



IMSA COMPETITION BULLETIN IPC #21-03

To: All IMSA Prototype Challenge Participants

From: IMSA Competition

Date: January 13

Re: IMSA Prototype Challenge Sporting Regulations Updates

The following corrections, additions (where shown in red) or deletions are made to the 2021 IMSA Sporting Regulations & Series Supplementary Regulations for the IMSA Prototype Challenge and are effective immediately.

21.1.3. Drivers must wear outermost, a driver suit homologated to FIA 8856-2018, or meeting the SFI 3.2A/5 or 3.4 specifications. Gloves, underwear, a balaclava, socks and shoes homologated to FIA 8856-2000, 8856-2018, or meeting the SFI 3.3 specification are also required. While any manufacturer's items may fail inspection due to condition over time, FIA homologated items shall no longer be valid for use in IMSA after December 31 of the calendar year ten (10) years after the manufacture date shown on the FIA label; or after December 31 of the year of expiration shown on the FIA label.

21.2.1. (SSR) At all times that Cars are refueled in pit lane; the refueler, the vent operator where permitted, and the fire bottle operator must wear outermost, a fire-resistant uniform that meets FIA 8856-2000, 8856-2018 or SFI 3.2A/5 or 3.4 specifications. In addition, fire resistant long underwear, socks, gloves, balaclava and shoes meeting FIA 8856-2000, 8856-2018 or SFI 3.3 specification are required. Also required is a fire-resistive rated, full-face helmet meeting Snell Memorial Foundation Special Application (SA), FIA, or SFI specifications, with the face shield that is positioned down during the actual refueling.

21.2.2. (SSR) During any Session permitting the use of the autonomous refueling rig and for the Race, the Cutoff/Deadman operator and anyone working on Cars "over the pit wall" must wear outermost, a fire-resistant uniform meeting SFI 3.2A or 3.4 specifications. Fire resistant socks, gloves, balaclava and shoes meeting SFI 3.3 specification or FIA 8856-2000 or 8856-2018, and goggles or visors that must be on/down during the actual refueling are also required. Additionally, those "over the pit wall" must wear a helmet.

21.2.3. (SSR) For any transfer of fuel not in the pit lane, Crew must wear outermost, a fire-resistant uniform meeting SFI 3.2A or 3.4 specifications. Fire resistant socks, gloves, balaclava and shoes meeting SFI 3.3 specification or FIA 8856-2000 or 8856-2018, and goggles or visors that must be on/down during actual refueling are also required.

28.4.4. (SSR) Off-Track Testing: Wind Tunnel and/or Straightline Testing are prohibited. All other Off-Track Testing must be approved by IMSA.

46.3.1. (SSR) STANDARD FCY. The Race Director instructs Officials to re-open the pits for the "Standard FCY". Cars are permitted to pit on the first lap after the pits are declared open. Any Car is permitted to pit on laps after the first class-specific opportunity to pit is concluded.



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46.3.1.A. **(SSR) Std. FCY Emergency Service.** A Car disabled as the result of an incident, running out of fuel, flat or deflating tire (not flat spot) or similar mechanical handicap (or where another Driver would be caused to fail to meet the minimum drive-time), in the sole opinion of the Race Director, may, after requesting and receiving permission from an IMSA Official (not IM), enter a closed pit lane (or not open for that class) and receive assistance only to remedy the immediate concern (~5 seconds of fuel). Such "Emergency Service" Car(s) are then obligated to make a drive-through (although any service may be performed) on the lap after the pits are first open for TCR Cars per Art. 46.3.1 **(Penalty:** Stop plus ten (10) seconds for non-compliance with the obligation). Cars that take Emergency Service fuel must pit for fuel at the first permitted opportunity. A Car entering a closed pit and working on the Car (typically crash damage) for an extended time is deemed to have met the Emergency Service obligation to pit again if such Car is still in the pit lane at the time that the pits are open to all Cars (the lap after the pits are first open for TCR Cars).

ATT. 1

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| P1 | Speeding in pit lane (+11KPH or more-greater speed incurs greater penalty) | 32.3 (60 KPH) | Warning/D-T/S&G/Stop + Additional Time |
|----|--|---------------|--|

ATT. 7

7.1.1.A. The Bronze Cup recognizes outstanding Drivers in the Prototype Challenge P3-1 and P3-2 classes who are Bronze rated and participate in an Entered Car with other Bronze Drivers only.

7.1.1.B. Bronze Cup points are awarded to eligible P3-1 and P3-2 class Drivers.

7.1.1.C. Bronze Cup Drivers in the P3-1 and P3-2 classes compete for honors at each Event and for a special season-end trophy.

7.1.2.A. Bronze rated Drivers in the P3-1 and P3-2 classes who participate with other Bronze Drivers only are automatically eligible and approved for participation.

7.1.4. **Standings.** Bronze Cup standings are scored separately from the P3-1 and P3-2 Team and Driver championships.

7.2. LMP3 (P3-1) SEASON-END CHAMPIONSHIP AWARD PROGRAM

7.2.1. The P3-1 Season-End Championship Award is awarded exclusively to the P3-1 Driver champion Driver. If there are co-champion Drivers, the award is divided equally amongst them

7.2.2. The P3-1 Season-End Championship Award is a One Hundred Thousand Dollar (\$100,000) IMSA credit, applicable toward entry fees for any 2021 2022 IMSA WeatherTech Championship Event, awarded to the 2021 P3 Driver champion(s).

7.2.2.A. The P3-1 Season-End Championship Award is not transferrable.

7.2.2.B. IMSA shall make any final determinations regarding the P3-1 Season-End Championship Award Program and such determinations are Conclusive.

7.2.3. All other IMSA RULES apply to the P3-1 Season-End Championship Award Program.

The 2021 IMSA Sporting Regulations and Series Supplementary Regulations for the IMSA Prototype Challenge shall be updated with the information herein and reissued as of January 13, 2021.

Additionally, please note that the FIA Homologation prefix in Competition Bulletin 21-02 was inadvertently stated as 8860 and is instead 8856.