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**IMSA GT3 CUP
CHALLENGE**
BY YOKOHAMA

2012 RULES

IMSA GT3 CUP CHALLENGE BY YOKOHAMA

Incorporating:

- The IMSA CODE
- The Series Standing Supplementary Regulations



Sanctioned by the
International
Motor Sports
Association

Revision Date: 2 February 2012

FOREWORD

2012 RULES of the IMSA GT3 Cup Challenge by Yokohama

We are pleased to provide you with the 2012 edition of the Rules of the IMSA GT3 Cup Challenge by Yokohama.

MEMBERS AND PARTICIPANTS ARE REQUIRED TO REVIEW THESE RULES CAREFULLY. Please review the section in the Foreword of the IMSA CODE that indicates "How to Read the Rules."

|| Except for matters of grammar, non-regulatory sections or annual changes, changes to the IMSA text are indicated by a double line on the left hand side.

|| Changes incorporated from the DRAFT version to the FINAL version are indicated by a unique double line as indicated on the left hand side.

IMSA use electronic means as the primary method of distributing information and rules updates. Therefore participants are urged to regularly check the websites.

IMSA = www.imsaracing.net

For all participants, these Rules, all together, establish the foundation for the organization and conduct of all IMSA sanctioned GT3 Cup Challenge by Yokohama and take effect immediately upon publication.

IMSA wishes all of you the best for a safe and successful season in 2012.

Scot E. Elkins
Chief Operating Officer

TABLE OF CONTENTS (Not Updated in this DRAFT version)

Rules of the IMSA GT3 Cup Challenge by Yokohama 2012

FOREWORD.....	2
NOTICES	11
THE IMSA CODE	12
FOREWORD.....	13
PREFACE.....	14
ARTICLE 1 -- CONTROL OF COMPETITION	15
1.1 INTERNATIONAL CONTROL.....	15
1.2 NATIONAL CONTROL	15
1.3 IMSA CONTROL.....	15
1.4 ACKNOWLEDGEMENT OF RULES.....	15
ARTICLE 2 -- DEFINITIONS AND TERMS	16
2.1 IMSA.....	16
2.2 IMSA CODE	16
2.3 COMPETITION	16
2.4 EVENT	16
2.5 SANCTION (ORGANIZING PERMIT)	16
2.6 DRIVER.....	16
2.7 ENTRANT	16
2.8 PROMOTER/ORGANIZER.....	16
2.9 PARTICIPANT	16
2.10 WEIGHTS AND MEASURES	16
ARTICLE 3 -- MEMBERSHIP, CREDENTIALS, LICENSES AND ENTRIES.....	16
3.1 MEMBERSHIP.....	16
3.2 CREDENTIALS	16
3.3 IMSA DRIVER'S LICENSE	17
3.4 IMSA ENTRANT'S LICENSE.....	17
3.5 FIA LICENSE	17
3.6 APPLICATION FORMS	17
3.7 ENTRIES.....	17
3.8 ENTRY ACCEPTANCE AND REFUSAL.....	17
3.9 FALSIFICATION	18
3.10 WITHDRAWAL.....	18
ARTICLE 4 -- EVENTS	18
4.1 ORGANIZATION.....	18

4.2	APPROVAL.....	18
4.3	SANCTIONS.....	18
4.4	SUPPLEMENTARY REGULATIONS (SR).....	18
4.5	SERIES STANDING SUPPLEMENTARY REGULATIONS (SSR).....	18
4.6	REQUIRED INSURANCE COVERAGES.....	18
4.7	CLASSIFICATION.....	18
4.8	COURSE.....	18
4.9	AWARDS.....	19
4.10	ADVERTISING, PROMOTION, CONTINGENT AWARDS.....	19
4.11	PAYMENT.....	19
	ARTICLE 5 -- GENERAL RULES & CONDUCT.....	19
5.1	CONDUCT.....	19
5.2	RESPONSIBILITY.....	19
5.3	DRUGS AND ALCOHOL.....	20
5.4	MEDICAL RESPONSIBILITY OF PARTICIPANTS.....	20
5.5	SOUND ENFORCEMENT.....	20
5.6	RADIOS.....	21
5.7	DRIVER SAFETY EQUIPMENT.....	21
5.8	BROADCAST EQUIPMENT AND BROADCASTERS.....	21
	ARTICLE 6 -- RACING RULES.....	22
6.1	FLAG SIGNALS.....	22
6.2	SAFETY CAR.....	23
6.3	MEDICAL CAR.....	23
6.4	RULES WHEN AWAY FROM THE PITS.....	23
6.5	PIT ENTRY/EXIT & SPEED LIMIT.....	23
6.6	RULES OF THE GRIDS AND PITS.....	23
6.7	QUALIFICATIONS AND STARTING POSITIONS.....	24
6.8	GRIDDING OF AUTOMOBILES.....	25
6.9	STARTS.....	25
6.10	STARTING LINE.....	25
6.11	STANDARD ROLLING START.....	25
6.12	NO START.....	25
6.13	FALSE START.....	25
6.14	STARTERS.....	25
6.15	TIMING AND SCORING.....	25
6.16	CONTROL LINE.....	26
6.17	PASSING.....	26
6.18	RACE STOPPAGE AND RESTARTS.....	26
6.19	MINIMUM DURATION.....	27

6.20	INADVERTENT OR DELAYED CHECKERED FLAG.....	27
6.21	WINNER.....	27
6.22	TIES.....	27
6.23	OFFICIAL RESULTS.....	27
6.24	OVAL TRACK PROCEDURES.....	27
 ARTICLE 7 -- OFFICIALS		28
7.1	SUPERVISION.....	28
7.2	APPOINTMENT OF OFFICIALS.....	28
7.3	CONDUCT.....	28
7.4	SEPARATION AND PLURALITY OF DUTIES.....	28
7.5	RACE DIRECTOR.....	28
7.6	CLERK OF THE COURSE.....	28
7.7	STEWARDS.....	28
7.8	STARTER.....	29
7.9	TIMEKEEPER (TIMER AND SCORER).....	29
7.10	TECHNICAL DIRECTOR (SCRUTINEER).....	29
7.11	FLAG MARSHAL.....	29
7.12	COMMUNICATIONS MARSHAL.....	29
7.13	COURSE MARSHAL.....	29
7.14	CHIEF MEDICAL OFFICER.....	29
7.15	PIT LANE OFFICIALS.....	29
7.16	OTHER OFFICIALS.....	30
 ARTICLE 8 -- PENALTIES		30
8.1	VIOLATIONS & PENALTIES.....	30
8.2	PUBLICATION.....	30
8.3	RANGE OF PENALTIES.....	30
8.3.1	REPRIMAND.....	30
8.3.2	PROBATION.....	30
8.3.3	FINE.....	30
8.3.4	TIME/LAP.....	30
8.3.5	LOSS OF RACE POINTS.....	30
8.3.6	EXCLUSION.....	30
8.3.7	SUSPENSION and/or REVOCATION OF CREDENTIALS.....	30
8.3.8	DISQUALIFICATION/LOSS OF ACCRUED POINTS.....	30
8.3.9	EXPULSION.....	30
8.3.10	AUTHORITY.....	30
 ARTICLE 9 -- PROTESTS		30
9.1	RIGHT TO PROTEST.....	30

9.2	INFORMAL INQUIRY	30
9.3	SUBMISSION OF PROTESTS	31
9.4	HEARING OF PROTESTS	31
9.5	PROTESTS AGAINST CARS	31
9.6	RIGHT OF REVIEW	31
	ARTICLE 10 -- APPEALS	31
10.1	RIGHT TO APPEAL	31
10.2	APPEAL PROCEDURE	32
10.3	HEARING OF APPEALS	32
10.4	APPEAL JUDGMENT	32
10.5	PUBLICATION; DECISIONS, PENALTIES, PROTESTS & APPEALS	32
	ARTICLE 11 -- AUTOMOBILES	32
11.1	AUTOMOBILE	32
11.2	TIRES	32
11.3	FUEL	33
11.4	TECHNICAL INSPECTION/MANDATORY SAFETY REQUIREMENTS	33
11.5	INSPECTION	33
11.6	OTHER EQUIPMENT	34
	STANDING SUPPLEMENTARY REGULATIONS	35
	APPENDIXES	36
	APPENDIX 1 -- EQUIVALENCE FORMULAE	36
	APPENDIX 2 -- IMSA/SERIES DRIVER AND TEAM FIRESUIT PATCHES	36
	APPENDIX 3 -- IMSA RADIO FREQUENCIES	36
	STANDING SUPPLEMENTARY REGULATIONS OF THE IMSA GT3 CUP CHALLENGE BY YOKOHAMA	35
	INTRODUCTION	36
	ARTICLE 1 GENERAL REGULATIONS	37
1.1	ORGANIZATION	37
1.2	GENERAL RULES OF COMPETITION	37
1.3	CONTROL	37
1.4	COMMERCIAL RIGHTS	37
1.5	USE OF SERIES MARKS	37
1.6	THE IMSA GT3 CUP CHALLENGE BY YOKOHAMA CHAMPIONSHIP	37
1.7	DRIVER CHAMPIONS	38
1.8	TEAM CHAMPIONSHIPS	38
1.9	YEAR-END DRIVER'S PRIZE MONEY	38
	ARTICLE 2 DEFINITIONS	38

ARTICLE 3 MEMBERSHIP / LICENSE AND CREDENTIALS	39
ARTICLE 4 EVENTS.....	39
4.1 EVENT	39
4.2 OFFICIAL QUALIFYING SESSION.....	39
4.3 STARTING GRID.....	39
4.4 PENALTY BOX	39
4.5 PADDOCK SPACE/EQUIPMENT	40
4.6 PADDOCK PRESENTATION	40
4.7 TIMING.....	40
4.8 DRIVERS	40
4.9 DRIVER UNIFORMS	40
ARTICLE 5 DRIVER LICENSE	41
5.1 DRIVER AGE	41
5.2 DRIVER STANDARDS	41
5.3 PROVISIONAL LICENSE	41
5.4 FIA LICENSE	41
5.5 ENTRANT LICENSE.....	42
5.6 DRIVER EQUIPMENT	42
5.7 ADVERTISING, PROMOTION, CONTINGENT AWARDS/BROADCAST EQUIPMENT AND BROADCASTERS.....	42
ARTICLE 6 RACING RULES	42
6.1 NEUTRALIZATION OF THE RACE.....	42
6.2 FINISH	42
6.3 RACE RESULTS	42
6.4 AWARDS CEREMONY	42
6.5 CONDUCT	42
6.6 PIT STOPS	42
6.7 PIT ATTIRE.....	43
ARTICLE 7 OFFICIALS	43
ARTICLE 8 PENALTIES	44
ARTICLE 9 PROTESTS	44
ARTICLE 10 APPEALS.....	44
ARTICLE 11 TECHNICAL REGULATIONS	44
11.1 CONCEPT.....	44
11.2 SCRUTINEERING	44
11.3 MANDATORY DECALS.....	44
11.4 ELIGIBLE CARS.....	44
11.5 ELIGIBLE ENGINES.....	45
11.6 ENGINE CONTROL UNITS.....	45
11.7 DRIVE TRAIN	45

11.8 SUSPENSION.....	46
11.9 DASH AND DATA COLLECTION.....	47
11.10 FUEL AND FUEL CELLS	47
11.11 WINDOWS.....	47
11.12 BRAKES AND BRAKE PADS.....	47
11.13 SEATS AND BELTS	47
11.14 FIRE EXTINGUISHER.....	47
11.15 WEIGHT.....	48
11.16 WHEELS.....	48
11.17 TIRES.....	48
11.18 RIDE HEIGHT.....	49
11.19 MISCELLANEOUS	49
APPENDIX 1 – MANDATORY DECAL LOCATIONS	50
APPENDIX 2 – GROUND CLEARANCE.....	52

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NOTICES

BROADCAST RIGHTS:

Every driver, entrant, official, promoter or other participant involved with or attending an IMSA sanctioned event and every person who is issued an IMSA credential, agree, in consideration of the right to participate in and or attend an IMSA sanctioned event, and for other good and valuable consideration, that IMSA and/or the series, as the entities conducting the competition, exclusively and in perpetuity, own all broadcast rights (as hereinafter defined) with respect to the competition Events, except as may otherwise be specifically agreed by IMSA and /or the series in writing with third parties. Broadcast Rights means any and all rights, whatsoever, now and in the future, to engage in a live broadcast and or any related broadcast activity such as, but not limited to, taped delayed broadcasts, single re-broadcasts and any support programming, together with any and all rights to film, tape, photograph, capture, overhear, collect or record, and to simultaneously or thereafter reproduce, broadcast, transmit or distribute, by any means, process, medium or device, whether or not currently in existence, now and in the future, all images, sounds and electronic data generated during and in connection with an IMSA sanctioned event, including, without limitation, any and all copyrights, intellectual property and/ or proprietary rights, worldwide, in and to such images, sounds and electronic data, any recording, broadcast or transmission thereof, and any work derived therefrom, provided however, that Broadcast Rights does not include third party marks or intellectual property created independently of the Broadcast Rights. Any use of third party marks or intellectual property outside of IMSA and/or the serie's rights set forth above shall be used only with the permission of the rights holder.

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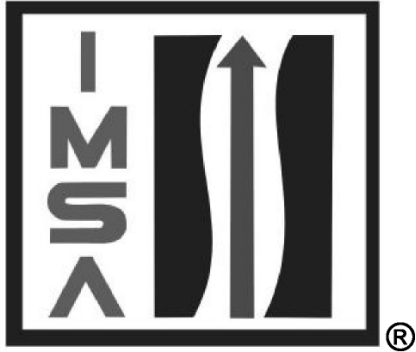
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THE IMSA CODE 2012

Revision Date: 24 February 2012

THE COMPETITION RULES

of the

INTERNATIONAL MOTOR SPORTS ASSOCIATION

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FOREWORD

For all Participants, the CODE of International Motor Sports Association (IMSA) establishes the foundation for the organization and conduct of all IMSA Sanctioned Events. The IMSA CODE takes effect immediately upon publication.

MEMBERS AND PARTICIPANTS ARE REQUIRED TO REVIEW THESE RULES CAREFULLY.

The IMSA CODE consists of three main sections. The opening Articles concern Participant and Event procedures, the second group sets guidelines for the safe and uniform operation of the sport. These Articles closely parallel international regulations and are evolved from time to time to incorporate advances in safety and from hands-on experience. The IMSA CODE closes with the Standing Supplementary Regulations that provide specific information about each IMSA racing series.

HOW TO READ THE RULES

- 1) Consistent with the International Sporting CODE of the FIA, the basic IMSA CODE is the national CODE under which series Sanctioned by IMSA are Organized. Where no other regulation speaks to an issue, the rules of the IMSA CODE are the basis for the operations of IMSA. This is the basic document that should be read first.
- 2) The Standing Supplementary Regulations (SSR) of each series, along with the Attachments, provides the basis for the running of that series. Where the SSR are in conflict with the IMSA CODE, the wording of the SSR shall prevail.
- 3) Where the SSR shows a "SR" next to a regulation, this indicates that the information will be provided in the Event Supplementary Regulations (SR).. In some circumstances the Event Supplementary Regulations can also amplify or modify regulations in the other documents, based on local needs, and the wording in those SR shall take precedence.
- 4) Finally, IMSA communicates to competitors either through Bulletins and through the directions of the Race Director or the Officials. This information may amplify, amend or modify the regulations, and take force when published, or when issued by the officials.

All together, these publications and regulations form the Rules of the various series Sanctioned by IMSA.

Scot E. Elkins
Chief Operating Officer

PREFACE

To enhance the safety of Participants and spectators at IMSA Sanctioned automobile races and to provide for the orderly conduct of Events requires adherence to these rules, the IMSA CODE, hereinafter set forth. All IMSA members and Participants 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 2012 IMSA CODE supersedes all previous editions of the IMSA CODE 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 CODE.

It is ultimately the obligation of each Participant to ensure that their conduct and equipment comply with all applicable IMSA Rules and Regulations, 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. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to Participants, spectators or others.

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IMSA CODE 2012

REGULATIONS

ARTICLE 1 CONTROL OF COMPETITION

1.1 INTERNATIONAL CONTROL

The Federation Internationale de l'Automobile (FIA) is the authority that establishes and governs certain international rules for automobiles, standards for the organization of automobile competitions and specific regulations for World Championship Series of competitions. The FIA has published the International Sporting CODE for these purposes.

1.2 NATIONAL CONTROL

1.2.1 The Automobile Competition Committee for the United States, FIA (ACCUS) is recognized by the FIA as the National Sporting Authority (ASN) for the United States.

ACCUS, FIA
7800 South Elati Street
Suite 303
Littleton, CO 80120
Telephone: 303-730-8100

1.2.2 ACCUS is therefore the sole authority that oversees international automobile competitions in the USA, its territories and protectorates.

1.2.3 ACCUS is in turn composed of representatives of its seven member clubs and a number of individuals. The member clubs of ACCUS are:

Grand American Road Racing Association (GRAND-AM)
IndyCar
International Motor Sports Association (IMSA)
National Association for Stock Car Auto Racing, Inc. (NASCAR)
National Hot Rod Association, Inc. (NHRA)
Sports Car Club of America, Inc. (SCCA)
United States Auto Club, Inc. (USAC)

1.2.4 As has been recognized by the FIA, ACCUS delegates to its member clubs most of the normal duties of an ASN, including the authority to organize, sanction and conduct FIA-listed events, and events counting toward International and World Championships.

1.3 IMSA CONTROL

1.3.1 International Motor Sports Association (IMSA) has established these rules (the IMSA CODE), that govern the organization and conduct of IMSA Sanctioned Events, the standards for eligibility and conduct of competitors and officials, the regulations for eligibility and preparation of automobiles, and the rules for any annual IMSA series of Events.

1.3.2 The IMSA CODE is in all principles consistent with the International Sporting CODE of the FIA; accordingly, it shall take precedence as the governing body of rules for all Events Sanctioned by IMSA, whether or not they may be listed on the FIA Calendar.

1.3.3 All IMSA members and all IMSA credential holders are bound by the IMSA CODE and must abide by its provisions.

1.3.4 IMSA reserves the right to amend the IMSA CODE and any supplementary Event regulations at its own 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.

1.3.5 Except as provided for in these regulations, other verbal and/or written communication from IMSA shall not constitute an amendment to the IMSA CODE. IMSA may issue an addendum to the IMSA CODE in the same fashion as an amendment providing additional information and/or correcting previous errors and it shall become effective immediately upon publication.

1.4 ACKNOWLEDGEMENT OF RULES

Every Driver, Entrant, Official, Promoter or other Participant involved with or attending an IMSA Sanctioned Event and every person who is issued an IMSA credential, agree, without reservation or qualification, to conduct themselves in accordance with the IMSA CODE. If there is a disagreement or dispute regarding the meaning or application of the IMSA CODE, the interpretation and application thereof shall be determined by IMSA officials, whose rulings shall, in all instances, govern and control. Determinations by IMSA officials applying or interpreting the IMSA CODE shall be final and non-appealable, except as provided in Articles 9 and 10.

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, CREDENTIAL HOLDERS, DRIVERS, ENTRANTS, OFFICIALS, PROMOTERS OR OTHER PARTICIPANTS, EXPRESSLY AGREE THAT DETERMINATIONS BY IMSA OFFICIALS AS TO THE APPLICABILITY AND INTERPRETATION OF THIS CODE 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. IF A MEMBER, CREDENTIAL HOLDER, DRIVER, ENTRANT, OFFICIAL, PROMOTER OR OTHER PARTICIPANT, INITIATES OR MAINTAINS LITIGATION IN VIOLATION OF THIS COVENANT, THAT MEMBER, CREDENTIAL HOLDER, DRIVER, ENTRANT, OFFICIAL, PROMOTER OR OTHER PARTICIPANT AGREES TO REIMBURSE IMSA FOR THE COST OF SUCH LITIGATION, INCLUDING ATTORNEY'S FEES. IMSA MEMBERS, CREDENTIAL HOLDERS, DRIVERS, ENTRANTS, OFFICIALS, PROMOTERS OR OTHER

2012 IMSA CODE

PARTICIPANTS UNDERSTAND AND AGREE TO THE FOREGOING COVENANT AND ACKNOWLEDGE THE AGREEMENTS HEREIN CONTAINED ARE A FAIR AND REASONABLE EXERCISE OF DECISION MAKING AUTHORITY BY IMSA FOR WHICH THEY AGREE TO BE BOUND TO THE FULLEST EXTENT PERMISSIBLE BY APPLICABLE LAW. THE FOREGOING COVENANT AND RESTRICTION DOES NOT APPLY TO THE USE OF THIRD PARTY MARKS AND INTELLECTUAL PROPERTY, WHICH SHALL BE GOVERNED BY SEPARATE AGREEMENT AND AT LAW.

ARTICLE 2 DEFINITIONS AND TERMS

Standard nomenclature will be used wherever possible in IMSA activities.

- 2.1 **IMSA**
International Motor Sports Association, 1394 Broadway Avenue, Braselton, Georgia 30517, a national Sanctioning Organization formed to promote motor sports; to Organize, Sanction, supervise and conduct motor sports Events; to promote uniform rules and safety standards; to collect and disseminate information relating to motor sports; to supervise and grant affiliation to other Organizations with similar purposes, and to cooperate with such Organizations; and to undertake any other activities to advance motor sports.
- 2.2 **IMSA CODE**
The rules and regulations governing the Sanctioning and conduct of IMSA Sanctioned Events. These may include the Standing Supplementary Regulations for a series (SSR) and the Event Supplementary Regulations (SR).
- 2.3 **COMPETITION**
A contest of competitive nature in which an automobile takes part and results of which Competition are published.
- 2.4 **EVENT**
An entire program of IMSA Sanctioned Competitions.
- 2.5 **SANCTION (ORGANIZING PERMIT)**
The documentary authority granted by IMSA to Organize and hold a Competition.
- 2.6 **DRIVER**
A person named as the Driver of an automobile in a Competition.
- 2.7 **ENTRANT**
An entity who has entered an automobile that has been accepted for Competition.
- 2.8 **PROMOTER/ORGANIZER**
A person or body controlling a facility where Events are Organized, promoted and staged.
- 2.9 **PARTICIPANT**
For insurance purposes, the definition of a Participant is a person that has been assigned credentials that are duly and officially issued by IMSA who is performing a clearly defined duty in a restricted area of the Event.
- 2.10 **WEIGHTS AND MEASURES**
Standards for Weights and Measures shall be as specified in Appendix 1.

ARTICLE 3 MEMBERSHIP, CREDENTIALS, LICENSES AND ENTRIES

- 3.1 **MEMBERSHIP**
- 3.1.1 Every person or entity who desires to participate in an IMSA Sanctioned Event as a competitor, official, Promoter, sponsor, permanent media or sales representative must apply for, receive and possess a valid, current IMSA membership.
- 3.1.2 IMSA members are independent contractors who assume and take full responsibility for reporting and paying to the appropriate authorities all charges, premiums and taxes, if any, due or payable on any funds IMSA members may receive as a result of their participation in IMSA Sanctioned Events, including but not limited to Social Security taxes, unemployment insurance taxes, workman's compensation insurance, income taxes and withholding taxes.
- 3.1.3 Membership commences upon acceptance by IMSA and continues until: revocation in writing either by IMSA or the member or; one calendar year after the last Event attended by the member or; one calendar year after the last membership application was accepted by IMSA if the member does not attend any Events, whichever shall be sooner. By applying for IMSA Membership, applicants agree to be bound by the rules of IMSA while members.
- 3.1.4 **CONDUCT OF MEMBERS**
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 CODE or are detrimental to auto racing, IMSA, its Promoters, sponsors, Participants or fans, may result in the imposition of penalties.
- 3.2 **CREDENTIALS**
- 3.2.1 Every IMSA member who desires to participate in an IMSA Sanctioned Event as a Driver, Entrant, crew member, IMSA official, sponsor, permanent media or industry representative must apply for, receive and possess a current IMSA credential to gain access. Employees of IMSA shall also hold IMSA credentials and be afforded all rights and benefits.
- 3.2.2 Credentials are in effect as of the date of issue and are on a calendar year basis beginning January 1 and expiring December 31 of that year unless otherwise noted. IMSA issues several types of Competition credentials.

- 3.2.3 IMSA annual credentials are available for Entrants, Drivers, Corporate, Promoters, Teams, Media, Officials and VIPs as prescribed for each series upon execution and acceptance by IMSA of a full season credential application.
- 3.2.4 IMSA single Event credentials are available for Entrants, Drivers, Corporate, Promoters, Teams, Media, Officials and VIPs.
- 3.2.5 Either a single Event or annual credential is required for pit access during an IMSA Sanctioned Event.
- 3.2.6 Credentials must be displayed at all times. It is a violation of the CODE to refuse to show credentials to authorized representatives of IMSA or the Promoter.
- 3.2.7 The possession of a credential by anyone other than the rightful owner shall result in the immediate revocation of that credential and penalties and/or fines to the abuser and to the rightful owner.

3.3 IMSA DRIVER'S LICENSE

- 3.3.1 Every person who drives a car in an IMSA Sanctioned Event shall possess a current IMSA Driver License. The standard IMSA Driver License holder minimum age is 18 years old except for certain development series, where the minimum age will be specified in the Series Standing Supplementary Regulations. The minimum age may be waived, at the sole discretion of IMSA, to one year younger where the Driver has significant driving experience in sanctioned Competitions. However, no Driver may be younger than 15 years of age in any circumstance.
- 3.3.2 IMSA Drivers holding a current IMSA Driver License must have a current (issued within 6 months of the date of the application for the IMSA Driver License) completed IMSA medical examination form.
- 3.3.3 IMSA Driver Licenses may be issued to Drivers with appropriate documented national experience or to holders of FIA Grade C or higher licenses from their home competition club. Holders of foreign FIA licenses must secure and provide written documentation of permission from their home competition club.
- 3.3.4 Prototype Category Driver Licenses, or IMSA Driver Licenses for other categories of high performance cars, may be issued to Drivers with suitable experience. One criterion is a FIA Grade B or higher license.
- 3.3.5 IMSA, at its sole discretion, may review the qualifications of a licensee at any time after issuance of a License and may require the licensee to submit to such additional physical examinations, to submit a résumé 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 licensee to take such other action as IMSA may deem appropriate, to determine whether the licensee continues to qualify for an IMSA Driver License under these rules.
- 3.3.6 All IMSA Drivers must undergo ImPact testing as may be scheduled by IMSA.

3.4 IMSA ENTRANT'S LICENSE

- 3.4.1 Except where specified in the Series Standing Supplementary Regulations, an IMSA Entrant's License is required for Entrants. An Entrant must be specified for all entries and is required in order to take certain actions under the IMSA CODE (see Art. 9 and 10).
- 3.4.2 **ENTRANT'S REPRESENTATIVE**
When the Official Entrant of a car cannot be present at an Event or is otherwise unavailable, they shall designate a member of the race Team to be the Entrant's Representative in regards to all actions that IMSA may take under Articles 8, 9 and 10 of the IMSA CODE. The Entrant's Representative shall make themselves known to the IMSA Officials and shall have no implied or expressed authority under the IMSA CODE except the authority to give notice of the Entrant's intention to appeal under Article 10 or as otherwise specified in these regulations.

3.5 FIA LICENSE

Every person who drives a car in a FIA-listed race shall possess a current FIA Driver License regardless of other licensing. Every car entered in a FIA-listed race must be entered by someone who possesses a current FIA Entrant License regardless of other licensing.

3.6 APPLICATION FORMS

Application forms for an IMSA membership, license or credential may be obtained from IMSA headquarters or downloaded from www.imsaracing.net. IMSA is solely responsible for issuing such memberships, licenses and credentials. Membership, license and credential application forms must be fully executed, signed by the applicant and accompanied by the requisite funds. The mere acceptance of an IMSA membership, license or credential application form and fee by an IMSA official does not constitute the issuance of or approval by IMSA of such application. Applicants will be advised in writing by IMSA headquarters whether their application for IMSA membership, license or credential has been approved.

3.7 ENTRIES

- 3.7.1 An entry submitted and accepted by IMSA for an IMSA Sanctioned Event constitutes a contract binding the Entrant to take part in the Event, either with the Driver(s) designated or with IMSA-approved substitute Driver(s), unless the Entrant is excused from competing by IMSA. Except as provided in Art. 3.8 and 3.10 below, the entry fee is non-refundable.
- 3.7.2 A car must be entered by the holder of a current IMSA Entrant credential.
- 3.7.3 After the close of registration, Driver substitution(s) are subject to the approval of the Race Director or Steward's Committee.
- 3.7.4 At Events where the physical limitations of the facilities may limit the maximum number of participants, IMSA may establish specific criteria for the number of cars permitted to participate.

3.8 ENTRY ACCEPTANCE AND REFUSAL

2012 IMSA CODE

IMSA shall be the sole judge of whether an entry will be accepted and, if an entry is not accepted, such refusal is final and not subject to protest or appeal. IMSA is not obligated to give any reason for such a refusal. An Entrant whose entry is refused by IMSA shall be promptly informed of that fact by IMSA and the entry fee shall be returned.

3.9 FALSIFICATION

Any entry that contains false information or incorrect statements may be considered null and void and the entry fee forfeited.

3.10 WITHDRAWAL

An Entrant may, with the permission of IMSA, withdraw an entry by advising IMSA of such withdrawal. If such notice is received prior to the entry deadline date, the entry fee will be returned.

ARTICLE 4 EVENTS

4.1 ORGANIZATION

IMSA Events may be Organized by:

- 4.1.1 IMSA.
- 4.1.2 An affiliated Organization of IMSA.
- 4.1.3 Other Organizations or Promoters approved by IMSA.

4.2 APPROVAL

The name, service mark or emblem of IMSA may be associated only with activities and Events that have been Sanctioned or approved by IMSA.

4.3 SANCTIONS

Every speed Event with which the IMSA name, service mark or emblem is associated must be formally Sanctioned by IMSA.

4.4 SERIES STANDING SUPPLEMENTARY REGULATIONS (SSR)

SSR, under which all Events in an IMSA Sanctioned series are held, are comprised of various rules that may modify or supplement the regulations contained herein (the IMSA CODE) and are attached and incorporated as supplements hereto.

4.5 EVENT SUPPLEMENTARY REGULATIONS (SR)

Define for all Participants the specific conditions for an Event. Since SR accommodates local conditions, they may occasionally appear to contradict a provision of the IMSA CODE and/or the SSR. In such a case, the SR takes precedence over the IMSA CODE and/or the SSR.

Normally, the SR contains this information:

- 4.5.1 Name, location, dates, nature and type of Event.
- 4.5.2 IMSA Sanction and announcement, "Held under the IMSA CODE".
- 4.5.3 Name and address of the Promoter/Organizer.
- 4.5.4 Schedule and location of all activities and Competitions, classes of automobiles eligible, etc.
- 4.5.5 Entry deadline, fees and if prior restrictions apply, the number of entries to be accepted and started in each Competition. Entry deadlines may be automatically extended when fewer than the maximum numbers of entries have been received prior to the expiration of the original deadline but in no case beyond the close of scrutineering at each Event.
- 4.5.6 Schedule of awards and prizes.
- 4.5.7 Other necessary information. Although no changes will ordinarily be made in the SR after the entry deadline, IMSA reserves the right to make changes at any time. Changes may take the form of a competitor bulletin, amendment or addendum to the SR, announcement at a Driver briefing, and so on.

4.6 REQUIRED INSURANCE COVERAGES

4.6.1 LIABILITY COVERAGE:

IMSA requires that the Promoter/Organizer of an IMSA Sanctioned Event provide acceptable general liability and insurance in the amount of not less than US\$10,000,000 combined single limit (or other limit that may be deemed acceptable by IMSA) and which covers participating Drivers, crew members, car owners and sponsors as well as the Sanctioning body and Promoters. Specific policy requirements may be obtained from the IMSA risk manager.

4.6.2 PARTICIPANT ACCIDENT COVERAGE:

IMSA provides a Participant accident insurance policy that provides up to \$500,000 in excess medical expense reimbursement and other benefits to properly credentialed IMSA Event Participants. Additional policy details may be obtained from IMSA.

4.6.3 RELEASES:

Every competitor, official, worker, mechanic and other individual who is assigned a pit pass or other such credential permitting access to the racing circuit must first sign a Release and Indemnity Agreement as provided at official IMSA Registration. It will be considered a serious breach of these rules to enter such restricted areas of the racing circuit without first signing such a Release and Indemnity Agreement, to secure a pit pass or other credential under false pretenses, or to transfer such a credential to any other person.

4.7 CLASSIFICATION

- 4.7.1 IMSA will classify (define) Events according to the Drivers and types of automobiles that will take part. IMSA will create and maintain championship series of Events for specific purposes and automobiles. Classification also refers to the listing and arrangement of the results of a Competition including but not limited to

2012 IMSA CODE

the finishing position, type of car, running or not running.

4.8 COURSE

4.8.1 No Competition may take place other than on a course approved by IMSA.

4.8.2 IMSA may:

- a. Limit a course to certain types of Events (see IMSA CODE 4.7)..
- b. Restrict the classes of automobiles to be raced at a course.
- c. Restrict the number of cars to be started in a race.
- d. Restrict the course to certain ratings or grades of Drivers.
- e. Penalize a competitor who attempts to complete a lap on other than the prescribed course (such as by taking a shortcut or by racing through pit lane to gain an advantage).

4.8.3 COURSE MEASUREMENT

Timing and Scoring shall provide the official measurement of the course.

4.9 AWARDS

As one of the conditions of granting Sanction, IMSA may require a Promoter to post the announced prize money prior to the start of the Event, and that IMSA control the payment of these awards.

4.10 ADVERTISING, PROMOTION, CONTINGENT AWARDS

4.10.1 Entrants and Drivers of cars must execute the standard advertising release provided on each credential application granting permission for the use of their names, photos and photos of their racing cars in advertising and promotional material, excluding product endorsement.

4.10.2 To be eligible for contingent awards, competitors must meet the criteria of the contingent award program and execute the standard advertising release provided.

4.10.3 Competitors must comply with advertising requirements specified for a sponsored Event.

4.10.4 IMSA reserves the right, in the public image of the sport, to assign, to approve or disapprove any advertising, sponsorship or similar agreement in connection with any Event. All members agree to accept the decision of IMSA in this regard.

4.11 PAYMENT

4.11.1 All awards earned by a car in a Competition will be paid to the registered Entrant of the car or as directed by the Entrant on the official entry form. IMSA may require that Entrants or the assignees provide a W9 or other required governmental documentation prior to payment.

4.11.2 Failure to pay all sums due to IMSA or its contractors, agents and affiliated companies, or to the various series or Promoters may result in revocation of Competition privileges or membership, withholding of any prizes that may be due to an Entrant or other team members, fines and other penalties.

4.11.3 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.

ARTICLE 5 GENERAL RULES & CONDUCT

5.1 CONDUCT

5.1.1 Every Entrant or other 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 license suspended or revoked by IMSA. Such conduct may also be or be considered a violation of this CODE and may result in the imposition of other penalties.

5.1.2 IMSA members 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 sessions, 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 Event schedule, supplementary regulations or otherwise, may result in the imposition of penalties. Arriving late, missing the Event or departing early, without permission from the officials is a breach of this regulation. Except during periods of extreme inclement weather, or when permission of the officials is obtained, competitors may not enclose their paddock setups such that it obscures the view of fans of the majority of the activities including, at least, the preparation of one car. Teams are encouraged to be fan friendly.

5.1.3 Failure to obey the direction of an IMSA official or IMSA designated Series/Promoter representative, as such pertain to the procedures and rules that govern the organization and administration of any IMSA Event will be considered a breach of the CODE.

5.1.4 Any Entrant or member that publicly criticizes 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.

5.1.5 Actions or in-action not otherwise specifically prohibited by this CODE, of an Entrant, Driver and/or member while participating in any IMSA Event that is deemed by IMSA to be or to cause a situation, unnecessarily dangerous, negligent or otherwise inappropriate, shall be considered a breach of the CODE.

5.1.6 Actions or in-action on the part of a competitor that, in the opinion of the Race Director and/or the Stewards, results in an unfair advantage to the competitor shall constitute unsportsmanlike conduct, and is a breach of the CODE.

5.1.7 During each Event, there may be several mandatory meetings scheduled, including Driver meetings and Entrant or crew chief meetings. Failure to attend, or late arrival is a breach of this CODE.

5.2 RESPONSIBILITY

Entrants are responsible for the conduct of their Drivers and crews during an Event. An offense by a Team member will be charged to the Entrant.

5.3 DRUGS AND ALCOHOL

5.3.1 For the purposes of this CODE, "Illegal Substances" include any substance that may not be legally prescribed, either by Federal or State statute, which when taken or ingested may or may-not have a performance enhancing or mood or state of mind altering effect. For the purposes of this CODE, "Controlled Substances" include any substance that may be legally prescribed, either by Federal or State Statute, which when ingested or taken may have a performance enhancing or mood or state of mind altering effect.

5.3.2 It is forbidden for any Participant or IMSA Member to illegally use, possess, acquire or distribute any Controlled or Illegal Substance, at any time. Conviction or a finding of guilt in any criminal proceeding involving the illegal use of Illegal Substances or Controlled Substances may subject the Participant/IMSA Member to penalties under this CODE.

5.3.3 Nothing contained herein shall be construed as to discourage the proper use of medically necessary prescribed or over the counter medications. However, Participants must adhere to section 5.4 of the CODE.

5.3.4 It is forbidden for any Participant or IMSA member to illegally possess, acquire or distribute any prescription or over-the-counter medication. Further, it is forbidden to misuse any prescription or over-the-counter medication in a manner not consistent with the prescription or instructions provided by the manufacturer and/or prescriber or pharmacist.

5.3.5 It is forbidden for any Participant to consume any alcoholic beverage in a manner that may affect their behavior during practice, qualifying or the racing portions of an IMSA Event. The IMSA standard for being "under the influence" is that any person who is deemed to be acting abnormally or is impaired, at the sole discretion of IMSA, and/or who subsequently is shown to have alcohol in their system, as tested by any recognized test method at the sole discretion of IMSA, shall be deemed in violation of this CODE. Further, while it is not a violation of this CODE for any Participant or IMSA Member to consume alcoholic beverages, in accordance with law and regulations, at an Event site, it is a violation for any member to act in an unsafe manner anywhere at an IMSA Event as a result of any impairment. It is a violation of this CODE to supply alcoholic beverages at an Event site in violation of law or regulations, or in a manner to cause a violation of this CODE.

5.3.6 IMSA may require Participants/IMSA Members to participate in systematic testing for drugs and/or alcohol. IMSA may require any Participant or IMSA Member, to undergo testing for Illegal Substances, or use of Controlled Substances, prescription or over-the-counter medication or alcohol, in violation of this CODE. Such testing may be done for suspicion of violation of this CODE, either through reports from a reasonable source, or by observation of signs, symptoms or behaviors or may be done randomly. Further, testing may be done after any incident on or off track. Testing may be required either at an Event or away from an Event.

5.3.7 Refusal to promptly authorize and submit to such testing is a violation of this CODE. Refusal to permit release of the results of any tests by any testing facility or person conducting such test, to IMSA, is a violation of this CODE. Any testing done "for cause" or "reasonable suspicion" shall be done at the Participant or IMSA Member's expense.

5.3.8 Testing shall be done at a facility chosen by IMSA. The results of such testing are not subject to protest or appeal. IMSA may publish the results of such testing at its discretion. A person or entity referred to in such notice shall have no right to act against IMSA or the person publishing the notice.

5.3.9 Where testing is not available, but where IMSA suspects impairment, for any reason, IMSA may remove the Participant or IMSA Member from the facility, or take such other action as may be deemed appropriate.

5.3.10 Any Participant or IMSA member who is found in violation of any part of this section may be required to undergo testing or re-testing prior to any further participation in any IMSA Sanctioned Event or re-instatement of any IMSA membership or privileges.

5.3.11 IMSA does not provide rehabilitation services. Nor does this CODE provide for periods of rehabilitation, with respect to this section of the CODE. However, nothing contained herein is intended to dissuade anyone from seeking treatment or help for drug or alcohol problems, and IMSA strongly encourages Participants or members in need to seek such treatment or help.

5.4 MEDICAL RESPONSIBILITY OF PARTICIPANTS

5.4.1 It shall be the personal responsibility of all Participants, including Drivers; to refrain from taking part in any IMSA Sanctioned 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 the Chief Medical Officer before taking part in an Event, any unusual medical condition, allergy or anticipated special treatment they may require.

5.4.2 Nothing in this CODE 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, then the Driver will not be permitted to participate in that IMSA Event.

5.4.3 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.

5.4.4 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.

5.5 SOUND ENFORCEMENT

- 5.5.1 It is the responsibility of the Entrant to ensure that their car meets the current IMSA sound regulations as published in the Standing Supplementary Regulations or the Event Supplementary Regulations. IMSA will at its discretion, monitor sound levels or have others monitor sound levels, and will employ enforcement as needed.
- 5.5.2 Local sound regulations beyond IMSA control may require additional procedures or penalties for noncompliance. IMSA reserves the right to modify this procedure at any time.

5.6 RADIOS

In order to reduce radio frequency interference, particularly on critical radio 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, as permitted under the IMSA CODE:

- 5.6.1 Every originator of transmitted radio signals, including all voice and data transmissions, must 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. This requirement extends to all persons or organizations licensed by IMSA, including teams, manufacturers, suppliers, corporate members and individuals. This must be resubmitted if a change occurs.
- 5.6.2 Declaration forms are available on the IMSA web site (www.imsaracing.net), IMSA technical inspection and from Racing Radios.
- 5.6.3 Teams must declare their team-to-Driver radio frequency to be used in any qualifying session and the race. Teams must submit their registrations and declarations prior to the closing of technical inspection of their first race and each race if there are changes. Any changes during an Event must be declared no less than one hour prior to qualifying or the race.
- 5.6.4 Teams may not use any radio transmission scheme between the team and Driver that would not be understandable using a standard scanner at any time during any qualifying session or race Event.
- 5.6.5 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 of a particular frequency as part of the Event, by IMSA members.

The IMSA designated representative is Racing Radios. Declarations may be faxed in advance of the Event. Attention to: IMSA Radio Declaration, [404.675.8991](tel:404.675.8991)

At the track, declarations may be delivered to Racing Radios at the IMSA Operations Trailer, or they may be delivered to IMSA Technical Inspection or IMSA Registration. For series other than the ALMS, declarations may be forwarded to their respective series administrator.

5.7 DRIVER SAFETY EQUIPMENT

Drivers must wear the following safety equipment while taking part in IMSA Competition:

- 5.7.1 Drivers must wear full coverage helmets of recognized high quality and which include a face shield. All Drivers in all ALMS classes are required to use helmets that satisfy FIA standard 8860-2004 – Advanced Helmet Test specification effective March 1, 2011. Drivers in all other IMSA classes and series must, at minimum, wear helmets that bear the seal of approval of the Snell Foundation S/A/K2005 or SFI Foundation 31.2 (no Motorcycle [MA] helmets).
- 5.7.2 All Drivers are required to have the Eject Helmet Removal kit installed in their helmets. Information on this product can be found at ejectsafety.com
- 5.7.3 All Drivers must wear overalls as well as gloves, underwear, a balaclava, socks and shoes homologated to the FIA 8856-2000 standard.
- 5.7.4 All Drivers must wear the HANS device during all phases of the Event. The HANS device is the only approved Head and Neck restraint approved for IMSA Competition and it must be used with an approved helmet. Drivers are strongly recommended to use helmets with tether-anchorage fitted by the manufacturer as original equipment. These helmets are identified by a glossy silver holographic FIA label. It is also strongly recommended to use homologated tethers, identified by a FIA 8858-2002 label.
- 5.7.5 It is highly recommended that all Drivers use the HANS device during all testing and other on track activities, even when not Sanctioned by IMSA.
- 5.7.6 Evaporative-loss Freon cool suits are prohibited.

5.8 BROADCAST EQUIPMENT AND BROADCASTERS

- 5.8.1 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 for longer Events. All images that are 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 competitors from carrying such equipment. Non-compliance may result in penalties.
- 5.8.2 ICC not provided by the official broadcaster is prohibited in all phases of all IMSA Sanctioned Events, except as approved by IMSA, or as may be permitted in the Standing Supplementary Regulations. In any case, broadcast, display or any non-private use of such images requires permission from IMSA or its designee.
- 5.8.3 Competitors may be required to carry on-board telemetry devices for use during the television broadcasts and cooperate with the official broadcaster in the installation of such, including the provision of power where necessary. Where telemetry devices are prohibited, the installation of this equipment shall not violate those provisions. Competitors have no right to the data acquired.
- 5.8.4 Where a series has a minimum weight, the equipment listed in 5.8.1 and 5.8.2 is included in that minimum weight. Competitors are not permitted to alter the structure or configuration of the cars in contravention of the regulations.

- 5.8.5 All IMSA members are required to 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 and time and providing unfettered access to working areas.

ARTICLE 6 RACING RULES

6.1 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.

- 6.1.1 **GREEN FLAG**
Start of race or other session, or cancellation of a danger previously signaled. Track is clear. (The national flag of the host country may be used as a substitute at the beginning of a race.)
- 6.1.2 **BLUE FLAG** (at certain circuits the blue flag may incorporate a yellow diagonal stripe)
- Motionless: Another competitor is following you and may be trying to pass you.
 - Waved: Be aware that another competitor may be rapidly overtaking you. Blue flag will normally be used in a case where the Driver being overtaken may be unaware of the following car, or is clearly obstructing another car.
- 6.1.3 **YELLOW FLAG**
- 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 ahead.
 - Waved: Extreme danger, no passing, slow down, be prepared to stop. Waved yellow flag may mean imminent and serious danger such as a partial track blockage, fire on or near the track, or a crowd control hazard.
 - A green flag may be waved at the first flag station past the point of the incident signifying that the track is clear and overtaking may resume.
 - Double motionless yellow flag: Safety car. "SC" boards may also be displayed at the start line and other stations to indicate a safety car period depending on supplementary regulations of series or Events.
 - The prohibition on overtaking starts at the point on the race track perpendicular to the point of the first displayed yellow flag, and overtaking may resume at the point on the race track perpendicular to the first displayed green flag; or on a restart, at the time the green flag is displayed by the starter. However, any time a yellow flag is displayed at any point on the circuit it is the responsibility of the competitor to use additional caution and failure to use such caution may be penalized regardless of the position relative to the flag.
 - In races where the IMSA Yellow Condition System is in use, for a "full course yellow" or "safety car period", the track condition is considered yellow at all points on the track simultaneously at the moment when either the radio call is made to the teams from race control, or the Yellow Condition System lights are illuminated, or the yellow flags are displayed around the track, whichever may be first.
 - The time of the yellow indicated in the official IMSA timing logs shall be deemed the official time of the yellow. (This may not necessarily be simultaneous to other indications) At the completion of the "full course yellow" or "safety car period" the procedure for re-starts will be followed and the lights will be extinguished at the same time as those of the Safety (Pace) car.
- 6.1.4 **WHITE FLAG**
- IMSA will display 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.
 - The display of a stationary white flag anywhere on the circuit denotes an ambulance, fire truck, wrecker or other service vehicle is on the circuit, or a slow-moving race car is ahead.
- 6.1.5 **YELLOW FLAG WITH VERTICAL RED STRIPES**
Slippery surface and/or debris on course.
- 6.1.6 **BLACK FLAG**
- Waved: Stop in the pits for a consultation next lap. This flag is usually displayed along with the number of the car concerned for infraction of rules of the circuit or act of poor sportsmanship.
 - If a competitor should fail to obey the black flag within four laps of it being displayed to them, the Race Director may instruct the Timekeeper to stop timing and scoring the car.
- 6.1.7 **BLACK FLAG WITH ORANGE DISK**
Your car has a mechanical fault of which you may not be aware. Stop at your pit next lap.
- 6.1.8 **RED FLAG** (see also IMSA CODE Art. 6.18)
- This flag is used exclusively at the discretion of the Race Director to stop practice, qualifying or the race and is displayed by the Official Starter and all corner stations.

- b. When the red flag is shown, Drivers will decelerate to a slow speed and be prepared to stop at any time. Drivers should use caution and be aware that rescue vehicles may be using the track; the track may be totally blocked; or weather conditions may have made the circuit un-drivable at racing speeds. No passing. Unless otherwise directed by the Race Director or marshals, they will proceed in a line, slowly and carefully around the circuit to the pit entrance where they will be directed further.

6.1.9 **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 Parc Fermé as designated in the Supplementary Regulations.

6.1.10 **BLACK AND WHITE FLAG DIVIDED DIAGONALLY**

This flag should be shown as a warning to the Driver concerned for unsportsmanlike behavior. This signal is the same as a furled black flag, should a black and white diagonal flag be unavailable.

6.2 **SAFETY CAR**

6.2.1 The Safety Car may be brought into operation to neutralize the race at the discretion of the Race Director..

6.2.2 The Safety Car shall be identified as such and fitted with an augmented flashing light system.

6.2.3 The Race Director may dispatch the Safety Car at any time during an Event in order to correct a hazardous situation. Drivers will be warned that a Safety Car will be used when all corner stations display two motionless yellow flags or one motionless flag and a SC board and when the IMSA Yellow Condition System is in use, Drivers may also be warned by yellow flashing or motionless lights. No overtaking will be permitted anywhere on the circuit. When possible, the Safety Car will enter the course ahead of the overall leader, who must slow down to facilitate this. All competitors must then follow the safety car in single file.

6.2.4 The primary purpose of using the Safety Car is to create a traffic interval on the circuit so that the IMSA Safety Team or marshals may handle emergencies more safely and quickly; therefore, it is essential that stragglers catch up with the field as quickly as possible consistent with safety. It is forbidden for a Driver to pass the Safety Car unless specifically instructed to do so.

6.2.5 Competitors may enter the pits while the Safety Car is on course, but must not re-enter the racing circuit until directed by an official. They must fall into line at the rear of the field after it has passed the pit area. A red flag or light(s) may be used to indicate that the pit exit is closed.

6.2.6 When the Race Director has determined that the course is clear and acceptable for the continuation of Competition, the Race Director will instruct the Safety Car to extinguish its flashing lights, the yellow flags will be withdrawn and where in use, the IMSA Yellow Condition Lights will also be extinguished, signifying that this will be the final lap of this Safety Car intervention. The Safety Car will exit the course at the location specified by the Race Director.

6.2.7 On the restart, the green flag will be displayed at the Start/Finish line, and racing may begin again.

6.2.8 The Race Director may modify this procedure if, at his sole discretion, he believes conditions exist that warrant such modification, including not picking up the overall race leader at the beginning of the intervention if immediate dispatching is deemed critical.

6.2.9 Special Safety Car procedures for an Event may be discussed at a Driver meeting or communicated to competitors by Race Control.

6.2.10 The Safety Car may be used to lead formation (pace) lap(s) prior to the start of a race.

6.3 **MEDICAL CAR**

While the Medical Car is in motion on the race circuit, it is forbidden for a Driver to pass it unless specifically waved by.

6.4 **RULES WHEN AWAY FROM THE PITS**

Only a Driver may perform work on an automobile within the first line of protection on the circuit. It is not permitted for the crew or any other person to render physical assistance in performing such work. Marshals or other officials may push or tow a disabled car to a safe location without penalty. It is not permitted for a Driver to push their car except in the pits.

6.5 **PIT ENTRY/EXIT & SPEED LIMIT**

6.5.1 Throughout the periods of practice, qualifying and racing, access to the pits must be made through the designated pit entrance.

6.5.2 The deceleration zone before pit entrance and acceleration zone at pit exit shall not be considered as part of the pits, and no work shall be performed on cars in these areas.

6.5.3 IMSA or the Race Director may impose penalties for driving in the pits that is deemed dangerous, erratic or of inappropriately excessive speed for the circumstances.

6.5.4 Unless otherwise posted in the SR, the speed limit in the pit lane shall be 60 kilometers/hour. The start and end of the pit lane speed limit shall be indicated with double cones and a speed limit board, unless otherwise designated in the SR, or by the Race Director.

6.6 **RULES OF THE GRIDS AND PITS**

6.6.1 **UNIFORMS**

Crew members shall wear clean uniforms or other appropriate and safe attire at all times during practice, qualifying and the race in order to present the best possible appearance to the public. Tank tops, shorts, open-toed shoes and similar attire will not be permitted. Industry support people must be clearly identified as non-Team members.

- a. Identification: When required by the series, team managers, may be required to wear an armband with their car number identifying them to officials as the principal spokesperson for the entry on officiating matters.

- 6.6.2 FUELING
There is no refueling or fuel transfer permitted in the pit lane. All refueling must be done in the competitor's paddock space and attended by a dedicated individual manning a fire extinguisher.
Refer to the Standing Supplementary Regulations for the individual series for specific refueling regulations.
- 6.6.3 OTHER EQUIPMENT
- a. 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 and may not block or infringe upon fire lanes or other designated safety zones.
 - b. Bikes/Scooters/Carts: Bikes, scooters and motorized carts and similar 3- or 4-wheeled vehicles may not be driven into pit lane. Use of such vehicles in the paddock/garage areas must be for legitimate purposes only. Excessive speeds in these areas will not be tolerated. Participants may be required to abide by state regulations regarding the licensing and use of these vehicles. Such vehicles may be prohibited at certain Events or in certain areas of each facility by local ordinance or Promoter regulations.
 - c. Air Tanks: Air tanks must be securely fastened or anchored once their protective caps are removed. A protective cage or guard around the regulators and fittings must be in place at all times.
 - d. Sparks: For series where re-fueling during the race is usual, no electric-driven tools or other equipment that may generate sparks are permitted in the pits. For other series, only electric tools using batteries integrated as part of the tool. Adding fuel to cars while using such tools is prohibited.
 - e. Face Masks: It is recommended that crew members changing tires wear protective face masks to reduce inhalation of materials.
 - f. All structures or fixtures, including hoses and wires, extending over pit lane must be at least 2 meters above the road surface.
- 6.6.4 PIT LANE REGULATIONS
- a. A maximum of two (2) people per car will be permitted at the wall that separates pit lane from the track (Signaling Area) depending on the layout and track regulations. IMSA may further limit this number. Crossing pit lane must be done under a pit official's supervision during a race and should be kept to a minimum at all other times. Just before the start of the race, until all cars have passed the pits on the first green flag lap, no one except authorized Officials and fire marshals may be at the wall or in the Signaling Area.
 - b. Whenever a Team member is working under a car in pit lane, jack stands or safety supports must be in place under the automobile.
 - c. Before leaving its assigned pit box, the race car must be completely free of all hoses, tools, etc.
At no time may a car be driven over its own air or fuel lines, tools, parts or crew members.
At no time may a car be driven over air or fuel lines, tools, parts or crew members of other competitors that are properly within their own pit box.
Lines, tools, parts, wheels, etc. must not be allowed to encroach upon, roll into, or otherwise be propelled into ones own crew members, the fast pit lane or adjacent pits.
It is considered unsportsmanlike conduct to place objects which, in the sole opinion of the IMSA officials, unfairly hinder the entry or exit of other competitors into their pit boxes, whether deliberately placed, or not.
At the conclusion of the pit stop, Team members should promptly carry all equipment back behind the pit wall. This regulation may be modified in certain pit configurations.
 - d. During all on-track sessions, Team members and their equipment and spares are not permitted into the pit lane working area (either delimited by the working wall, or a line specified by the officials) unless their car is entering the pits, or in the pit working area. As the pit lane is a congested and dangerous area, care should be taken to limit the number of persons and equipment in the working area to those reasonably necessary. The officials may limit the number of persons from a team in the working area should they deem it necessary. Standing on pit wall is not permitted during any on track activity.
 - e. People who are less than 16 years old are not permitted in the pit lane area except IMSA Licensed Drivers participating in IMSA development series..
- 6.6.5 PIT TRAFFIC
- a. It is strictly forbidden to drive a car in reverse or against traffic under its own power in pit lane. A Driver who overshoots their assigned pit must either complete another lap or they may be pushed by the crew, officials, or the Driver to the assigned pit in reverse direction.
 - b. Once in the pit lane (as defined by the blend line) Drivers must remain within the designated lanes, and may not overtake using the inside lane. Drivers entering pit boxes may not directly cross from the outside lane. When leaving pit boxes, Drivers must yield to traffic and stay in the inside lane while accelerating. Drivers exiting their pit box may not enter the outside lane until their speed is at or near the speed limit. Drivers of disabled cars unable to maintain the pit lane speed limit must move to the inside lane and allow overtaking in the outside lane.
- 6.6.6 REMOVAL FROM PITS
Cars may be removed from the pits during qualifying or a race only with the approval of the Race Director. The Race Director may assign an official to observe any work done.
- 6.7 QUALIFICATIONS AND STARTING POSITIONS
- 6.7.1 Cars will be placed in the starting lineup in order of their speed potential with the fastest to the front of the field.
 - 6.7.2 IMSA may require that cars achieve a minimum qualifying time in order to be eligible to start the race. IMSA may restrict the number of starters if a race is oversubscribed.
 - 6.7.3 A car must be qualified by a Driver officially entered to drive that car.

- 6.7.4 For Events where starting positions for the feature races are determined by heat races, pole position goes to the winner of the fastest heat. In case weather or other unforeseen Events create inequitable conditions in separate qualifying sessions for the same type of car for a race, the Race Director may elect to place all cars in the first session in one row and all cars in the second session in the other row, with the fastest session on the pole row.
- 6.7.5 In case weather or other unforeseen circumstances in separate qualifying sessions for different classes of cars that will be competing in a combined-class race lead to a condition where normally more powerful classes of cars have had substantially less favorable conditions under which to qualify, the Race Director may adjust starting positions to compensate for such abnormal circumstances.
- 6.7.6 Otherwise, pole position goes to the fastest qualifier. The pole is defined as the front row, inside position with respect to the first turn past the starting line. Exceptionally, the Race Director may choose the outside position as pole.
- 6.7.7 If two cars achieve the same qualifying time, the car that sets the time earliest in their qualifying session shall be gridded first.
- 6.7.8 In the interest of safety or at the discretion of the Race Director, a competitor who is unable to qualify in their session but can meet qualifying requirements may be placed on the grid behind other automobiles of their division or at the rear of the grid.
- 6.7.9 If official qualifying does not occur, or is interrupted at an early stage and is not resumed, the Race Director may establish the starting grid by other means. In this case, championship points for the pole, awards and official qualifying records will not be awarded, nor will they factor into the awards based on the pole position. Pole bonuses and/or awards may or may not be paid at the discretion of IMSA.
- 6.8 **GRIDDING OF AUTOMOBILES**
All automobiles must be gridded at a time designated in the SR. Any automobile arriving after the published time may, at the discretion of the Race Director, be placed on the back of the grid; it must not attempt to regain its original starting position. The running of engines during pre-race ceremonies will not be permitted. Competitors required to go to the "Back of the Grid" will be placed chronologically in the order that they were required to go to the back of the grid unless otherwise determined by the Race Director.
- 6.9 **STARTS**
There are two types of starts:
- 6.9.1 The rolling start, where 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 the SR for the Event.
- 6.9.2 The standing start, where cars are stationary at the moment the starting signal is given.
- 6.10 **STARTING LINE**
The starting line is the point on the course where timing and/or scoring begins, unless otherwise stated in the Event SR.
- 6.11 **STANDARD ROLLING START**
- 6.11.1 The pace car (Safety Car) will depart the starting grid and make at least one (1) formation (pace) lap of the circuit at moderate speed. Unless otherwise directed in the SR or by the Race Director, cars will take their assigned grid order positions in a single file line behind the pace car.
- 6.11.2 Cars unable to make the formation lap(s) or who present themselves too late to safely join the starting field may be started from pit lane with the permission of the Race Director, and only under the direction of the Officials after the field has passed the pit exit on the first scored lap.
- 6.11.3 On the final formation lap, at a point designated in the SR or by the Race Director, the cars will pair up into two columns in their assigned grid positions to form the starting field. In exceptional conditions, the Race Director may require a single-file start.
- 6.11.4 After the pace car has left the circuit, 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. Once the green flag has been displayed, racing may begin and overtaking may occur. It is imperative that the field be packed up and in the proper order approaching the Starter's stand. Any car that pulls out of line in the formation or manipulates the pace prior to the display of the green flag pace may be penalized.
- 6.11.5 The race officially begins when the first car crosses the starting line after completion of the scheduled formation lap(s) regardless whether or not the Starter has displayed the green flag.
- 6.12 **NO START**
If the Starter waves off the scheduled start of a race, no flag will be displayed. Normally, the Starter will also shake their head indicating "no" and all flag stations will then display a motionless yellow flag. Cars should continue at a reduced pace, reform into the side by side, two-column formation per their original grid positions as soon as possible and anticipate a start on the next crossing of the starting line.
- 6.13 **FALSE START**
A false start occurs when a Driver deviates from the position assigned to them before the starting signal (or a restart signal following a caution period) is given. The Race Director may assess a penalty for a false start.
- 6.14 **STARTERS**
A Driver is considered to be a starter in a Competition and thus eligible for awards and championship points if they cross the start line under green or start from the pit lane after the green, in accordance with these regulations.
- 6.15 **TIMING AND SCORING**
- 6.15.1 IMSA shall require each car to be fitted with a timing and scoring transponder or other electronic scoring device in an approved location and manner. In certain series, this may include a Driver ID system. It must be subject to inspection at all times and surrendered or replaced upon request. The transponder must not be tampered with nor transferred to another car unless specifically approved by IMSA. Cost to replace a damaged or lost transponder is \$2500.00 invoiced to the Entrant. Failure to obtain and install the transponder will result in the car not being scored.

- 6.15.2 Loss or damage to the transponder while in the possession of the Entrant will result in an automatic fine to the Entrant in an amount determined by IMSA. This fine may be deducted by IMSA from prize money owed to the Entrant. In the case of loss or damage to an Entrant-owned transponder, the Entrant may have to purchase a new transponder in order to continue participation in the Event/series.
- 6.15.3 For the 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.
- 6.15.4 For a rolling start, the timing and scoring commences when the leading car crosses the starting line after completion of the scheduled pace lap(s).
- 6.15.5 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 prescribed by the SR.
- 6.15.6 The following timing policy is used at all IMSA Events:
- a. An **"officially timed lap"** is defined as: A lap recorded by IMSA Timing that uses the AMB transponder installed in the car to record a overtaking at the Control Line at the beginning and end of that lap. When a Driver ID system is installed, the overtaking must include the correct Driver ID.
 - b. When a Driver ID system is installed, Drivers are responsible for engaging the correct identification plug prior to overtaking the last working pit.
 - c. IMSA will use its best efforts to notify a competitor when they are not registering officially timed laps or correct Driver ID. However, competitors are advised that it is their 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 the Competition. Failure to ensure that the correct Driver ID is being registered will result in incorrect Driver time credit, which is the competitor's responsibility, and may result in penalties or exclusion.
 - d. During practice sessions, qualifying sessions and warm up sessions, only officially timed laps will be counted towards Driver or car qualifications.
 - e. During qualifying sessions, only officially timed laps will be used to determine starting position.
 - f. Only officially timed laps will be counted towards "fast lap" awards or recognition of the speed of a competitor during the Competition, and only officially timed laps will be recognized as track records.
 - g. During all phases of the Event, when a competitor is not registering officially timed laps, IMSA will continue to score the competitor (i.e. their position relative to other competitors during a race will continue to be recorded) and may display unofficial times.
- 6.16 **CONTROL LINE**
An automobile crosses a control line at the instant the leading edge of its bodywork passes over that line, or at the instant the automatic timing apparatus is operated.
- 6.17 **ON TRACK PROTOCOL**
- 6.17.1 **PASSING**
It is the responsibility of both the overtaking Driver and the Driver being overtaken to assure safe overtaking at racing speeds. A car traveling alone may use the full width of the track. Overtaking may be either right or left depending on the conditions of the moment.
- 6.17.2 **BLOCKING**
Any Driver who, in the sole opinion of the Race Director and/or Stewards, alters their racing line based on the actions of pursuing competitors, or uses an abnormal racing line to inhibit or prevent overtaking may be considered to be "blocking" and may be warned or penalized pursuant to Art. 8 of the IMSA CODE. In accordance with Art. 9.1.3 (1) any action or decision (or any alleged inaction or non-decision) taken by or imposed by the Race Director, Stewards or IMSA officials in this regard is not subject to protest or appeal.
- 6.17.3 **AVOIDABLE CONTACT**
Any Driver who, in the sole opinion of the Race Director and/or Stewards, initiates avoidable contact with another competitor, whether or not such contact interrupts the other competitor's lap times, track position or damages other competitor's cars, and whether or not such actions result in actual contact, may be warned or penalized pursuant to Art. 8 of the IMSA CODE. In accordance with Art. 9.1.3 (1) any action or decision (or any alleged inaction or non-decision) taken by or imposed by the Race Director, Stewards or IMSA officials in this regard is not subject to protest or appeal.
- 6.17.4 **UNJUSTIFIABLE RISK**
Any Participant who, in the sole opinion of the Race Director and/or Stewards, engages in any behavior deemed to represent an unjustifiable risk or reckless endangerment may be warned or penalized pursuant to Art. 8 of the IMSA CODE. In accordance with Art. 9.1.3 (1) any action or decision (or any alleged inaction or non-decision) taken by or imposed by the Race Director, Stewards or IMSA officials in this regard is not subject to protest or appeal.
- 6.18 **RACE STOPPAGE AND RESTARTS**
- 6.18.1 Upon display of the red flag during the race, scoring stops and the competitors should follow the procedure in 6.1.8
- 6.18.2 During the race, unless it is specifically authorized by the Race Director or the SR and announced to all competitors, no service or replenishment of any kind may be performed on any cars or assistance given from the time the red flag is displayed until scoring resumes. This includes cars that may already be in the pits or paddock. (During practice or qualifying, service may be performed, unless ordered by the Race Director or SR.)
- 6.18.3 The pit lane entrance and exit will be closed upon the display of the red flag. Race Control may order cars to enter the pit lane under red flag conditions. If so directed by Race Control, cars that have already entered the pits at the time of the red flag may proceed to their pit box and stop until further advised by Race Control. Cars that were in their pit box at the time of the stoppage must stay 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.
- 6.18.4 If so defined in the Event SR, IMSA may elect to resume a stopped Competition on an alternate day.

- 6.18.5 Once the Race Director has determined that it is safe for cars to proceed from the pits, the Race Director will order the pit exit to be opened and cars that were in the pits will join the field at the back of the pack in the order they left the pits.
- 6.18.6 The Race Director will restart the Competition with competitors:
- 6.18.6.1 In their original starting positions, unless the entire running field has completed one lap, or the overall leader has completed two laps;
 - 6.18.6.2 Otherwise, the Race Director will line up the competitors 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 **at the time the red flag was displayed**, starting with the car with the oldest crossing time.
 - 6.18.6.3 In order to establish a uniform lap count, once the cars are circulating prior to the re-start, the Race Director will order a wave-by, until the overall leader, or leading car circulating, is picked up immediately behind the pace car. Once the wave-by is initiated, if that leading car enters the pits or stops, the next car circulating behind the pace car will be picked up.
- 6.18.7 The Stewards and the Race Director 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. The Stewards and the Race Director may require cars that were not normally running, impaired at the time of the stoppage or caused the stoppage, to enter the pits in order to be reviewed by the Officials. Once cleared, they may then join for the restart at the back of the pack in the order they exited the pits.
- 6.18.8 Overall race time but not race laps will continue to be counted during the stoppage unless otherwise announced by the Race Director or SR.
- 6.18.9 Scoring recommences upon the order of the Race Director to restart the cars, and pace laps on the restart will be scored.
- 6.19 **MINIMUM DURATION**
If a Competition is stopped at less than 50% of its scheduled time or distance and is not restarted, it will be considered incomplete, and Organizers will not be obligated to distribute awards. If 50% or more has been run, IMSA may call the Competition complete and direct the distribution of awards.
- 6.20 **INADVERTENT OR DELAYED CHECKERED FLAG**
- 6.20.1 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 will nevertheless be deemed to end when the flag is displayed.
- 6.20.2 Should the checkered flag be inadvertently delayed, the results will be based on the positions at the moment provided for in the SR. If the checkered flag is inadvertently or otherwise displayed to a car other than the leader at the conclusion of the race, it will be considered a delayed finish as though the flag had been given to the leader.
- 6.21 **WINNER**
- 6.21.1 The Driver or Drivers of the car that completes the distance of the Competition first or the greatest distance in the time set for the Competition will be declared the winner(s).
- 6.21.2 In Competitions of a given distance, the checkered flag will be given first to the leading car, then to the other finishers as they cross the finish line.
- 6.21.3 In Competitions of a timed length, the checkered flag will be 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.
- 6.21.4 If the leading car is not running at the expiration of the time limit, the checkered flag will be given to the next highest running car in the same manner.
- 6.22 **TIES**
In case of a tie (dead heat), the competitors concerned will share equally the sum of the prizes, championship points, and other awards allotted for their positions.
- 6.23 **OFFICIAL RESULTS**
- 6.23.1 All starting cars may be credited with a finishing position whether or not they are running when the checkered flag is given.
- 6.23.2 Following a Competition, all results remain "Unofficial" until all audits of timing and scoring and Driver logs have been completed, any scrutineering is concluded and the results have been published as "Provisional". Results may be posted as "Provisional" at the race track; however, these results are for reference only and are not Official. The "Official Results" will be those issued from the IMSA office (or series office if designated by IMSA) after any outstanding protests or appeals have been concluded and they may only be amended to correct typographical errors or as otherwise provided in these rules. IMSA will authorize payment of awards only after the results of a Competition are audited and published in final "Official" form.
- 6.24 **OVAL TRACK PROCEDURES**
These procedures will be clarified if and when IMSA defines a race as an oval race on the SR.

ARTICLE 7 OFFICIALS

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

RACE DIRECTOR
CLERK OF THE COURSE
STEWARDS
STARTER

TIMEKEEPER
TECHNICAL DIRECTOR
FLAG MARSHALS
COMMUNICATION MARSHAL
CHIEF MEDICAL OFFICER
PIT LANE OFFICIALS
OTHER OFFICIALS

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

7.1 SUPERVISION

In addition to these officials, IMSA reserves the right to appoint a person to evaluate and report on the Event.

7.2 APPOINTMENT OF OFFICIALS

The Race Director and Stewards are appointed by IMSA. Other Officials are appointed subject to approval of IMSA.

7.3 CONDUCT

Every Official is expected to conduct themselves in a manner that will reflect credit on the sport of automobile racing and on IMSA. IMSA may remove any Official's appointment and may penalize them if they fail to conduct themselves properly.

7.4 SEPARATION AND PLURALITY OF DUTIES

An official may have no responsibility or authority beyond that attached to their appointment. However, except for the Race Director and Stewards, a person may hold more than one Event official position.

7.5 RACE DIRECTOR

7.5.1 The Race Director is the chief executive 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:

7.5.2 Keep order in cooperation with civil authorities responsible for public safety.

7.5.3 Execute the program of Competitions and other activities punctually by directing the Drivers and their cars, Officials and their assistants and other Participants.

7.5.4 Prevent ineligible cars and Drivers from taking part in an Event.

7.5.5 Order inspection of any car in order to verify its eligibility.

7.5.6 Refer protests and disputes to the Stewards.

7.5.7 Determine, in consultation with the Stewards, whether conditions are safe to continue the Event, or else postpone a Competition, modify the SR or alter the schedule for reasons of safety or forces beyond their control.

7.5.8 Assess penalties in accordance with the IMSA CODE.

7.5.9 Replace any Official not able to perform their duties.

7.5.10 Supervise the distribution of awards to eligible competitors.

7.5.11 Compile a report on all aspects of the Event as requested by IMSA.

7.5.12 Assign certain responsibilities and/or authorities to the Stewards or other IMSA Officials.

7.5.13 Also serve as Clerk of the Course in certain cases.

7.6 CLERK OF THE COURSE

7.6.1 The Clerk of the Course is responsible for conducting the Event in accordance with the official program.

7.7 STEWARDS

7.7.1 The Stewards of the meeting shall sign and send to the ASN (or IMSA) a closing report as soon as practicable after the close of the meeting. This report will include the results of each Competition together with particulars of all protests lodged and exclusions they may have made with their recommendations as to any decisions that may have to be taken for a suspension or a disqualification. In a meeting comprising several Competitions, there may be different Stewards of the meeting for each Competition.

7.7.2 The Stewards of the meeting shall have supreme authority for the enforcement of the International Sporting CODE as applicable, the IMSA CODE, the Sporting and Technical Regulations of the Series (SSR) and the SR. At all Events at least one Steward will be present to represent the Stewards and in this case the others may be contacted telephonically.

a They shall decide what penalty to enforce in the Event of a breach of the regulations. They may delegate this authority to the Race Director, but in all cases shall retain the power to overrule the decisions of the Race Director in this regard.

b In exceptional circumstances, they may amend the SR.

- c They may authorize a change of Drivers.
- d They may accept or refuse any correction proposed by a judge of fact.
- e They may assess penalties or fines.
- f They may pronounce exclusions.
- g They may amend the results.
- h They may prohibit from competing, any Driver or any vehicle that they consider being dangerous or that is reported to them by the Race Director as being dangerous.
- i They may exclude from any session, or for the duration of the Event, any Entrant or Driver whom they consider as, or who is reported to them by the Race Director or by the Organizing Committee as being ineligible to take part, or whom they consider as being guilty of improper conduct or unfair practice.
- j Furthermore, they may order the removal from the course and its precincts any Entrant or Driver who refuses to obey the order of a responsible Official.
- k They may postpone a Competition in the Event of force majeure or for significant safety reasons.
- l They may modify the Event program as to the position of the starting and finishing lines, or in any other manner, if requested to do so by the Race Director or the Organizer in the interests of competitor and public safety.
- m In the absence of one or several of the Stewards of the meeting, they may appoint one, or if necessary, several substitutes, especially when the presence of three Stewards is deemed indispensable.
- n They may take the decision to stop a race.
- o They may assist the Race Director in the investigation of possible rules violations and other disputes. They may call and hear witnesses, and consider other evidence and then make recommendations to the Race Director for solving such disputes, including recommendations for penalties.
- p They may advise the Race Director on any matter that they feel will improve the conduct or safety of the Event.

7.8 STARTER

The Starter operates directly under the Race Director and 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 racing circuit.

7.9 TIMEKEEPER

The Timekeeper 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 automobiles and furnish timing and scoring information requested by the Race Director.

7.10 TECHNICAL DIRECTOR (SCRUTINEER)

The Technical Director is responsible for checking all competing cars for safety and eligibility. The Technical Director and their assistants will conduct inspections at the Race Director's request, and will report any cars that they find are unsafe or ineligible.

7.11 FLAG MARSHAL

The Flag Marshal is responsible for recruiting, training and assignment of race control personnel at corner stations.

7.12 COMMUNICATIONS MARSHAL

The Communications Marshal is responsible for the operation of the system used for transmitting and receiving information between central control and the corner stations.

7.13 COURSE MARSHAL

The Course Marshal is responsible for final preparation and maintenance of the racing circuit, and other related duties assigned by the Race Director.

7.14 CHIEF MEDICAL OFFICER

The Chief Medical Officer is responsible for staffing and operating the Event medical establishment with qualified physicians, nurses and first aid personnel. Their primary responsibility and purpose is the treatment and disposition of any injuries incurred by the Participants in the Event.

7.15 PIT LANE OFFICIALS

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

7.16 OTHER OFFICIALS

IMSA may establish such other officials as it deems appropriate.

ARTICLE 8**PENALTIES****8.1 VIOLATIONS & PENALTIES**

Any Driver, Entrant, official, IMSA member or other Participant who, a.) Violates the CODE or the SR of an Event, 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 Stewards or the Race Director of an Event. Drivers and/or their vehicles may be penalized for technical and other violations committed by their crew, including any manufacturer or technical consultants and/or their Entrant.

8.2 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.

8.3 RANGE OF PENALTIES

Penalties that may be imposed, in order of their severity, are:

- 8.3.1 **REPRIMAND** (blame): The Race Director, Stewards or IMSA may assign blame/fault and issue a reprimand.
- 8.3.2 **PROBATION**: The Race Director/Stewards or IMSA may impose a definite or indefinite period of probation.
- 8.3.3 **FINE**: A fine may be imposed in proportion to the offense. A member's Competition privileges are automatically under suspension until the fine is paid. All fines shall be remitted to: International Motor Sports Association, 1394 Broadway Avenue, Braselton, Georgia 30517.
- 8.3.4 **TIME/LAP**: A lap penalty during or after a Competition, or time penalty during a Competition by calling a car into the pits and/or by holding a car already in the pits may be imposed. A time penalty may be imposed by adding time to a car's finishing time after the race.
- 8.3.5 **LOSS OF RACE POINTS**: Loss of championship Driver, Team and/or Manufacturer points may be imposed.
- 8.3.6 **EXCLUSION**: A Driver, an Entrant or an automobile may be excluded from Competition, in which case their rights to any award in the Competition are forfeited, and the official results will advance the next competitors accordingly.
- 8.3.7 **SUSPENSION and/or REVOCATION of CREDENTIALS**: A member's privilege to take part in Competition may be suspended for a definite or indefinite period. Credentials and parking privileges may be revoked for a definite or indefinite period of time.
- 8.3.8 **DISQUALIFICATION/LOSS of ACCRUED POINTS**: Loss of accrued points earned by a competitor may be imposed.
- 8.3.9 **EXPULSION**: IMSA or a court appointed by IMSA may expel a member for serious offenses.
- 8.3.10 **AUTHORITY**: This article shall in no way be construed to limit the authority or discretion of IMSA or the Race Director/Stewards to assess additional, different, or no penalties for these or other violations of the IMSA CODE, SSR or SR.
- 8.3.11 More than one penalty may be imposed for the same offense.

8.4 SERVING BLACK FLAG 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 to serve any such penalty.

ARTICLE 9 PROTESTS**9.1 RIGHT TO PROTEST**

- 9.1.1 Except as provided in Section 9.1.2 below or elsewhere in the CODE or Standing or Supplementary Regulations, any IMSA Entrant participating in an IMSA Sanctioned Event may protest: a) certain Competition-related actions or decisions taken by or penalties imposed by IMSA or an IMSA official or, (b) conduct of another IMSA member and/or Entrant in conjunction with such Event that is believed to be a violation of the CODE or Standing or Supplementary Regulations. Non-Entrant IMSA members may only protest in cases specifically involving actions, decision, or penalties arising out of their own actions or conduct. Matters involving a decision or action taken against an Entrant may only be protested by that Entrant.
- 9.1.2 Matters stated as being non-protestable in this CODE are not subject to protest and all actions, decisions, rulings or penalties made or taken with respect to such matters shall not be subject to protest or appeal. A decision that a matter is not subject to protest is final and not subject to appeal. If a CODE infraction is determined to have occurred, the decision to assess or not to assess a penalty or the nature of an assessed penalty is protestable and appealable only by the party against whom the penalty or ruling is assessed.
- 9.1.3 "Non-protestable" matters shall include: 1). Any action or decision (or any alleged inaction or non-decision) taken by or imposed by the Race Director, Stewards or IMSA officials arising out of an Event except those directly related to a competing car's technical compliance; 2). Whether a Driver improved their position prior to crossing the starting line at the initial race start or any restart; and, 3) Event "procedural matters" such as a). calling or not calling for a yellow flag or red flag, b). restarting vs. calling a race complete, or c). adjusting the duration and/or scheduling of the race or any practice or qualifying session, or d). any decision to revoke credentials or parking privileges, or e). any decision regarding pit or paddock allocations.
- 9.1.4 Failure to submit any action, decision, conduct or penalty described in Art. 9.1.1 above for adjudication in accordance with the protest procedure set forth in this Article 9 shall constitute a waiver of any right of protest or appeal as to such action, decision, conduct or penalty.

9.2 INFORMAL INQUIRY

- 9.2.1 Prior to filing a protest, all Entrants and/or IMSA members 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 posting of the official race results, affected parties may verbally request an informal inquiry, which shall then be conducted in any manner deemed appropriate by the Race Director. There shall be no fee payable for such informal inquiry.
- 9.2.2 If the informal inquiry does not resolve the dispute, the time limitation for filing a formal protest shall commence as soon as the informal inquiry is terminated, or as otherwise provided in Art. 9.3 below.

9.3 SUBMISSION OF PROTESTS

- 9.3.1 Protests of matters deemed to be protestable pursuant to Section 9.1 and the following matters shall be submitted in writing and signed by an authorized representative of the Entrant or member and must be delivered to the Race Director within the following time limits:
 - a. Against the validity of an entry, qualification of an Entrant, Driver or car: Prior to scheduled closing time for Technical Inspection.

- b. Against an automobile: Prior to the start of the race.
- c. Against handicap or starting position: Immediately upon the posting of the starting grid.
- d. Against a mistake or irregularity during a Competition.
- e. Against the finishing order of a Competition: Thirty (30) minutes after posting of the unofficial race results.
- f. Against the results of a Competition: Thirty (30) minutes after posting of the provisional race results.

9.3.2 Each protest shall be accompanied by a protest fee of two thousand dollars (\$2,000). The fee may be retained or returned in whole or part at the discretion of the Stewards of the Meet, provided that if a properly submitted and allowed protest is not sustained or is withdrawn after being submitted, no part of the protest fee shall be refunded to the protesting party.

9.3.3 IMSA may penalize the originator of a protest judged to be malicious, spiteful or who otherwise acts in bad faith.

9.3.4 The protest shall identify the specific action, conduct or ruling being protested in sufficient detail to enable the Stewards to determine whether the matter is protestable and to identify the parties involved and facilitate timely procurement of all documents and other evidence that may be relevant to the protest.

9.4 HEARING OF PROTESTS

9.4.1 Protests shall be heard by the Stewards of the Meet, generally at a protest hearing. The time and place for the hearing shall be set by the Stewards and shall commence as soon as reasonably possible after the written protest is properly filed. The protest may alternatively be heard through the submission of written evidence and documentation at the Steward's discretion.

9.4.2 The Stewards shall regulate the conduct of the protest hearing. The parties (as determined by the Stewards) involved in the protest may only appear in person or through their authorized Entrant representatives. They may not be represented by legal counsel. Other interested parties may be heard at the Steward's discretion. There shall be no right of cross examination at the hearing, nor shall the proceedings be recorded. The hearing shall not be subject to any formal rules of evidence or procedure contained in any state, province, or federal arbitration act. Failure of the protesting party to appear at the hearing (unless otherwise excused by the Stewards) shall result in dismissal of the protest and forfeiture of the protest fee.

9.4.3 In deciding the protest, the Stewards shall act by way of a majority consensus and may take whatever action they deem appropriate to further the interests of fairness and finality in Competition results. Under no circumstances may the Stewards order an Event or any portion thereof to be rerun.

9.4.4 At the conclusion of the hearing, the Stewards shall deliberate and try to reach a decision as soon as reasonably possible, but in any case, no later than the end of the next Event or business day. The decision shall be written and communicated to the protesting party, IMSA and the Race Director. Subject only to the right of appeal provided in Article 9, the decision of the Stewards shall be final, binding and not subject to litigation in any civil court.

9.5 PROTESTS AGAINST CARS

9.5.1 When a protest is made against a car's technical compliance, the protestor must post with the Race Director, in addition to the forms and fees specified in Article 9.3, a cash bond adequate to cover the costs of any disassembly, inspection and assembly required. The amount of this bond will be determined by the Race Director and Technical Director.

9.5.2 If the car is found to conform to the rules and the protest is disallowed, this bond will be forfeited and will be used to cover the costs involved.

9.5.3 If the car is found to be in violation of the rules and the protest is allowed, this bond will be returned to the protestor and the protested party will stand all expenses involved in the inspection, and additionally, is subject to penalties assessed by the Race Director.

9.5.4 If an Entrant or Driver of a protested car does not allow inspection under these terms, they will be disqualified by the Race Director.

9.5.5 All other provisions of Art. 9.2 - 9.3 above shall apply to protests against cars.

9.6 RIGHT OF REVIEW

The Stewards may re-open and review a judgment that they rendered if previously unknown facts or evidence are discovered.

ARTICLE 10 APPEALS

10.1 RIGHT TO APPEAL

10.1.1 Provided that all Protest or other procedures specified by the IMSA CODE have been properly completed, an IMSA member shall have the right to appeal any decision or penalty issued under authority of the CODE against that member, except as otherwise prohibited.

10.1.2 Issues that are not subject to protest and all rulings, decisions, and any action taken by an IMSA official with respect to such issues shall not be subject to appeal. Appeals of protest decisions shall be limited to the subject matter of the protest. The decision to dismiss a protest may be appealed only by the party originally submitting the protest.

10.1.3 Except where determined by IMSA officials for good cause, there shall be no stay of any decision or penalty pending disposition of the appeal. Payment of prizes and/or point awards may be withheld pending final disposition of the appeal.

10.2 APPEAL PROCEDURE

10.2.1 The appellant must give written notice of their intent to appeal a decision or penalty to the Chief Operating Officer of IMSA, or if applicable, the Race Director or Stewards of the Meet, within one (1) hour of the announcement of such decision or penalty.

- 10.2.2 Contingent upon compliance with Art. 10.2.1 above, an appeal must be filed in writing and received by IMSA at its headquarters no later than 5:00 PM of the second business day after the announcement of the decision or penalty being appealed. The appeal may be transmitted by fax or any other electronic means of communication with confirmation of receipt, must be signed by the appellant personally, and must specifically identify and address the decision or penalty being appealed.
- 10.2.3 The appeal must be accompanied by the appeal fee of \$5,000. The fee is not returnable should the appellant not follow through on their declared intent to appeal or for the grounds set forth in Art. 10.3.5 below.
- 10.2.4 If the appeal involves a decision or penalty imposed by the Race Director and/or Stewards of the Meet, the Race Director and/or Stewards shall submit a written statement to the Appeal Review Board (with a copy to the appellant) that shall include a summary of the background of the proceedings and actions taken by the Stewards, the background of any formal investigative inquiry and/or the protest procedures, and any other information that they wish for the Appeal Review Board to consider.

10.3 HEARING OF APPEALS

- 10.3.1 Appeals shall be heard by the IMSA Appeal Review Board ("Board"). The IMSA Chief Operating Officer shall appoint a Board Chairman and two additional members for the specific appeal to be heard. In the event that a Board member is factually involved in the appeal, the Board member shall recuse themselves from participating on the Board and the IMSA Chief Operating Officer shall select a replacement. If the Chief Operating Officer of IMSA is factually involved in the matter, the choice of Board Members shall be reviewed and ratified by another member of the ACCUS board.
- 10.3.2 The Board will establish the most appropriate procedure for hearing a particular appeal and shall notify the parties of such procedure. In conducting a hearing and deciding an appeal, the Board shall not be bound by technical or formal rules or procedures, but shall conduct its proceedings in the manner best suited to ascertaining the relevant facts and the merits of the parties' respective positions. The Board must conduct its hearing and announce its decision no later than 30 calendar days after receipt of the appeal by IMSA (unless otherwise mutually agreed by the Board, IMSA and appellant).
- 10.3.3 The Board may summon either orally or in writing and at its sole discretion, any IMSA member to testify at a hearing or otherwise submit relevant evidence. Any member who is summoned and refuses to so testify or submit evidence may be subject to disciplinary action as deemed appropriate by IMSA.
- 10.3.4 The appellant and any members must testify in person or submit evidence personally. Attorneys or other representatives of appellant and any such members are not permitted at oral hearings.
- 10.3.5 Any appeal that fails to comply with the procedures set forth in this Article 10 may be dismissed at the Board Chairman's sole discretion. Similarly, if the Chairman determines that the appellant has failed to identify any issues properly subject to appeal or if the appeal has been brought without reasonable grounds, the appeal shall be dismissed and the subject matter of the appeal shall for all purposes be deemed null and void and not subject to a right of further appeal. Failure of the appellant to appear at the time and place set for oral hearing or to otherwise fail to respond to any investigatory request of the Chairman or Board may also result in the dismissal of the appeal with prejudice. In all such instances, the entire appeal fee shall be forfeit and additional penalties may be imposed by the Board without further right of appeal.

10.4 APPEAL JUDGMENT

The Board may affirm, modify or reverse a decision or penalty imposed by the Race Director or the Stewards including but not limited to reducing or increasing a previously imposed penalty and/or assessing a new or different penalty and will also determine the disposition of the appeal fees unless otherwise addressed elsewhere in this Article 10. However, the Board may not order a Competition to be rerun.

10.5 PUBLICATION; DECISIONS, PENALTIES, PROTESTS & APPEALS

IMSA shall have the right, without recourse brought against it, its agents or its publisher, to publish any decision, penalty or judgment imposed by IMSA, the Race Director, Stewards or the Board, including publication of the names of the involved parties.

ARTICLE 11 AUTOMOBILES

IMSA will publish rules and specifications for various classes of cars eligible to compete in each series.

11.1 AUTOMOBILE

The automobile or car shall be defined throughout the IMSA CODE as consisting of the body shell/chassis unit, and the IMSA approved engine block or crankcase, neither of which may be replaced during a race. In the case of rotary engines the cylinder block shall consist of the front, intermediate and rear housings. It must have at least four wheels not in a line, two of which must effect the steering and two that affect the propulsion.

11.2 TIRES

- 11.2.1 IMSA will regulate the eligibility of tires in its Sanctioned Competitions in order to promote equality.
- 11.2.2 It is prohibited to use a traction compound or any substance that might alter the physical properties of a Competition tire as supplied by its manufacturer.
- 11.2.3 Tire warmers and any other means of artificially warming tires are prohibited.

11.3 FUEL

- 11.3.1 IMSA reserves the right to have all cars use the same brand and designated grades of fuel in a given Event. When this right is exercised, it will be stated in the Series Standing Supplementary Regulations, the Event Supplementary Regulations or in other IMSA bulletins for that Event. Fuel used for practice, qualifying and the race will be supplied by the "Official Fuel" supplier and must be used exactly as supplied by the "Official Fuel" supplier. An approved lubricant may be added to the fuel for some engine types with the prior written approval of IMSA.
- 11.3.2 In the case of any Event where an "Official Fuel" has been named, IMSA may sample the actual fuel(s) provided by the fuel supplier and those samples will become the benchmark from which all competitor's samples will be judged. IMSA reserves the right to check any fuel at any time during a Competition.

11.3.3 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 afterwards.

11.3.4 Competitors are specifically required not to leave any fuel at the circuit after the Event, unless prior arrangements have been made.

11.4 TECHNICAL INSPECTION/MANDATORY SAFETY REQUIREMENTS

Each entered car must be inspected and approved by the Technical Director or their delegated assistant(s) before it will be allowed to participate in Competition or practice. 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 will make the final decision on the safety and eligibility of an accident-damaged vehicle. 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.

11.5 INSPECTION

11.5.1 IMSA at its sole discretion, reserves the right to impound and inspect cars competing in an Event. Failure to comply may result in Exclusion.

11.5.2 The timing, location, method and type of car inspection, and the number of vehicles to be inspected at any Event will be determined by the Technical Director.

11.5.3 When instructed by the officials to go to "Parc Fermé" or the inspection area, cars must proceed directly and without delay, or may be Excluded.

11.5.4 It is the responsibility of the Driver or Entrant to prepare a 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, shall be the liability of the Entrant. Preparation of a vehicle for inspection must be performed in a timely manner as determined by the Technical Director. Any part that does not comply with the IMSA CODE may be indefinitely retained by IMSA.

11.5.5 Admittance to any area where inspections are being made is controlled by the Technical Director.

11.5.6 Each car entered must submit to Technical Inspection during scheduled hours and display an official Tech sticker.

11.5.7 Measurements under IMSA rules:

- a. Both metric and English dimensions may be given in the IMSA CODE. In such cases, when the two systems do not equate exactly, measurements for compliance during inspection will normally use the system most advantageous to the Entrant.
- b. The IMSA 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.

11.5.8 Appearance: Clean and neat, no old damage.

11.5.9 Identification numbers must be placed on both sides and front, and must be legible to the satisfaction of the Chief Timekeeper. Specific requirements may be provided in Event Supplementary Regulations.

11.5.10 Racing Tires: Mandatory, unless Supplementary Regulations provide otherwise.

11.5.11 Leakage: Not allowed.

11.5.12 Driver Safety Equipment: Per IMSA CODE Art. 5.7

11.5.13 Compliance with series sponsor advertising requirements is mandatory.

11.5.14 Mandatory safety requirements for all cars except as specified in the Supplementary Regulations for a specific series.

11.5.14.1 A six point Driver restraint system of approved design must be installed. The effectiveness and longevity of a seat harness is directly related to the way in which they are installed and maintained. The belts must be replaced after a severe collision and whenever the webbing is cut, frayed or weakened due to the action of chemicals or sunlight. They must also be replaced if any buckles are bent, deformed or rusted. Any harness that does not function correctly must be replaced.

11.5.14.2 All cars must be equipped with two master electrical circuit breakers, one accessible from inside (accessible by the Driver when normally seated and fitted with the mandatory safety harness), and the second outside the car, that control all electrical power (except electrically actuated fire systems). The preferred outside location is the passenger side cowl area. The circuit breakers must be clearly marked by a spark in a blue triangle.

11.5.14.3 All cars must have at least two operating red brake lights and two taillights. Amber brake lights will not be permitted. (During a Competition, the Race Director may accept one functioning headlight, one functioning taillight and one functioning brake light due to damage or equipment failure.)

11.5.14.4 Headlights must be protected against breakage. Headlights may be taped.

11.5.14.5 Two external rear-view mirrors must be installed. Minimum dimension of each external mirror: 100 cm².

11.5.14.6 Safety fuel cell of an approved type meeting FIA Spec FT-3 is required, must be mounted outside the Driver's compartment, separated by firewalls, flame and leakproof, and protected as far as practicable by the roll cage. Steel or steel braided fuel lines with appropriate fittings, fuel cell check valve, and vent line check valve are mandatory. The fuel cell vent system on the car must be designed so that all fuel vapors released during refueling are returned to the overhead tank via the 2" ID refueling vent hose. NO SPILLAGE WILL BE TOLERATED! Refueling equipment protruding into the Driver's compartment must be shielded so as to prevent hazard to the Driver in case of rupture. The bodywork may be modified to install fillers and vents so they do not protrude beyond the plane of the outside mounting surface. All fuel cells less than 20 cm from the lateral flanks must be protected by an adequate crushable structure.

2012 IMSA CODE

- 11.5.14.7 Hoods, deck lids and movable body sections must be secured with supplemental pins or fasteners. Latches may be deactivated. On cars where a key is required to open the trunk lid, the lock must be deactivated or may be removed.
- 11.5.14.8 Supplemental pins used to secure movable body sections (such as hoods, doors, fenders, lids and removable tops) must have attaching cables to prevent accidental loss of pin.
- 11.5.14.9 No concealed pressure type containers, feed lines or actuating mechanisms are permitted, even if inoperable.
- 11.5.14.10 Full roll cages of approved design are mandatory. Material and construction specifications and recommended designs are contained in FIA Sporting CODE, Appendix J, Article 253, Section 8 and in these rules. Competitor must be prepared to drill inspection hole(s) in the roll structure for verification.
- 11.5.14.11 A fire extinguisher is required for the respective categories and must be carried and in certified working order at all times. The on-board fire extinguisher system must be of a size and an approved extinguishing material that is in accordance with the FIA Sporting CODE, Appendix J, Article 258A.15.1, or equivalent. Trigger must be marked with a red circle with the letter "E" and be operable by the Driver and also from outside the car. Outlets must be directed into the Driver, engine and fuel compartments.
- 11.5.14.12 All cars must be fitted with one front and one rear towing eye, painted red, accessible without the use of tools and be clearly marked with a red arrow on a white background. They must be securely fitted to the chassis of the car by means of a metallic rigid element (cable loops are forbidden). They must be strong enough to allow recovery of a car lying on its flat bottom in a gravel bed. Should the towing eye break, the track marshals will pull the car to a safe position using any element of the chassis or of the bodywork whatsoever, that they consider strong enough, and the car may be excluded from the race. If a car is damaged as a result of these actions, IMSA will accept no responsibility for any damage caused, however it may have been caused.
- 11.5.14.13 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.
- 11.5.14.14 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 (Art. 11.5.14.2 above)
- 11.5.14.15 During periods of darkness, up to three (3) identification lights are permitted on the top or on the side, provided they do not face rearwards, flash or blink. They should not be yellow, blue or excessively bright red, and all identification lights are subject to approval by IMSA.
- 11.5.14.16 An "arrow" decal denoting tow hook location, window net release and door release must be affixed in each of these locations.
- 11.5.15 If the Technical Director determines prior to the race that a car does not meet the applicable specifications, the car will not be allowed to compete unless, in the discretion of the Technical Director, the deficiency
- Will not affect safety;
 - Cannot be corrected in time for qualifying or the race (if no qualifying);
 - Will not provide the competitor a significant competitive advantage over other competitors;
 - 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 will apprise the competitor in writing of the deficiency, and the car will be prohibited from competing in any future Events if the deficiency has not been corrected.
- 11.6 **OTHER EQUIPMENT**
On an individual basis, IMSA may approve equipment to be fitted to race cars and/or Drivers or waive certain procedural requirements for the sole purpose of enhancing the television coverage of the Event

IMSA CODE 2012

STANDING SUPPLEMENTARY REGULATIONS

IMSA has established uniform Standing Supplementary Regulations under which Events in various series are held and its championships are determined.

IMSA is the sole authority for the awarding of all IMSA series championship points, the naming of IMSA series Driver, Team and Manufacturer Champions and the distribution of any IMSA series point funds in the manner set forth in the Standing Supplementary Regulations.

Notwithstanding that a particular IMSA series Competition may be listed on the FIA Calendar, IMSA reserves sole authority to settle any dispute that might arise during an IMSA series Competition, insofar as the dispute would affect any of the above mentioned determinations, by naming a final court of appeal in accordance with Article 10 of the IMSA CODE or as otherwise provided for in these Regulations.

The Standing Supplementary Regulations of each series are published separately, but are incorporated as a part of these Regulations by reference herein.

- ARTICLE 12 -- THE AMERICAN LE MANS SERIES PRESENTED BY TEQUILA PATRON
- ARTICLE 13 -- IMSA GT3 CUP CHALLENGE BY YOKOHAMA
- ARTICLE 14 -- COOPER TIRES PROTOTYPE LITES CHAMPIONSHIP POWERED BY MAZDA
- ARTICLE 15 -- PORSCHE GT3 CUP CHALLENGE CANADA BY MICHELIN
- ARTICLE 16 -- UNLIMITED RACING CHAMPIONSHIP

The Article numbers within each Standing Supplementary Regulation may match or be different than that listed above.

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IMSA CODE 2012

APPENDIXES

APPENDIX 1 -- 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 = $\frac{3600 \times \text{length of track} \times \text{number of laps}}{\text{Total time in seconds}}$

APPENDIX 2 -- IMSA/SERIES DRIVER AND TEAM FIRESUIT PATCHES

Please refer to the respective SSR for each series for locations and requirements.

APPENDIX 3 -- IMSA RADIO FREQUENCIES

CHANNEL			RX-FREQ	TX-FREQ	PL CODE
Race Control (Primary)	Simplex	1	451.1750	451.1750	TPL 192.8
Race Control (Backup)	Simplex		461.6250	461.6250	DPL 464.0

American Le Mans Series Radio is broadcast on Scanner Frequency 454.000

Competitors must not use these IMSA operational frequencies.



IMSA GT3 CUP CHALLENGE BY YOKOHAMA

Standing Supplementary Regulations 2012

Draft

February 2, 2012

This edition of the IMSA GT3 Cup Challenge by Yokohama Standing Supplementary Regulations has been extensively revised. This is an important document. All Participants should read these Regulations before completing the relevant entry form. Please contact IMSA if you have any questions in relation to these Regulations. It is the responsibility of the Participant to read, understand and comply with the Regulations. Failure to do so will not provide any relief from the Regulations.

THESE STANDING SUPPLEMENTARY REGULATIONS OF THE IMSA GT3 CUP CHALLENGE ARE AN INTEGRAL PART OF THE IMSA CODE FOR THIS SERIES AND ARE INCORPORATED BY REFERENCE HEREIN.

Anything not permitted by these Regulations is thereby prohibited. Inquiries regarding interpretations of Regulations should be directed to: gt3rules@imsaracing.net

Changes incorporated from the 2011 Final version to the 2012 Final version are indicated by a unique double line as indicated on the left hand side.

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The Yokohama name and trademark are used by permission of Yokohama Tires.

Revision Date 02 -1-12

INTRODUCTION

IMSA is proud to Sanction the IMSA GT3 Cup Challenge by Yokohama, part of a rich tradition of sports car racing that spans five decades.

The Porsche 911 GT3 Cup Car is featured in some of the most exciting racing around the world. Using this iconic Car as a platform, this Series is aimed at amateur and semi-professional racers – drivers who do not make their living in motorsports – with races organized in conjunction with the most prestigious and well attended sportscar events in North America, the American Le Mans Series.

The Series enjoys technical and parts support from Porsche Motorsport North America and is proudly presented by Yokohama Tire Corporation, the North American manufacturing and marketing arm of Tokyo, Japan-based The Yokohama Rubber Co., Ltd., a global producer and distributor of premium tires since 1917.

This Championship and these competitions are Sanctioned by IMSA under the IMSA CODE.

In order to provide for the orderly conduct of these competitions, these present Regulations are provided, in conjunction with the IMSA CODE, which is incorporated by reference herein. All Participants in these competitions and any part of this Championship must be fully aware of and are subject to all these regulations and shall be bound by them, as they may be amended, supplemented or superseded from time to time, and all Participants are responsible for compliance therewith.

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ARTICLE 1 GENERAL REGULATIONS

1.1 ORGANIZATION

The IMSA GT3 Cup Challenge by Yokohama is Sanctioned and organized by the International Motor Sports Association (IMSA).

1.2 GENERAL RULES OF COMPETITION

"The Championship" shall be governed by "The Regulations" which include:

- a) The IMSA CODE
- b) These Standing Supplementary Regulations (SSR)
- c) The Event Supplementary Regulations (SR)
- d) IMSA Bulletins
- e) Porsche technical specifications for the Cars

An "Official Notice Board" will be maintained at the Series Technical Trailer for the posting of Bulletins and other official communications.

1.3 CONTROL

The Events are National Restricted Closed events, under the definitions of the FIA International Sporting Code, and may run in conjunction with American Le Mans Series Events. The FIA has vested Sporting Power of events operated in the United States to the Automobile Competition Committee of the United States (ACCUS), which in turn has delegated that Sporting Power to its member clubs, in this case, IMSA.

For The Championship, IMSA requires competitors to have an FIA license. IMSA also requires that all Participants, in whatever capacity, be properly licensed members of IMSA, and thereby do submit themselves to The Regulations.

As a condition of participation in The Championship, all Participants specifically acknowledge that this is a national championship, and do specifically disclaim any rights to make any appeals, other than those provided for in these Regulations, and particularly disclaim and waive any right to appeal to the FIA International Court of Appeals, irrespective of their country of origin or FIA license.

1.4 COMMERCIAL RIGHTS

IMSA, as the organizer of the Events, Series and Championship does hereby reserve all commercial rights to the same. All Participants, in recognition of good and valuable consideration received, do provide IMSA an irrevocable, royalty free right to use their image, likeness, representations, name, logos, marks, and any other information related to their participation, in any form whatsoever, for any purpose in connection with the Series, including any commercial purpose; including, but not limited to, all media releases, television and radio coverage, interactive games, internet uses, Series merchandise, souvenirs and apparel. IMSA shall own, in perpetuity, the exclusive rights to film, tape, capture, photograph, collect, transmit, or record by any means, process, medium or device, whether or not currently in existence, all information, images, sounds and data, arising from or during the Series Events and any other works, copyrightable or otherwise created from the information, images, sounds and data arising from or during the Series Events. IMSA may reproduce, broadcast, transmit or distribute, by any means, process, medium or device, whether or not currently in existence, all information, images, sounds and data, electronic or otherwise, generated during and in connection with the Series Events and any and all copyrights and all other intellectual property and proprietary rights world-wide in and to such information, images, sounds and data, electronic or otherwise, any recording, broadcast or transmission thereof, and any work derived there from. IMSA shall have the right to assign or sublicense any of its rights herein.

1.5 USE OF SERIES MARKS

Participants must not use the IMSA logo, the Series mark, Porsche's marks, Yokohama's marks or any other Series sponsor marks, except as required or permitted in the Regulations, without the express written consent of the respective rights holder. Any permitted use must comply with the specifications of the rights holder.

1.6 THE IMSA GT3 CUP CHALLENGE BY YOKOHAMA CHAMPIONSHIP

The IMSA GT3 Cup Challenge by Yokohama Championship (The Championship) is an annual calendar of races that determines Driver and Team Champions. There are no Entrant or manufacturer championships. Every Event is organized according to The Regulations. The 2012 Championship is comprised of 15 races:

Rounds One & Two	3/15 - 3/16	Sebring International Raceway
Rounds Three & Four	4/28 - 4/29	Miller Motorsports Park
Round Five & Six	5/11 - 5/12	Mazda Raceway Laguna Seca
Rounds Seven	6/10	Montreal Grand Prix, Quebec, Canada
Rounds Eight & Nine	7/21 - 7/22	Mosport International Raceway
Rounds Ten & Eleven	8/17 - 8/18	Road America
Rounds Twelve & Thirteen	9/14 - 9/15	Virginia International Raceway
Rounds Fourteen & Fifteen	10/18 - 10/19	Road Atlanta

1.6.1 Championships

- a) There are two Championships, one for 2010 - 2012 Cars known as the Platinum Cup Class and one for 2005½, - 2009 Cars known as the Gold Cup Class. The winners in each class will be recognized at an awards ceremony.
- b) Upon entry into the Series, Drivers must declare which Championship Class they are entering and must enter the races in that type of Car.
- c) Points are not transferable between Championships.
- d) The Championship 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 or distance) is specified in the SR.

2012 IMSA GT3 CUP CHALLENGE BY YOKOHAMA STANDING SUPPLEMENTARY REGULATIONS

1.7 DRIVER CHAMPIONS

IMSA will recognize a Driver Champion (in both Platinum and Gold Cup Classes) based on the cumulative number of points earned in Championship races.

1.7.1 Driver Championship points are awarded in both classes to the top fifteen (15) finishers in each class that have met the eligibility requirements as follows:

Position	1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th	11 th	12 th	13 th	14 th	15 th
Points	20	18	16	14	12	10	9	8	7	6	5	4	3	2	1

1.7.2 Eligibility for point awards:

- a) Only one Driver will be awarded points per Car. The Driver must be the Driver nominated on the entry, or as amended and accepted by the Race Director prior to the start of the Event. If a Driver, without proper nomination, competes in an automobile, they will forfeit awards earned in that Event and the Car may be excluded.
- b) Drivers are awarded points only in the Car they present during the formation (pace) lap for each race.
- c) IMSA "Guest Drivers" are not eligible for Championship points (See SSR Art. 5.2.1).

1.7.3 In case of a tie in the final point standings, the tie shall be resolved according to a Driver's record of first place finishes, and then if necessary, the number of second place finishes, and so on down to tenth place. If a tie still remains, the tie shall stand and awards will be shared equally.

1.8 TEAM CHAMPIONSHIPS

1.8.1 Team Championship points are awarded in both classes in each race. The team awarded the points is the Entrant's team, as registered on the entry form.

1.8.2 The team will only receive points awarded to their highest finishing Car from each team in each class.

1.8.3 The team awards are presented at the end of the year ceremony.

1.8.4 In case of a tie in the final point standings, the tie shall be resolved according to a team's record of first place finishes, and then if necessary, the number of second place finishes, and so on down to tenth place. If a tie still remains, the tie shall stand and awards will be shared equally.

Points are awarded as follows:

1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th	11 th	12 th	13 th	14 th	15 th
20	18	16	14	12	10	9	8	7	6	5	4	3	2	1

1.9 YEAR-END DRIVER'S PRIZE MONEY

The \$60,000 Year-end Prize Money is distributed between both Platinum and Gold Cup Drivers as follows:

Place	Platinum Cup	Gold Cup
1st	\$10,000	\$10,000
2nd	\$5,000	\$5,000
3rd	\$4,000	\$4,000
4th	\$3,500	\$3,500
5th	\$3,000	\$3,000
6th	\$2,500	
7th	\$2,200	
8th	\$1,800	
9th	\$1,500	
10th	\$1000	

For Drivers to be eligible for the Year-End Prize Money, a Driver must enter and attempt to participate in at least 80% of Championship Events as defined by IMSA based on the scheduled number of Events.

1.9.1 Any Car found to be out of compliance with the regulations may be removed from consideration for Driver points, team points and prizes. IMSA's decision regarding any dispute or question regarding point awards and/or prizes is final and not subject to protest or appeal.

ARTICLE 2 DEFINITIONS

Series – The IMSA GT3 Cup Challenge by Yokohama.

Championship – The annual calendar of IMSA GT3 Cup Challenge by Yokohama Events.

Car – An eligible Porsche 911 GT3 Cup (Type 997) vehicle.

Eligible Driver – Non-professional as defined in section 5.2 of these Regulations.

■ **Stock** – The Porsche designated parts that were as the Car was delivered and listed in the Porsche parts catalog for that model year Car.

2012 IMSA GT3 CUP CHALLENGE BY YOKOHAMA STANDING SUPPLEMENTARY REGULATIONS

- 4.4.1 The Driver has four (4) laps maximum to drive their Car to the "Penalty Box" area without stopping at their pit; After the penalty is served, the Driver shall rejoin the race without stopping at their pit.
Additional penalty for each breach.
- 4.4.2 No one except an official is permitted to approach the Car for any check whatsoever or to talk to the Driver:
Additional penalty for each breach.
- 4.4.3 Penalties must be served in the Penalty Box, unless otherwise directed by the officials.

4.5 Paddock Space and Equipment

- 4.5.1 Motorhomes or Toterhomes not used as tow vehicles may be permitted in a competitor's paddock allotment when space is available on a first-come, first-serve basis and at an additional cost at each Event. Teams must contact the Series Manager, via e-mail, a minimum of three (3) weeks prior to an Event for Motorhome/Toterhome parking in the paddock. When space is limited for Motorhome/Toterhome parking in the paddock, other than as tow vehicles, teams must pre-arranged directly with the track and/or promoter for parking outside the paddock.
- Motorhomes/Toterhomes used as racecar tow vehicles must remain hooked to and in line with the racecar trailer and must not be moved or removed from the paddock for the duration of the Event.
- 4.5.2 Any trailer containing two Car entries for an Event will receive a maximum dimension of 75ft (not including tailgate) x 35 ft, including tractor and awnings. Any team with additional Cars (over two) will be considered on a case-by-case basis. For any trailer that only has one Car entry for the Event, the maximum width dimension is 30ft, including tractor and awning when space available. However, for smaller rigs, this dimension may be further reduced by IMSA operations department. Competitors are required to inform IMSA operations department of their paddock requests, using the on-line paddock form, no less than three (3) weeks in advance of the scheduled move-in date.

4.6 Paddock Presentation

- 4.6.1 IMSA will supply one (1) 3' x 5' Series flag to each IMSA GT3 Cup Challenge by Yokohama Team per season. Teams must provide a flagpole sufficient to display the Series flag between eight (8) and twelve (12) feet above the trailer roof at the rear of the transporter at each Event. The flag must be raised for the entire Event. If a flag is lost or damaged, the team must inform the Series Manager and purchase a replacement.
- 4.6.2 The appearance of the Series and of the teams involved must always meet a professional standard. Therefore, all team transporters must be of tasteful design and kept clean and in good repair, in IMSA's sole opinion.
- 4.6.3 With respect to teams, the layout and rules of the paddock are handled exclusively by IMSA's operations department. No other entity may give contrary direction.
- 4.6.4 No transporter will be removed from the paddock until permitted by IMSA, which may not occur until after the beginning of the ALMS race.
- 4.6.5 Defacement, damage or theft of racing facility property is strictly prohibited. Participants must leave their designated work area clean and free of trash or debris.
- 4.6.6 Unless specifically authorized by IMSA, advertising outside of the confines of the team's vehicles, uniforms and tent space, direct sales and marketing efforts to the public, sampling, exhibits and surveying are strictly prohibited. Food service at the teams' transporters to anyone other than direct team personnel is prohibited. Providing catered meals, except through track-authorized vendors, is prohibited.

4.7 Timing

- 4.7.1 IMSA requires each Car to be fitted with a hard-wired timing transponder in an approved manner and location, inside the front right fender well. 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. Transponders may be purchased via:

http://www.mylaps.com/index.php/us_eng/Websites/B2C/car/shop/direct_power

Failure to obtain and install a transponder will result in the Car not being scored.

- 4.7.2 Wireless Timing
IMSA Information Systems (IS) offers where possible, a system on which Teams may receive timing and scoring information via a data stream where they can view standings, integrate into custom software, or capture for later use. The data is transmitted via a wireless pit lane network that requires a subscription and a computer. For questions and information, contact David Pees (david@aparadox.com)

4.8 Drivers

Only Drivers entered in the Event are permitted to drive during the Event and only in the Car in which they are entered. The Event is defined as beginning with the first official timed practice. Alternate Drivers are permitted at pre-Event test days only if properly registered and licensed.

4.9 Driver Uniforms

Driver's uniforms **MUST** have the following logos in the specified locations: (Mandatory Embroidery/Patches)

- 1) **IMSA**, on the upper part of either side of the chest;
- 2) **Porsche / IMSA GT3 Cup Challenge by Yokohama**, on the upper part of either side of the chest;
- 3) **Yokohama**, on either sleeve.

Any Driver not having the mandatory logos on the Driver's uniform during an Event is subject to loss of points, loss of eligibility for year-end prize money and/or fines, etc.

No competing organization or sponsor logos or signage are permitted.



(Logo locations)

Embroidery tapes for most logos are available on www.imsagt3cup.com under the "Miscellaneous" section.

ARTICLE 5 DRIVER LICENSE

5.1 Driver Age

The minimum age for a Driver is 16 years old. (see also IMSA CODE 3.3.1)

5.2 Driver Standards

5.2.1 In order to be eligible for licensing in The Championship, Drivers must be Rated Amateur or Semi-Professional Drivers (as defined in 5.2.4 below).

5.2.2 Drivers must meet minimum eligibility standards, as may be determined by IMSA at its sole discretion, which may include relevant Porsche Club of America (PCA) racing, or Porsche Owners Club (POC) racing experience, driving schools, and other amateur racing series.

5.2.3 To receive a Driver Rating, all Drivers must submit a driving résumé of the last 5 years including but not limited to:

- series and/or class(es) raced in
- classification/finishing results
- driver championship rankings results
- vehicle type or make description
- age
- date first racing license issued
- previous racing license(s) held
- previous FIA License(s) held (i.e. A, B or C)

Incomplete, inaccurate or evasive answers may subject the Driver to revocation of their license or other penalties under Art. 8 of the IMSA CODE.

The Driver Rating form is found online and is to be completed at the following URL

<https://forms.imsaracing.net/forms/2012/driver%20eligibility%20form.cfm>

5.2.4 Upon review of submitted Driver Rating form, IMSA will assign a Driver Rating that will apply to all IMSA Events for the current race season. Eligibility for entry into the GT3 Cup Challenge Championship is limited to Category "C" (Silver) and Category "D" (Bronze) Drivers. All Driver Ratings are published via bulletin and posted on the IMSA website (imsaracing.net)

Until a rating is formally issued by IMSA, a Driver will be prohibited to participate in any Event.

Employees of any FIA or ACCUS affiliate or of Dr. Ing. h. c. F. Porsche AG or any of its affiliates are not eligible to participate in the IMSA GT3 Cup Challenge by Yokohama.

A driver may petition IMSA to review their Driver Rating. IMSA, at its sole discretion, may adjust a Driver Rating.

5.2.5 IMSA may, at its sole discretion, permit other Drivers to participate in Events as "Guest Drivers". However, while such Guest Drivers are listed, they are not considered in the results for points scoring or awards purposes and Championship Drivers move up for points scoring and awards accordingly. Guest Drivers are recognized on the podium but do not receive trophies. For the purpose of awards, Guest Drivers are treated as though they did not participate. (Example; if a Guest Driver finished in 4th place; the 5th place Championship Driver receives 4th place points, and so on. If a Guest Driver finishes in a podium position, the next eligible Driver(s) will be moved up and receive the trophy for that position. Guest Drivers are ineligible for special awards.) (See Art. 1.7.2 above).

5.3 Provisional License

Drivers may be issued a provisional license should their qualifications require further evaluation. As a condition of entry, these Drivers recognize that their license is subject to revocation at any time and such decision by the officials is not subject to protest or appeal.

5.4 FIA License

A minimum Class C FIA license is also required. Holders of International FIA licenses are required to have written permission of their home ASN to compete.

5.5 Entrant License

An Entrant license is required for each entered Car. An Entrant's license will not be issued without a nominated and properly licensed Driver. A change of Driver may invalidate the entry and Entrant's license. It is prohibited to sell, re-sell or trade in entries or submit an entry on a speculative basis for sale to a Driver; except that the Entrant may be reimbursed the actual cost of the license.

5.6 Driver Equipment (Refer to IMSA CODE, Art. 5.7)

Drivers must wear full coverage helmets of recognized high quality and that include a face shield. Drivers must at minimum wear helmets that bear the seal of approval of the Snell Foundation SA/K2005 or SFI Foundation 31.2 (no Motorcycle [MA] helmets).

Each Driver's complete safety equipment must be presented at Scrutineering for inspection.

5.7 ADVERTISING, PROMOTION, CONTINGENT AWARDS

Refer to 2011 IMSA CODE, Art. 4.10

BROADCAST EQUIPMENT AND BROADCASTERS

Refer to 2011 IMSA CODE, Art. 5.8

ARTICLE 6 RACING RULES

6.1 Neutralization of the Race: "Safety Car" See IMSA CODE Art. 6.2

6.1.1 Responsibility: See IMSA CODE Art. 6.2.1

6.1.2 Identification: See IMSA CODE Art. 6.2.2

6.1.3 Procedure: See IMSA CODE Art. 6.2.3

a) Failure of the overall leader to slow down and take up position behind the Safety Car may result in a minimum one (1) lap penalty.

6.1.4 End of Operation: See IMSA CODE Art. 2.6.6

a) The Car that is then immediately behind the Safety Car prior to the restart must maintain the speed of the Safety Car until the green flag is displayed, at which time acceleration and racing may begin. Any manipulation of this pace is considered an infraction of these Regulations.

b) Modification: See IMSA CODE Art. 6.2.8

6.2 Finish

6.2.1 The checkered flag will be displayed for a maximum of five (5) minutes.

6.3 Race Results

6.3.1 The overall winning Car is the one that has taken the checkered flag on the race track and has covered the greatest distance first. The position of the Cars on the starting grid is not taken into account.

6.3.2 For races run in two or more parts (red flag), the order will be determined by number of laps completed and the official time each Car completed its final lap.

6.4 Awards Ceremony

6.4.1 Mandatory attendance by first, second and third place finishers in both Platinum Cup and Gold Cup classes and special award winners at the podium ceremony. Mandatory attendance by both class winners at post-race press conference in the media center. Non-participation by a Driver in podium ceremonies may result in fines and/or forfeiture of points.

6.4.2 Drivers must wear Series required patches as designated in these SSR. Drivers and crew members appearing at award ceremonies without required patches or with patches from competing series and/or sanctioning bodies may result in the forfeiture of points and/or finishing position.

6.4.3 Mandatory Yokohama hats must be worn by first, second and third place finishers in both classes when exiting their Cars before going to the podium.

6.5 Conduct See IMSA CODE, Art. 5.5, 5.6 and 5.7

6.6 Pit Stops See IMSA CODE, Art. 6.6

6.6.1 Except at endurance Events (races over 60 mins.) or unless the Race Director instructs otherwise, the pit entrance will remain open and pit stops may be done at any time.

6.6.2 In case of endurance Events, or should the Race Director so instruct, the pit entrance may be closed from the beginning of the Safety Car intervention until the Safety Car has picked up the overall leader and main field. The Race Director will then instruct Officials to re-open the pits. Any Car that enters while the pits are closed and receives assistance before the pits have been re-opened may receive a penalty of a minimum of one (1) lap.

6.6.3 Refueling must only be done in the competitor paddock. Fuel must not be added to the Car in the pit lane or on the race track.

6.6.4 A maximum of four (4) persons may work on the Car at any one time. In many cases, the crews and their equipment may be stationed in the pit lane in front of the wall. Therefore, it is the responsibility of the crews to clearly use no more than four (4) persons to work on the Car.

- 6.6.5 Teams must not move equipment or personnel forward of the area designated by the officials prior to their Car coming to a complete stop. Where a pit wall is utilized, this area is behind the pit wall.
- 6.6.6 Cars are not required to shut off their engines when pitting. However, outside assistance ("push starting", etc.) is prohibited when a Car leaves the pit to rejoin the race. Penalty: Car must return to its designated pit box. The Driver must switch off and restart the engine without assistance.
- 6.6.7 During a Qualifying Session, the only work permitted is:
 - checking/adjusting tire pressure(s);
 - checking/recording tire temperatures;
 - rear wing adjustments, raising the Car to change only one (1) marked tire to an unmarked tire;
 - opening the bonnet (hood), raising the Car and removing the tires only to:
 - adjust damper settings;
 - adjust anti-roll bar;
 - Doors must only be opened to adjust dampers and attend to the Driver.
- 6.6.8 Replacing dampers or any part of the dampers is prohibited during Qualifying.
- 6.6.9 Opening the deck lid (engine cover) is prohibited during qualifying.
- 6.6.10 At any time during Qualifying, if a team needs to perform any work other than that listed above or in extraordinary circumstances, they must first obtain approval from the Race Director through an IMSA official BEFORE starting the work.
- 6.6.11 Under a Red Flag, work listed in SSR Art. 6.6.7 is permitted, unless otherwise instructed by the Race Director.
- 6.6.12 The penalty for violating any of the above limitations may include the Car's Qualifying time being disallowed.

6.7 Pit Attire

- 6.7.1 As fuel stops are prohibited, pit crews are not required to wear fire-resistant clothing. However, teams must at all times adhere to the requirements of IMSA CODE, Art. 6.6.1. It is in the best interests of IMSA, the Series and its teams and sponsors, for teams and their equipment to appear professional at all times during an Event.
- 6.7.2 Identification: A team representative must wear an armband with their Car number, identifying them to officials as the principal spokesperson for the entry on officiating matters. The armband must be worn during all on-track sessions. IMSA will supply one (1) armband per entry per season. If lost, it is the team's responsibility to inform IMSA and ensure they acquire a replacement for all on-track sessions.

ARTICLE 7 OFFICIALS

7.1 **Series Director:** The Series Director is the primary contact for Series and Technical questions. Final approval of technical issues remains with the Technical Director.

Steven Sewell
ssewell@imsaracing.net
 (706) 658-2120 ext. 248 (Office)
 (317) 430-4168 (Cell)

7.2 **Race Director:** TBA

7.3 **IMSA Administrative Contact:** Is responsible for directing email and other inquiries to the correct recipient.
 Cindy Robinson
crobenson@imsaracing.net
 706-658-2120, ext. 324

7.4 **Registrar:** Wanda Simons
registration@imsaracing.net
 (706) 658-2120 ext 323 (Office)

7.5 **PR Contact:** Ruthie Forbes (GRand Solutions) – Located at Media Center during Events
ruthie@grand-solutions.net
 (317) 258-5630 (Cell)

7.6 **Technical Director:** Per IMSA CODE, with technical assistance from Porsche Motorsports North America.
 Charlie Cook
cc9115@flash.net
 (850) 292-3573 (Cell)

7.7 **Technical Coordinator:** The Technical Coordinator is the primary contact for technical questions.
 Dave Richardson

7.8 **Technical Staff:** Steve "Buzzy" Roberts
 Bob Flohrschutz
 Peter Dale
 Tad Bailey
 Sarah Robinson
 Lewis "Rusty" Hood

ARTICLE 8 **PENALTIES**
 Per IMSA CODE, Art. 8

ARTICLE 9 **PROTESTS**
 Per IMSA CODE, Art. 9

ARTICLE 10 **APPEALS**
 Per IMSA CODE, Art. 10

ARTICLE 11 **TECHNICAL REGULATIONS**

11.1 Concept

The Series is designed to keep competition fair and cost low by minimizing the possible changes to the Cars as homologated and delivered. Therefore, any technical action by competitors in contravention with these principals is subject to penalty.

- 11.1.1 All Cars must be original Porsche Cup Cars as delivered by Porsche and the VIN number must reflect this. No aftermarket conversions to Cup Cars are permitted.
- 11.1.2 Except where specifically permitted herein, there are no changes permitted to the Cars from their original specifications. There must be no welding, cutting, machining, drilling, acid dipping or other chemical treatment of the Car to change its mechanical properties.
- 11.1.3 Except where specified, all parts must be Stock as defined in SSR Art. 2. Transposition of parts from one model year to another is prohibited except as specified herein. Modification of any supplied part, modifying their mounting or mounting position is prohibited.

 It is permitted to carry out work on a vehicle which is part of the regular maintenance of the vehicle or that serves for the replacement of parts that have become defective as a result of wear or accident. The utilization of components manufactured by Porsche for other vehicles is prohibited. Standard fasteners such as nuts, bolts, washers, circlips, spring washers, split pins, etc., must only be replaced with original Porsche spare parts. In case of threaded fasteners, the type, size and pitch of the thread must not be changed.
- 11.1.4 If, in the sole judgment of the Technical Director, the Cars do not meet the spirit or intent of these Regulations, he may order them to be corrected to be in compliance prior to any further participation in the Event. Any waiver of any technical requirement by the Technical Director shall specify the length of time the waiver shall be in force and shall not constitute an ongoing waiver, or a waiver for any other Cars for the same issue.
- 11.1.5 **Limits of Adjustments:** Except as may be specified or permitted in these Regulations, the limit of any adjustment on the Car shall be the range of adjustment permitted by the Stock parts using the Stock fixation points as supplied by the manufacturer. Additional adjustment points within or outside the range must not be created by altering parts from their as-manufactured configuration.

11.2 Scrutineering

- 11.2.1 Competitors are obliged to present their Cars in accordance with IMSA CODE, Art. 11.4. Failure to do so may result in penalties up to and including, Exclusion.
- 11.2.2 IMSA retains the right to impound any Car for Scrutineering at any point in the Event and in case of doubt, may retain any Car after the Event until such matters have been resolved. Such Scrutineering may include the disassembly of various parts of the Car, including but not limited to the engine and or the transmission. Competitors accept that in order to complete such inspection, the mandatory seals may be broken and it is the sole responsibility of the competitor to have any broken seals replaced prior to further competition.
- 11.2.3 IMSA: may collect any data from the Cars; may require the teams to provide data from on-board data collection systems; may plug into and collect data from any data collection system. IMSA will not be responsible for any data lost during or as a result of this process.

11.3 Mandatory Decals

All decals must be applied in accordance with Appendix 1 prior to participation in the first on-track session.

All decals must comply with the standards established by IMSA for the IMSA GT3 Cup Challenge by Yokohama.

Cars found without Series required decals during the Event will not be eligible for competition. Decals of other competing series (except PCA or POC Racing), sanctioning bodies, and/or competing tire or car manufacturers, must be removed prior to the first on-track session.

Decals of other competing series, sanctioning bodies, and/or competing tire or car manufacturers will be prohibited on any transporter in the paddock.

11.4 Eligible Cars

■ **Platinum Cup Class:** Model Year 2010 thru 2012 Porsche 911 GT3 Cup (type 997)

Gold Cup Class: Model Year 2005½ thru 2009 Porsche 911 GT3 Cup (type 997)

2012 IMSA GT3 CUP CHALLENGE BY YOKOHAMA STANDING SUPPLEMENTARY REGULATIONS

- 11.4.1 All bodywork must remain Stock and no alternate parts (except as provided for herein) are permitted. No unauthorized modifications are permitted to the bodywork.
- 11.4.2 Wings: Stock wing and wing mounts must be used. Neither may be altered in any way from their Stock configuration. Nothing may be done to alter the position of the wing and wing mount in relation to the body of the Car, from the Stock position.
- a) The gurney lip, Porsche part # 99751210590, must be attached to the rear wing on all Gold Cup Cars.
 - b) The gurney lip, Porsche part # 99751210591, is optional for Platinum Cup Cars. If used, it must be attached to the top rear edge of the rear wing without alteration.
- 11.4.3 Notwithstanding the above, the position of the wing element may be changed within the Stock adjustment range. No additional adjustments or mounting holes may be made.
- 11.4.4 Under extraordinary circumstances, a competitor may apply to the Race Director and Technical Director, who shall consult with the Chief Operating Officer of IMSA, for permission to replace an irrevocably damaged monocoque with another of equal specification or another Car not currently entered in the Event. Any decision regarding the approval or non-approval of any replacement/substitution is not subject to protest or appeal.

11.5 Eligible Engines

- 11.5.1 The engine must be originally sealed by PMNA or returned to PMNA to be dynoed, examined and sealed (or by a PMNA / IMSA approved technical center). Contact PMNA at (714) 546-6939.
- 11.5.2 Any re-build of an engine not done by PMNA must maintain the engine in the Stock configuration with Stock parts.
- 11.5.3 The entire exhaust system must remain Stock, including interior and tail pipes.
- 11.5.4 Replacement of the engine block must be reported immediately to the Technical Director in writing. If the engine block is changed following Qualifying, the Car must start the race from the back of the grid.

11.6 Engine Control Units

- 11.6.1 Only the Stock Engine Control Units (ECUs) with the Stock programming are permitted. Tampering with or re-programming of the ECU is strictly prohibited. Except as provided for herein, additional components must not be installed between the ECU and the engine. The wiring harness must remain Stock.
- 11.6.2 ECUs will be sealed to the connectors at Scrutineering. Tampering with or breaking the seals is prohibited. Only Series officials or authorized Porsche technicians may break the seals, which must then be replaced by the Series.
- 11.6.3 ECUs are subject to random seizure and replacement at any time.
- 11.6.4 Authorized Porsche and Series officials may access and inspect the ECU programming at any time.

11.7 Drive Train

- 11.7.1 Transmission – Stock. Transmission must either be originally sealed by PMNA / PMNA Partner, or examined by PMNA / PMNA Partner and sealed. See SSR Art. 11.7.5
- 11.7.2 Differential – Stock. Must be sealed together with transmission by PMNA or PMNA partner.
- 11.7.3 Clutch – Stock.
- 11.7.4 CV Joints and Axle – Stock.
- 11.7.5 Gear Ratios – Stock with the following exceptions:

Model Year 2010 Cars have the option to use the 2010 gear ratios or the Model Year 2011 - 2012 gear ratios only in complete sets.

Gear #	2010 Ratio	2011 - 2012 Ratio
1 st	12/38	12/38
2 nd	15/32	15/32
3 rd	18/31	18/31
4 th	23/21	20/28
5 th	26/29	23/26
6 th	29/27	29/27

Model Year 2005½ to 2009 Cars have the option to use the 2007 gear ratios only in complete sets.

Gear #	2007 Ratio
1 st	12/38
2 nd	15/32
3 rd	18/31
4 th	20/28
5 th	26/30
6 th	28/27

2012 IMSA GT3 CUP CHALLENGE BY YOKOHAMA STANDING SUPPLEMENTARY REGULATIONS

- 11.7.6 "Blipper"
 IMSA GT3 Cup Challenge by Yokohama Platinum class Cars may be fitted with the Porsche "Blipper"
 Part #'s:
 Blipper 997.423.073.90
 Bracket 997.424.237.91
 Throttle Cable 997.423.221.9C

■ All Model Year 2011 and 2012 911 GT3 Cup Cars are supplied with a Porsche "Blipper" and Throttle Cable in the spares kit.

The existing Bracket installed in the Car already has the necessary mounting holes for the Blipper. 2010 Cars must replace the existing bracket with bracket 997.424.221.9C

Model Year 2005½ to 2009 Cars may use any manufacturer blipper, installation subject to PMNA approval.

11.8 Suspension

Stock main and helper springs must be used. All parts must be retained and in their original mounting positions, with the following exceptions:

- 11.8.1 Shock Absorbers (Dampers): Any damper that fits in Stock position is permitted. Modifications of the mounting points or mounts is prohibited. IMSA may require removal of dampers for testing.
 Remote reservoirs are permitted, however; must be mounted without further modification to the Car.
- 11.8.2 Anti-Roll Bars:
- Model Year 2005½ Front (996.343.701.9D) and Rear (996.333.701.9B) Anti-Roll Bars may also be installed on Model Year 2006 – 2009 Cars in place of Front (997.343.171.90) and Rear (997.333.171.90).
 - Model Year 2010 – 2012 Cars must use Front (997.343.171.92) and Rear (997.333.171.91) Anti-Roll Bars.
 - May be disconnected but no parts may be removed.
 - May be adjusted using only Stock range of adjustment holes.

11.8.3 Camber / Pressure

Track Name (Class)	Front			Rear		
	Maximum	Min. HOT	Min. COLD	Maximum	Min. HOT	Min. COLD
	Camber	Pressure	Pressure	Camber	Pressure	Pressure
	Degrees	PSI	PSI	Degrees	PSI	PSI
Sebring (Gold Cup)	-4.3°	28.0	18.0	-3.8°	28.0	17.0
(Platinum Cup)	-4.0°	28.0	18.0	-3.5°	28.0	17.0
Miller Mtspt Pk (Gold Cup)	-4.3°	28.0	18.0	-3.8°	28.0	17.0
(Platinum Cup)	-4.0°	28.0	18.0	-3.5°	28.0	17.0
Laguna Seca (Gold Cup)	-4.3°	28.0	18.0	-3.8°	28.0	17.0
(Platinum Cup)	-4.0°	28.0	18.0	-3.5°	28.0	17.0
Montreal (Gold Cup)	-4.3°	28.0	18.0	-3.8°	28.0	17.0
(Platinum Cup)	-4.0°	28.0	18.0	-3.5°	28.0	17.0
Mosport (Gold Cup)	-4.3°	29.0	18.0	-3.5°	29.0	18.0
(Platinum Cup)	-4.0°	29.0	18.0	-3.5°	29.0	18.0
Rd America (Gold Cup)	-4.3°	29.0	18.0	-3.5°	29.0	18.0
(Platinum Cup)	-4.0°	29.0	18.0	-3.5°	29.0	18.0
Virginia Int. (Gold Cup)	TBD	TBD	TBD	TBD	TBD	TBD
(Platinum Cup)	TBD	TBD	TBD	TBD	TBD	TBD
Road Atlanta (Gold Cup)	-4.3°	29.0	18.0	-3.5°	29.0	18.0
(Platinum Cup)	-4.0°	29.0	18.0	-3.5°	29.0	18.0

11.9 Dash and Data Collection

- 11.9.1 Must utilize Stock dash as supplied with vehicle.
- 11.9.2 Data collection permitted, however:
 - a. Sensors are limited to those listed in the Porsche service manual: one wheel speed sensor per wheel; one steering position sensor; one gear position sensor - on gear shift lever only; one rpm sensor; one lateral and one longitudinal accelerometer; one lap trigger, one brake bias transducer, one brake pressure transducer may be added to both the front and rear brake systems.
 - b. All other sensors are prohibited, including, but not limited to, GPS sensors; shock pots. Other sensors are prohibited, connected or disconnected, attached to the Car.
 - c. Any method of wireless transmission of data to or from the Car is prohibited except as noted in SSR Art. 11.19.e.

11.10 Fuel and Fuel Cells

- 11.10.1 All Cars must utilize the IMSA specified fuel supplied at the Event during all phases of competition.
- 11.10.2 Chemical or thermal alteration of fuel is prohibited.
- 11.10.3 Fuel, when received from the official supplier, must only be pumped into an approved fuel container, never pumped directly into the Car. Teams not purchasing IMSA specified fuel at an Event may be penalized.

IMSA retains the right to impound and inspect fuel to ensure compliance.
- 11.10.4 Fuel cells meeting FIA-FT3 specification or higher are required on all Cars.
 - a. Fuel cell capacity must be a minimum of 89 Liters and a maximum of 90 Liters.
 - b. Dry break refueling connection permitted.
 - c. High pressure fuel pumps: Maximum of two (2).
 - d. Lift pumps inside fuel cell: Maximum of four (4).
 - e. Fuel pumps must be IMSA approved as to type, location and mounting.

11.11 Windows

- 11.11.1 Front and rear windows must remain Stock, the use of rear window supports is prohibited.
- 11.11.2 Side door windows must remain Stock, with the following exceptions permitted:
 - a. driver side door window may be removed and replaced with a window net meeting FIA Specifications (FIA Art. 253.11)
 - b. passenger side door window may be removed with no window net required.
- 11.11.3 Rear side windows may be modified with air scoops or holes, but a minimum of 1" of the original border of the window must be retained.

11.12 Brakes and Brake Pads

The brake system (including calipers, rotors, master cylinders, and pads) must be Stock parts. Master cylinders must be maintained in their original front and rear hydraulic circuit position.

11.13 Seats and Belts

Stock seats and belts are recommended. Alternatives are permitted, provided that the following requirements are met:

- 11.13.1 Seats: Only currently permitted FIA or SFI seats and mountings are permitted (FIA Sporting Code Appendix J, Art. 253.16) and such seats must bear the label of certification.
- 11.13.2 The floor of the Car must not be modified in any way and the original mounting holes must be used in all cases.
- 11.13.3 Belts: Alternate belts must comply with IMSA CODE Art. 11.5.14.1, meet current FIA or SFI certification and must bear the label of certification. Belts must be specified by the manufacturer as being compatible with the HANS device.
- 11.13.4 Competitors are responsible for ensuring that any seat, belt and mounting are compatible, properly installed, appropriate and safe for competition. IMSA may reject, at its sole discretion, any system that either does not meet the requirements, or appears to be defective or inappropriate in any way. No warranty of safety, express or implied, shall result from inspection or approval of any system by IMSA. The driver seat may be filled with expanded foam, to suit the Driver's morphology.

11.14 Fire Extinguisher

Required; may be Porsche Stock or IMSA approved equivalent (IMSA Code 11.5.14.11). Must be maintained in Stock location unless otherwise specifically approved by IMSA.

11.15 Weight

11.15.1 Vehicle Weight

At all times during the Event, the minimum weight of the Car, with Driver properly attired in required racing equipment, must be as follows:

- Gold Cup MY2005 – 2007 Cars: 1255 kg
- Gold Cup MY2008 – 2009 Cars: 1275 kg
- Platinum Cup MY2010 – 2012 Cars: 1295 kg

The addition of fluids or any type of ballast (such as ice or water in Driver cooling system) in parc fermé is prohibited.

11.15.2 Driver Weight:

Drivers must be present at Scrutineering at the beginning of the first Event with all required racing equipment to be weighed. This "Official Weight" will be rounded up to the next whole kg. For example; if a Driver and required equipment weigh 92.3 kg, the recorded weight will be 93 kg.

Once IMSA has recorded a Driver's Weight, this weight becomes the Official Weight. The Official Weight is used in Scrutineering for this and all subsequent Events. The Official Weight will not be changed after the start of an Event. However, a Driver may request to be reweighed at the beginning of an Event and a new Official Weight will be recorded and effective for that Event. IMSA may require a Driver to be reweighed at any time.

Cars are temporarily ballasted (by IMSA) to the Driver's Official Weight for all technical inspections during an Event and Drivers are not required to be present for any technical inspections unless specifically requested by the Technical Director.

11.15.3 Ballast:

Ballast must be carried in a ballast box constructed of steel with a minimum thickness of .095. The box must fully enclose the ballast, which must be secured inside the ballast box and utilize the passenger seat mounts for anchoring. Ballast may also be added using the fuel cell protection plate purchased from PMNA with different thickness for different weights. These are the only authorized locations for ballast to be added to the Car.

- a) No weight may be removed from the Stock structure of the Car and placed in the ballast box.
- b) IMSA may, at its sole discretion, determine any additional weight that must be carried on a Car for any phase of the competition.

11.16 Wheels

11.16.1 By vehicle Model Year, the following wheels (Part Number, Size and Offset) are mandatory:

Model Year 2005½ - 2009: BBS Wheels	997.362.136.94	9"x18" Front w/ 43mm OS
	997.362.140.94	11"x18" Rear w/ 8.5mm OS
Model Year 2010 – 2011: BBS Wheels	997.362.136.96	9.5"x18" Front w/ 37mm OS
	997.362.140.97	12"x18" Rear w/ 30mm OS
Model Year 2010 – 2011: (APP optional)	997.362.136.99	9.5"x18" Front w/ 37mm OS
	997.362.140.9B	12"x18" Rear w/ 30mm OS
Model Year 2012: APP Wheels	997.362.136.99	9.5"x18" Front w/ 37mm OS
	997.362.140.9B	12"x18" Rear w/ 30mm OS

Model Year 2010 – 2012 must use either BBS or AAP wheels as complete set

11.16.2 All wheels must be clearly and permanently marked with Car number.

11.16.3 A minimum of three sets of wheels recommended.

11.17 Tires

11.17.1 The specified (spec) tire of the Series is the "Yokohama ADVAN ENV-R2". Tires for the Series may only be obtained from the authorized distributor: TrackSide Performance LLC.

11.17.2 Tires used during any official Event session must be the spec tire of the Series. Dry-Type tires must bear a sidewall product code (example: YYY2111) equal to or greater than: 2111. Each Car entered for an Event must purchase at least four (4) tires at each Event. The number of tires used during practice sessions is not limited.

11.17.3 Only one (1) set of Dry-Type tires may be used per Car in each Qualifying session. These tires must be presented at the specified location for marking as Qualifying Tires per the official Event schedule prior to participating in any Qualifying session. All Qualifying laps must be completed on the marked set of tires with the exception that a team may change only one (1) marked tire during Qualifying to an unmarked tire, if a Qualifying tire is damaged and the change is approved by an IMSA Official prior the change.

11.17.4 Under adverse conditions the Race Director may declare, prior to the start of Qualifying, a "wet session." Upon this declaration, all competitors are required to use only the approved Yokohama Cup Wet tire during Qualifying. Should the Race Director declare a "wet session", the provisions of SSR Art. 11.17.3 above shall be void. The decision by the Race Director to declare, or not, the Qualifying session as a "wet session" is not subject to protest or appeal.

11.17.5 Each Car must start Race #1 on no less than three (3) of the marked tires on which it recorded its fastest qualifying time or its assigned grid position is forfeited and the Car will be moved behind all other Cars that have official qualifying times. Each Car may start Race #2 on any approved spec tire of the Series.

2012 IMSA GT3 CUP CHALLENGE BY YOKOHAMA STANDING SUPPLEMENTARY REGULATIONS

- 11.17.6 Under adverse conditions the Race Director may declare, prior to the start of the race, a "wet start." Upon this declaration, all competitors are required to use only the approved Yokohama Cup Wet tire for the race, unless otherwise instructed by the Race Director. Should the Race Director declare a "wet start", the provisions of SSR Art. 11.17.3 and 11.17.5 above shall be void. The decision by the Race Director to declare, or not, the race as a "wet start" is not subject to protest or appeal.
- 11.17.7 The number of Wet-Type tires used during an Event is not limited; however, competitors must use only the approved Yokohama Cup Wet tire. Tires are subject to inspection at any time.
- 11.17.8 Tire warmers are prohibited; grooving of or otherwise modifying tires is prohibited; Chemical treatment of tires is prohibited; tire pressure control valves are prohibited.
- 11.17.9 Any action designed to alter the tires as supplied, or to use alternate tires, is prohibited.

11.18 Ride Height of Vehicle (Ground Clearance) (See also SSR Appendix 2):

The minimum ride height clearance of the ready-to-race vehicle (with ballast in the vehicle equal to the Drivers' "Official Weight") and Dry-Type tires in accordance with SSR Art. 11.17, (set at 21.8 psi \pm 1.5 psi, or at 1.5 bar \pm 0.1 bar air pressure) must not be less than the specified dimension, as measured at the specified measuring points, at any time during the Event.

At any time during the Event, the ride height clearance at the front of the Car must be a minimum of 77 mm and the ride height clearance at the rear of the Car, a minimum of 115 mm. The measuring points are as illustrated in Attachment 2. At the front they are the mounting bolts (M14x120) of the cross member/bodywork in relation to the reference surface. At the rear they are the machined surface on the side section in relation to the reference surface. The ride height must only be changed within existing adjustment range.

For the purpose of setting the measuring point on the front of Model Year 2009 and newer Cars, the washer part no. 997.341.641.90 must be removed. This results in a minimum ride height clearance at the front axle of 77 mm.

11.19 Miscellaneous

- 11.19.1 Towing eyes: Front and rear towing eyes as supplied with the Car must be properly mounted and marked per IMSA Code 11.5.14.12.
- 11.19.2 Steering wheel: Must be continuous and round. Quick disconnects & hub extensions permitted.
- 11.19.3 Exhaust: Mufflers and Catalytic Converters
- Additional mufflers may be required to meet local ordinances (per SR).
 - All 2010 Cars must be fitted with updated catalytic converters:
Part numbers: Left 997.113.021.96 & Right 997.113.022.96.
- 11.19.4 In-Car Cameras: Permitted, IMSA must approve camera and mounting.
- IMSA has right to impound footage from competitors for any purpose.
 - A Team may be required to fit and use cameras as assigned and provided by IMSA.
- 11.19.5 Pit-to-Car Voice Radios: Required in all phases of competition.
- Frequencies must be registered with IMSA's frequency coordinator (form at imsaracing.net).
 - Teams required to monitor IMSA Race Control frequency - see IMSA Code, Appendix 3.
- 11.19.6 Battery: May be replaced with a similar type.
- Must remain in original location or relocated to the passenger floorboard.
 - Must be securely mounted and protected by a box made of insulating material.
 - Except for dry cell type, protection box must include a vent exiting outside the cockpit.
- 11.19.7 Wheelbase: Measured from the center of the rear hub to the center of the front hub. This measurement is 2353 mm \pm 10 mm.
- 11.19.8 Driver Comfort Systems: Driver cooling and/or fresh air systems are permitted. Type and installation subject to IMSA approval. Ice chest must be placed in passenger seat ballast area or on the passenger floorboard.
- 11.19.9 Headlights: In addition to IMSA CODE Art. 11.5.14.3, the 2 main headlights shall be switched on continuously when the car is running on the track or in the pitlane.

APPENDIX 1 – Decal Locations

All IMSA GT3 Cup Challenge by Yokohama Cars must carry the mandatory Series decals in the locations detailed below and on the corresponding illustrations;

- 1) **Class color** decal across the top of the windshield (fig. 1) *. Teams may temporarily add their own sponsor logo across this banner but the background must remain the class color. IMSA reserves the right to require a Title sponsor banner at any time, whereby this area will no longer be available for team logos.
- 2) **Class color** decal on rear wing end plate (fig. 2). No other decals on the rear wing end plate.
- 3) **PORSCHE** decal on top surface of rear wing (fig. 3). No other decals on top of rear wing. Black or White (the word) PORSCHE decal only; must be a contrasting color.
- 4) **Porsche / IMSA GT3 Cup Challenge by Yokohama** decal (fig. 4) must be just below the IMSA decal (fig. 6) on both front fenders.
- 5) **Porsche Motorsport North America** decal located in the rear bumper license plate location (fig. 5).
- 6) **IMSA** decal must be on the upper rear of the front fenders, near the door (fig. 6).
- 7) **Number panel** decals must be on both doors (fig. 7), and on the hood panel (fig. 8). Car numbers**
- 8) **Yokohama** decals on each lower side of the front bumper (fig. 9), each side of the lower rear quarter panel (fig. 10) and on the center of the front (fig. 11) and rear (fig. 12) bumpers.
- 9) **Official Fuel** decal must be on each side of the front bumper (fig. 13).
- 10) **Driver name** decal must be on the passenger side upper corner of the windshield (fig. 14) just below the Series windshield banner (fig. 1).
- 11) **GT3 Class** decal** (fig. 15) on the left rear bumper.
- 12) **Car number** (fig. 16) installed on the right rear bumper.
- 13) **Both rear view mirror** (fig. 17) housings must be the appropriate class color code (*).
- 14) www.porschemotorsport.com "A" post decal (fig. 18)
- 15) **Starrett** decals must be on the rocker panels, both sides of Car. Red is the default color, but white or black may be used if contrast is required.

- Examples of decal placement are shown below. IMSA reserves the right to approve final placement at its sole discretion.
- Decals must be installed prior to the Car's first on-track session.
- IMSA reserves the right to both rocker panels for a future sponsor.

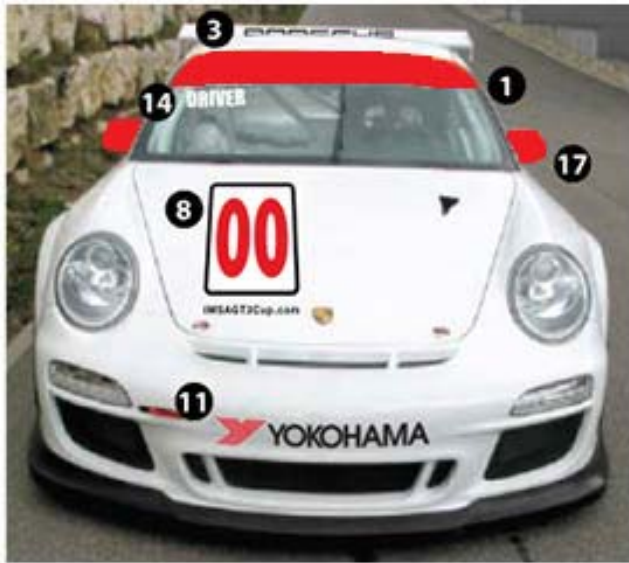
* These decals are color coded;

- Red for Platinum Cup – PMS 485c / PPG 73902
- Green for Gold Cup – PMS 355c / PPG 47152

** Car numbers and rear GT3 decals are color coded Red for Platinum and Green for Gold Cup.

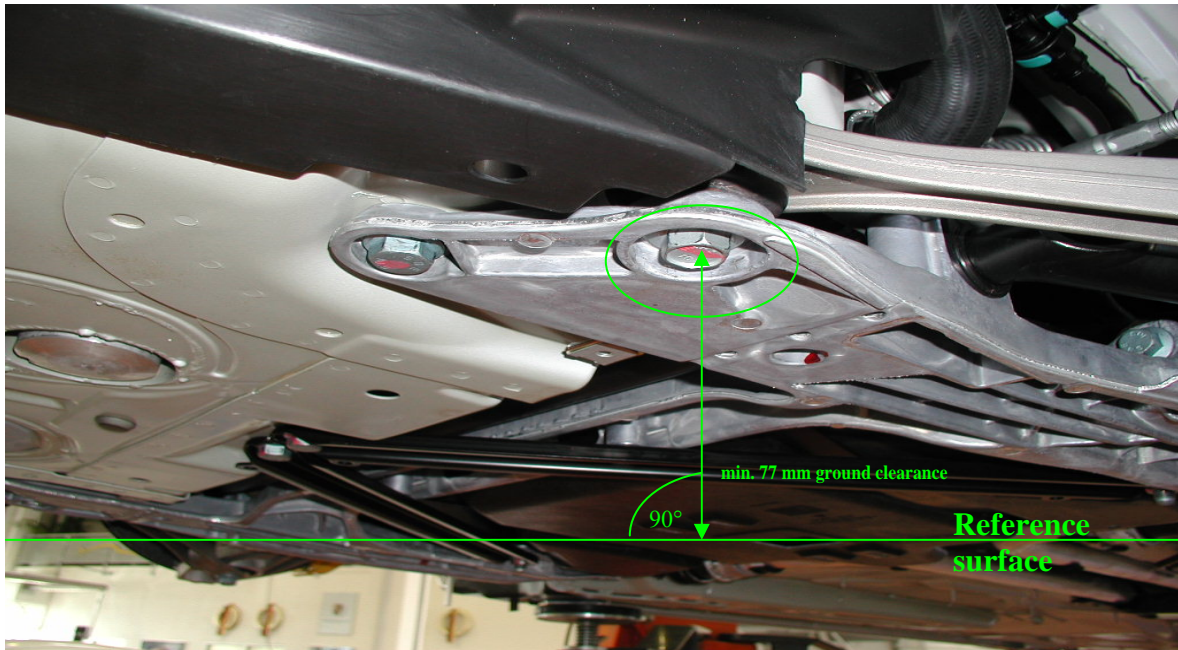
IMSA produces all required decals and patches as listed above, including the PMNA decals and patches. These are available at the IMSA hospitality trailer during all Events. For pre-ordering of decals if desired and shipped at competitor expense, contact Cindy Robinson at crobinson@imsaracing.net or by telephone at 706-658-2120, ext. 324.

IMSA will provide two (2) sets of the mandatory decals per entered Car per season, including; three (3) number panels with numbers, rear bumper number, windshield decal and one (1) Driver name for the windshield. Additional decals must be purchased.



APPENDIX 2 – Ride Height Measurement Locations (Ground Clearance)

Minimum front ride height (ground clearance)



Minimum rear ride height (ground clearance)

