CHALLENGE)

11.1. JIM TRUEMAN AWARD (P) & BOB AKIN AWARD (GTLM) PROGRAMS

11.1.1. Overview.

- A. The Trueman / Akin Driver Award programs recognize outstanding Drivers in the P and GTLM classes who, while not professional Drivers, have established themselves and their driving credentials in the racing community through their talent, effort and determination. These awards are presented to those Drivers based on their individual performance, the performance of their Teams and their driving contribution to the Race result of their Car.
- B. The Trueman / Akin programs are intended for Drivers that have built a career outside of racing. These Drivers may become Race winners and champions but they are distinguished by the presence of a business career or other professional pursuit away from the racetrack.
- C. Trueman / Akin Drivers compete for honors at each Event and for a special season-end trophy and the opportunity to earn an invitation to participate at the 24 Hours of Le Mans in 2017. The Jim Trueman award winner is eligible to earn an entry in the LM P2 class in a Car registered in the appropriate ACO homologated category. The Bob Akin award winner is eligible to earn an entry in the LM GTE Am class at Le Mans.

11.1.2. Application and Qualification for the Trueman / Akin Programs:

- A. To participate, a Silver or Bronze rated Driver in the P or GTLM class must apply to IMSA using the form at imsacompetitors.com and be approved prior to the first Event at which the Driver wishes to accumulate points and IMSA shall make the sole determination of qualification based in part on:
 - I. The Driver does not now and has not recently made their primary living through motor sports.
 - II. The Driver provides a significant portion of the funding for the entry.
 - III. Other criteria as IMSA may, at its sole discretion, determine.

11.1.3. General.

- A. Trueman / Akin Drivers must achieve the minimum drive-time and/or number of laps as listed in the SR for the Race. If the Trueman/Akin Driver does not complete the minimum lap count or drive-time established in the SR, the Car's otherwise finishing position is not considered in the order of the results for the purposes of awarding any Trueman/Akin awards relative to all other Cars where a Trueman/Akin Driver has completed the minimum lap count or drive-time and all such other Cars are elevated in the finishing position awards.
- B. Trueman points and the Jim Trueman season-end trophy are awarded to eligible P class Drivers. Akin points and the Bob Akin season-end trophy are awarded to eligible GTLM class Drivers.
- C. To be eligible for guaranteed entries to the 24 Hours of Le Mans, a Driver must, at minimum, compete in all four (4) of the Tequila Patrón North American Endurance Cup Events.

11.1.4. Point Distribution.

- A. Trueman / Akin finishing points are awarded at ten times (10X) the amounts shown in the table in Art. 12.8.

- B. Trueman / Akin finishing points are awarded based on class finishing position for each Car, with the number of laps driven specifically by the eligible Driver added to the base Trueman / Akin points for a total Race score (Example: A 5th place Car finish for a Trueman / Akin Driver who completed 23 laps: $260 + 23 = 283$ points). Lap counts are scored in accordance with Art. 25.6 of the RULES.
- C. One (1) bonus point is awarded for the Driver who has the longest permitted drive-time in each Race at each Event.
- D. Trueman / Akin Drivers only earn points in one (1) Car for each Event entered but may participate in more than one (1) Car or more than one (1) class during the season.
- E. Points earned in a class do not transfer to another class.
- F. In case of a tie, the Driver with the greatest total permitted drive-time is placed ahead.

11.1.5. All other 2016 IMSA RULES apply to the Trueman / Akin award programs.

11.2. ROOKIE OF THE YEAR

- 11.2.1. A Rookie is a Driver who has in their lifetime competed in fewer than five (5) Races in the WeatherTech Championship and/or the TUDOR Championship and/or the IMSA ALMS Series and/or the Grand-Am Rolex Series or similar national or international series.
- 11.2.2. A Rookie typically would not meet the criteria of a Platinum rated Driver.
- 11.2.3. If a Driver begins their season as a Rookie, they remain a Rookie until the end of the season.
- 11.2.4. A Driver is a Rookie in any season of the WeatherTech Championship only once in their lifetime.
- 11.2.5. IMSA, in its sole discretion, shall make any final determination regarding a Driver's eligibility as a Rookie and such determination is Conclusive.
- 11.2.6. IMSA reserves the right to create a championship for the title of Rookie of the Year. If so awarded at the season-end ceremonies, the Rookie of the Year is determined by the total number of Driver Championship points accumulated per Art. 12, tiebreakers per Art. 55.

11.3. VP FUELS FRONT RUNNER AWARD

11.3.1. The VP Fuels Front Runner Award is awarded twice (2X) during the season as follows:

- A. The mid-year award comprises two (2) ten thousand dollar (\$10,000) fuel credits, to be used during the 2016 WeatherTech Championship season, with one (1) each awarded to the highest finishing eligible Team (Car number) in the classes P/GTLM combined and in PC/GTD combined.
- B. The end of season award comprises two (2) ten thousand dollar (\$10,000) fuel credits, to be used during the 2017 WeatherTech Championship season, awarded to the highest finishing eligible Team (Car number) in the classes P/GTLM combined and in PC/GTD combined.

Please contact the IMSA Manager, Corporate Partnerships for specific details of award payouts.

11.3.2. Eligibility:

- A. Each Team (Car number) must indicate their participation for the VP Fuels Front Runner Award to IMSA by email at Competition@imsa.com and display the required graphics.
- B. The required VP Fuels decal(s) provided by IMSA must be displayed during any and all Races and maintained in presentable condition.
- C. The VP Fuels decal installation must be in compliance with the VP Fuels Front Runner guidelines, available at imsacompetitors.com.

11.3.3. VP Fuels Front Runner Award Points System:

- A. At each Event, the Car from the classes P/GTLM combined and in PC/GTD combined that leads the most total laps in the Race(s) receives one (1) point.
- B. Tiebreakers: In the case of a tie at an Event, the tiebreaker is the Car with the highest finishing position in its class in that Race. Then tiebroken by the Car with the highest total finishing positions in its class in the VP Fuels Front Runner award segment of the season to date. Then tiebroken by the Car that is ranked highest in the current season Team points standings.
- C. In the case of a tie at the end of the award segment of the season to date, the tiebreaker is resolved per Art. 55 for the applicable Races for that award segment.

11.3.4. Mid-Year Award Segment:

- A. The Entrant for the Car in the combined classes P/GTLM with the most VP points from the first four (4) Races where both classes compete is awarded one (1) \$10,000 mid-year fuel credit to be used during the 2016 WeatherTech Championship season.
- B. The Entrant for the Car in the combined classes PC/GTD with the most VP points from the first four (4) Races where both classes compete is awarded one (1) \$10,000 mid-year fuel credit to be used during the 2016 WeatherTech Championship season.
- C. The mid-year fuel credits are presented at the Watkins Glen Event.
- D. After the mid-year award interval, the VP Fuels Front Runner Award points for each Car are reset to zero and the accumulation of points toward the end of season VP Fuels Front Runner Award are re-started as at the beginning of the season.

11.3.5. End Of Season Award segment:

- A. The Entrant for the Cars in the classes P/GTLM combined with the most VP points from the last five (5) Races of the 2016 Season where both classes compete is awarded one (1) end of season \$10,000 fuel credit to be used during the 2017 WeatherTech Championship season.
- B. The Entrant for the Cars in the classes PC/GTD combined with the most points from the last six (6) Races of the 2016 Season where both classes compete is awarded one (1) end of season \$10,000 fuel credit to be used during the 2017 WeatherTech Championship season.
- C. The end of season fuel credits are presented at the season-end awards ceremony.

11.3.6. Additional:

- A. Fuel credits are non-transferable.
- B. Fuel credits are applicable for use at IMSA Sanctioned Events and tests.
- C. Outstanding VP Fuels account balances must be settled prior to use of the fuel credit.
- D. All other 2016 IMSA RULES apply to the VP Fuels Front Runner Award.

11.4. DEKRA GREEN CHALLENGE

- 11.4.1. **Overview.** The goal of the DEKRA Green Challenge is to demonstrate how motor racing can be entertaining, environmentally friendly, and sustainable through responsibility. The entertainment aspect of motor racing has long been recognized due to the spectacle and performance of the Cars and Drivers. The DEKRA Green Challenge (DGC) for Entrants and the Department of Energy (DOE), Environmental Protection Agency (EPA), and Society of Automotive Engineers (SAE) sponsored DEKRA Green Challenge Championship (DGCC) for Manufacturers adds another element proving that motor racing can maintain its entertainment value and be responsible by minimizing the use of resources.

11.4.2. Both the DGC and the DGCC are based on technical and sporting elements. The DGC determines Entrant winners at each Event and the season-long DGCC uses the same scoring system to accumulate points over the entire season. There are three technical elements utilized to create the DEKRA Green Challenge Score (DGCS), on which both the DGC and the DGCC are based:

- A. **Clean:** This term describes each Car's environmental friendliness. It is the sum of the oil consumption and the greenhouse gases generated resulting from the consumption of the type of fuel used by each Car over the course of the Race. Since it is understood that the amount of fuel that Cars require to complete the Race is higher the faster and farther they go, this term is based on the amount of fuel consumed as if each Car finished the Race at the speed and distance of the category winner. This incremental addition to the measured fuel used ensures a level playing field assessment of the environmental impact of each Car's Race performance. To more accurately reflect the total environmental impact of the fuel consumed; the oil used and greenhouse gases emitted in the production of the fuel (commonly called Well-To-Wheels impact) are also included in this term. The Clean term is defined as the sum of the Mega-Joules of oil used and Grams of GHGs emitted per Mega-Joules of fuel consumed.
- B. **Fast:** This term describes how quickly the Car completes the Race. It is calculated from each Car's average Race speed while on the racetrack (pit stops and repairs not counted) divided into 1000. This way, a higher speed yields a smaller score, matching the lower-is-better scoring philosophy. The Speed factor is expressed in Kilometers per Hour.
- C. **Efficient:** This term is comprised of the amount of energy required to complete the Race at the speed and distance of the category winner divided by the Car's mass. This method allows direct and evenhanded comparisons between the efficiency of all Race Cars and all fuels. In the same way energy consumed was determined for the CLEAN factor, the Car's observed energy consumption to complete its own Race distance is determined. Then, using the performance profile of the winner, an energy requirement is determined for each Car based on the Car's energy consumption adjusted to the category leader's average speed and distance completed. This step is needed because going farther and faster requires more energy and we reward the Car that uses its energy most efficiently on an equitable basis. The final calculation for this term is dividing the Energy Requirement by the Car's mass in metric tons. This step acknowledges that a Car with higher mass requires more fuel to operate at the same speed. The Efficient term is defined as Mega-Joules per Kilometer per Metric Ton.

11.4.3. In equation form, the (GCS) is expressed as follows:

$$\text{DGCS} = \text{Energy Requirement} \times ((1000/\text{Mass}) + \text{CLEAN}_{\text{factor}}) + (1000/\text{Speed})$$

11.4.4. The terms that form the DGCS:

- A. **Energy Requirement** - the amount of energy each Car consumed to complete the Race at the performance level of the class winner. This term for the equation is expressed in mega-joules per kilometer (MJ/km).
- B. **Efficiency** - measures the amount of energy required to move a Car of a given weight a given distance. For the DGCS, Efficiency is the Energy Requirement divided by Mass in metric tons of the Car. Mass used is the minimum for each Car as specified in the Technical Regulations.
- C. **Clean Factor** - combines the oil used and greenhouse gases generated by the production and consumption of the fuel used. Both oil used and greenhouse gases generated are defined by

the type of fuel used and the energy requirement. This factor derived from laboratory analysis of the fuel and lifecycle impact of the fuel, based on the DOE-developed GREET model.

2016 Clean Factors

Fuel Type	Clean Factor
IMSA 100 (E10)	0.2404
IMSA E20 C	0.2184
IMSA E85 C	0.1852

D. Speed - is based on the time on-track each Car required to complete the Race once the Car's performance is corrected to match the class winner. "Speed" is then the distance in kilometers divided by corrected time.

11.4.5. DEKRA Green Challenge Requirements

A. **Cars Eligible:** Grand Touring Categories: GTLM

11.4.6. Eligibility for Podium Awards

- A. Each Event awards a DGC GTLM class winner based on the smallest DGCS respective to the class. Drivers and Entrant are recognized during the podium celebration, and are required to wear the award-specific podium hats. The calculation of the DGCS is Conclusive.
- B. In all Events, the Car must complete at least 90% of the distance of the class-winning Car to be eligible for podium awards.
- C. In all Events, the Car must take the checkered flag on the racetrack to be eligible for podium awards.
- D. Entrants must use the IMSA pit tank measuring system or alternative system specified by IMSA and follow the direction of IMSA Officials in regards to all aspects of the system(s).

11.4.7. Eligibility for Point Awards

- A. DGC and DGCC points are awarded per the table in the SSR, Art. 12.8, subject to the provisions of Att. 11.4.
- B. Entrant must be a Premium Entrant.

11.4.8. Manufacturer Champions

- A. IMSA recognizes the Car Manufacturer DGCC in GTLM.
- B. All manufacturers are eligible, providing the respective Teams are Premium Entrants and the respective manufacturer is an IMSA Official Automotive Partner.

11.5. TOTAL POLE AWARD

11.5.1. At each Event, Teams in the P, PC & GTD classes compete for the TOTAL Pole Award.

- A. Eligibility. Car must display the TOTAL decal on each side (Att. 6) at each Event.
- B. If qualifying is abandoned or the grid for that class set by "other means", the TOTAL Pole Award is not awarded for the affected class(es).

11.5.2. A year-end special award, the TOTAL Performance Pole Award, is presented at the year-end award ceremonies to the Driver winning the most pole positions for the season in each of the P, PC and GTD classes. Tiebreaker per Art. 55.