



IMSA COMPETITION BULLETIN IMPC #20-03

To: All IMSA Michelin Pilot Challenge Participants

From: IMSA Competition

Date: December 11

Re: IMSA Michelin Challenge Sporting Regulations Updates

The following corrections, additions (where shown in red) or deletions are made to the 2020 IMSA Sporting Regulations & Series Supplementary Regulations for the IMSA Michelin Challenge and are effective immediately.

Articles 11.2.5, 11.2.6, 11.2.7 and 11.2.8 have been renumbered. No language changes.

12.21.1.A. (SSR) To be eligible for the Year End Point Fund in GS, the Premium Entry must finish within the top five (5) of the Series **Team championship** points standings, and comply with the Premium Entry agreement.

12.21.1.B. (SSR) To be eligible for the Year End Point Fund in TCR, the Premium Entry must finish within the top three (3) of the Series **Team championship** points standings, and comply with the Premium Entry agreement.

13.2.2. **(SSR) Name Starting Driver.** If a Car does not participate in qualifying, or qualifying is abandoned, the Team Representative must submit the name of the starting Driver via TIMS within thirty (30) minutes of the originally scheduled end of **the final segment of** qualifying.

Article 20.2.3 has been renumbered. No language changes.

24.1. All Driver ~~helmets, refueler, firebottle and Cutoff/Deadman operator operator firesuits and personal protective equipment~~ must be inspected by IMSA at Safety Checks, Scrutineering and/or Technical Inspection prior to first use in the season. Helmets must display the required IMSA inspection sticker. IMSA may re-inspect any equipment at any time (see Art. 21).

29.2. **False Grid.** Is used to organize Cars prior to a Session unless otherwise specified by the Race Director. Unless otherwise listed in the SR, the false grid for a Session opens at the **actual** start time of the start of the preceding Session **unless otherwise specified in the MxM.**

35.8.3. (SSR) A Car may rejoin the Race directly from "behind the wall" without stopping in its Pit Box. If rejoining from behind the wall under a FCY period while the pits are closed or closed to that class, a Car must only receive "Emergency Service" (Art. 46.3.1.A) prior to rejoining on-track and must then comply with the requirements of the FCY and the Emergency Service obligation (drive-through). The pits are not considered "open" for such Car(s) until the first of the same class of Cars behind the Safety Car has stopped in its pit box. **If no Car from the same class enters the pit lane, the pits are considered "open" for such Car(s) when the last Car in the same class crosses the S/F line.**



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40.2.11. **(SSR) Other Means To Set The Grid.** Should **qualifying be abandoned or** “other means” be required to set the grid, each class shall be gridded together in the order GS, TCR. Within each class, the Cars are ordered by the following priority:

44.2.1.A. (SSR) All tires must be fitted and work complete. **Penalty: Pit Lane Start (Art. 44.1).**

46.3.3. **(SSR) SHORT FCY.** A Short FCY is declared for the first of any FCY initiated within 15 minutes of a preceding green flag. Except per Art. 46.3.2, a Short FCY is not followed by another Short FCY. For a Short FCY, after the Pass-Around, the pit lane remains closed until the last Car has passed the pit entry ~~on~~ **and the restart has been announced by Race Control (coming to the green flag).** No Final Wave-By is performed.

The 2020 IMSA Sporting Regulations and Series Supplementary Regulations for the IMSA Michelin Challenge shall be updated with the information herein and reissued as of December 11, 2019.