

PCCNA #25-02

To: All Porsche Carrera Cup North America Participants
From: IMSA Competition
Date: July 23, 2025
Re: 2025 Porsche Carrera Cup North America Sporting Regulations Updates

The following corrections, additions (where shown in red) or deletions are made to the 2025 IMSA Sporting Regulations & Series Supplementary Regulations for the Porsche Carrera Cup North America and are effective immediately.

13.2.3.A. (SSR) Joker tires must be registered using **the Yokohama Declaration Page MERG** no later than sixty (60) minutes prior to first use (ATT. 3, Par. 3.4.4).

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

20.2.11.A. (SSR) Teams and suppliers must not begin to dismantle paddock installations, including: awnings, extensions, flooring, walls and cabinets, until **the scheduled start time of Pre-Race for the last Race of the Event**, or as specified in the Schedule/SR, subject to penalty.

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

28.2.1.A. (SSR) Private Testing is unrestricted in Carrera Cup North America except that Carrera Cup North America Teams (Cars) must not Test at a racetrack within seven (7) days preceding load-in day at that track for any IMSA Event. Teams may compete (Cars) in verifiable races or formally organized track days at such track with other sanctioning bodies through the Sunday preceding load-in day at that track for any IMSA Event, but use of the Carrera Cup tires (Yokohama part numbers 150113003, 150100711, 150113045, 150100713, **150113403, & 150113404**) in such circumstances is prohibited.

28.3.1. (SSR) Testing must be conducted on the IMSA approved series- / manufacturer-specific Carrera Cup tire(s) (Yokohama part numbers 150113003, 150100711, 150113045, 150100713, **150113403, & 150113404**)

29.10.1. (SSR) **Red Flag, Practice.** Any Driver determined responsible for an incident resulting in a red flag stoppage in a Practice Session may be penalized by deletion of the **Car's** fastest timed lap from Qualifying.

One Daytona Blvd.
Daytona Beach, FL 32114
P: +1 (386) 310-6500

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47.4.1. IMSA may review and change the lap count of Cars to ensure that they **are not** advantaged or disadvantaged as a result of the stoppage. IMSA may require Cars that: were not normally running; impaired at the time of the stoppage; or caused the stoppage, to enter the pits to be reviewed by the Officials. Once cleared, they may then join for the restart at the back of the field in the order they exited the pits.

ATT.3

3.4.1. For the purpose of tire allocations for all classes, an Event includes all Official Sessions through and including the Races **day**.

3.4.4.

	DRY TIRES			
	FIRST OFFICIAL RACE EVENT		SUBSEQUENT RACE EVENTS	
	2 RACE EVENT	3 RACE EVENT	2 RACE EVENT	3 RACE EVENT
Max. New Sets (per Driver to be used in specified sessions)	5 New Sets	6 New Sets	3 New Sets	4 New Sets
Free Practice (max. per Driver)	Up to 2 New Sets + Joker Tire(s)	Up to 2 New Sets + Joker Tire(s)	Up to 8 previously registered tires (4 fronts + 4 rears) * Tires must carry over from any session at the last Event in which the Driver was entered and competed. * Must only carry over one (1) time. * Must be used in Practice. + Up to 1 set of newly registered tires + Joker Tire(s)	Up to 8 previously registered tires (4 fronts + 4 rears) * Tires must carry over from any session at the last Event in which the Driver was entered and competed. * Must only carry over one (1) time. * Must be used in Practice. + Up to 1 set of newly registered tires + Joker Tire(s)
Qualifying + Races (max. per Driver)	Up to 3 New Sets + Joker Tire(s)	Up to 4 New Sets + Joker Tire(s)	Up to 3 sets new tires if no newly registered tires were used in free practice. + Joker Tire(s) - or - Up to 2 sets new tires if newly registered tires were used in free practice. + Joker Tire(s)	Up to 4 sets new tires if no newly registered tires were used in free practice. + Joker Tire(s) - or - Up to 3 sets new tires if newly registered tires were used in free practice. + Joker Tire(s)
Joker Tires (max. per Driver per season)	12 New Tires maximum per season per Driver			

WET TIRES		
	2 RACE EVENT	3 RACE EVENT
Entire Event (max. purchase per Driver)	3 Sets*	4 Sets*

*Unless specified in official tire bulletin.
*First official Race Event: first Race Event entered by a Driver during the competition season
*Tire Set: two front tires and two rear tires
*Previously registered tires: can be a new or used tire

3.4.6.A. Joker tires must be registered using the **Yokohama Declaration Page MERG (Art. 13.2)** no later than sixty (60) minutes prior to first use (ATT. 3, Par. 3.4.4). **Once used, Joker tires become regular tires for the purposes of carry over.**

3.4.6.C. Tires for subsequent Race Events permit 'up to **eight (8) previously twelve (12)** registered tires' as listed in the table of Par. 3.4.4. Tires exceeding this registered quantity are prohibited in the Paddock.

3.6.8. Radio Frequency Tire Identification (RFID)

- All Dry tires used in competition must be fitted with RFID identification tags by the Tire Manufacturer to control tire allocation.
- Active recording of each tire RFID may be used in place of tire marking and/or for tracking of tire consumption relative to tire allocations for each Car.
- Each Car must carry a two (2) Car-specific RFID vehicle identification tags uniquely identifying the Car. The Car RFID tags are supplied to IMSA by the Tire Manufacturer. IMSA issues the Car's RFID tags as part of the equipment package provided to each Entrant and additional RFID identification tags may require purchase if Entrant consumption is excessive, therefore it is the Entrant's responsibility to ensure the Tags are protected during normal use.

One Daytona Blvd.
Daytona Beach, FL 32114
P: +1 (386) 310-6500

- i. One (1) RFID tag is required on each side of the Car.
- ii. Car RFID tags must be affixed horizontally (small section vertically).



D. Placement

- i. Car RFID tags must be affixed in front of the rear wheel at a height proximal to centerline of the wheel axis (as shown in diagram below).



- ii. Alternate locations must be approved in writing by the Technical Director prior to the Event.
 - iii. Car RFID tags must be visible and readable. Any covering (e.g. helicopter tape) must be transparent.
 - iv. Car RFID tags must be unobstructed by any other part of the Car.
- E. It is the responsibility of the Entrant to ensure the Car-specific RFID vehicle identification tags operate properly.
- F. Each Car must have functioning Car RFID tags in place prior to exiting pit lane for any IMSA-sanctioned Event on-track session when RFID systems are in use. Proceeding on-track without a Car RFID tag in place may result in a penalty.
- G. RFID readers are located at the exit of pit lane and all Cars must pass through the RFID readers when entering the track.
- i. Cars entering the track from pit lane must pass through the RFID readers in single file at the Pit Lane Speed Limit.
 - ii. Contact with the RFID reading equipment is subject to penalty.
 - iii. Entrant is responsible for all associated costs of repair or replacement of the RFID reading equipment resulting from contact.

The 2025 IMSA Sporting Regulations and Series Supplementary Regulations for the Porsche Carrera Cup North America shall be updated with the information herein and reissued as of July 23, 2025.