WHELEN MAZDA MX-5 CUP

PRESENTED BY: MICHELIN

2026 IMSA SPORTING REGULATIONS & SERIES SUPPLEMENTARY REGULATIONS

of the

WHELEN MAZDA MX-5 CUP PRESENTED BY MICHELIN

Sanctioned by

IMSA

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MOTOR SPORTS
ASSOCIATION

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Revision Date: 04.16.26

FOREWORD

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

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

ALL MEMBERS ARE REQUIRED TO REVIEW THESE IMSA RULES CAREFULLY.

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

- The IMSA Sporting Regulations (**ISR**), which concern Competitor and Event procedures, as well as guidelines for the safe and uniform operation of the sport. The ISR may be modified or changed at any time by the publication of a Competition Bulletin, amending the ISR.

- The Series Supplementary Regulations (**SSR**) that provides Series-specific information about each IMSA Series. The SSR is integrated into the ISR and are designated with "(SSR)" next to the Paragraph title. The SSR may be modified or changed at any time by the publication of a Competition Bulletin, amending the SSR.

- The Technical Regulations, which outline the rules and regulations for the specific cars and equipment. The Technical Regulations may be modified or changed at any time by the publication of a Technical Bulletin, amending the Technical Regulations.

- The Event Supplementary Regulations (SR) comprise Event-specific rules and regulations. The SR may be modified or changed at any time by the publication of a Competition Bulletin, amending the SR.

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

HOW TO READ THE RULES

1) The ISR apply to all IMSA Series, unless specifically stated otherwise.

2) The SSR is specific to each Series. Where the ISR and SSR conflict, the SSR shall govern. Where the Technical Regulations conflict with the ISR or the SSR regarding Race procedures, the ISR and SSR shall govern.

3) The Technical Regulations are specific to particular categories, classes and types of race cars in a Series. Where the Technical Regulations conflict with the ISR or the SSR regarding the technical specifications and/or homologations, the Technical Regulations shall govern.

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

PREFACE

To enhance the safety of Members, Competitors and spectators at IMSA Sanctioned Events and to provide for the orderly conduct of Events, IMSA requires adherence to the IMSA RULES. All Members agree to comply with these IMSA RULES, as they may be amended from time to time, which RULES, as interpreted by IMSA, govern the conduct and organization of all IMSA Sanctioned Events. The 2026 IMSA RULES supersede all previous editions of the IMSA RULES as well as all amendments thereto, and shall remain in force and effect except as provided herein, until superseded by publication of the next edition of the IMSA RULES.

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

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

EXECUTIVE LEADERSHIP MASTHEAD

John Bishop* / Bill France Sr.*	Founders of IMSA
Dr. Don Panoz*	Legacy Vice Chairman
Jim France	Chairman
Michael Helton	Vice-Chairman, NASCAR
Lesa Kennedy	Director
Ed Bennett	Chief Executive Officer
John Doonan	President
Amanda Oliver	General Counsel
Simon Hodgson	Senior Vice President, Competition
Brandon Huddleston	Vice President, Partnership Marketing and Business Development

*Deceased

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ARTICLE 1 – DEFINITIONS

1. DEFINITIONS

1.1. **Andersen Promotions** means the Mazda MX-5 Cup Series Offices at 10101 US Highway 41 North, Palmetto, FL 34221, 941-845-2500.

1.2. **Article (Art.)** means an individually identified (numbered or lettered) section of the IMSA Sporting Regulations and/or the Series Supplementary Regulations.

1.3. **Attachment (Att.)** means the sections of the Series Supplementary Regulations addressing specific additional requirements for a Series.

1.4. **Bulletin** means a formal notification creating, modifying, amplifying or deleting the RULES. A Competition Bulletin is used with respect to the ISR and the SSR and a Technical Bulletin is used with respect to the Technical Regulations.

1.5. **Car** means an automobile approved for Competition.

1.6. **Challenge Series** means one or more of the Series Sanctioned by IMSA that have their own SSR.

1.7. **Chief Appellate Officer (CAO)** means the individual(s) selected by IMSA to hear the final appeal of a Member. The Chief Appellate Officers include Mitch Bishop and George Silbermann.

1.8. **Competition** means a contest of competitive nature in which a Car takes part during an Event and results of which Competition are published.

1.9. **Competition Bulletin** means a formal notification creating, modifying, amplifying or deleting the ISR and/or SSR.

1.10. **Competition Memo** means an advisory notice or reminder.

1.11. **Competitor** means a Member whose Membership is in capacity of Entrant, Driver, Entrant Representative, Team Representative, Admin Representative or Crew.

1.12. **Conclusive** means that such action, inaction and/or decision is final and not subject to protest, appeal and/or litigation.

1.13. **Crew** means a Member participating as part of the Team in the direct operation, maintenance, promotion and support of the Car.

1.14. **Driver** means a person named as the Driver of a Car in an Event and holds an IMSA Membership in the capacity of Driver or Entrant/Driver.

1.15. **Entrant** means an entity or person who has entered a Car (or group of Cars) that has been accepted for Competition and holds an IMSA Membership in the capacity of an Entrant or Entrant/Driver.

1.16. **Entrant Representative** is the person nominated by the Entrant and means a principal, partner and/or officer of the Entrant and is an individual legally responsible for the ownership and operation of the business entity. The Entrant Representative is the party responsible for all communications and contact with IMSA regarding all business (as opposed to Competition) matters in connection with the Team(s).

1.17. **Event** means an IMSA Sanctioned motorsport activity. It includes the designated Race as well as all periods for registration, inspections, practice Sessions, qualifying Sessions, racing, pre- and post-Race activities and inspections and rain or postponed dates related thereto.

1.18. **Event Representative** means the individual nominated by the Entrant Representative to serve in the capacity of Team Representative if the Team Representative is not available for that Event.

1.19. **Event Supplementary Regulations (SR)** means the Official Schedule, minute-by-minute (MxM) and any additional RULES specific to an Event.

1.20. Headquarters means the principal office of IMSA, located at One Daytona Boulevard, Daytona Beach, Florida, 32114.

1.21. Homologation means the documented specifications and approval for use in a particular class of racing with IMSA.

1.22. Impound means the restricted access area designated for technical inspection by IMSA.

1.23. IMSA means International Motor Sports Association, LLC with a principal place of business at One Daytona Boulevard, Daytona Beach, Florida 32114.

1.24. IMSA Sporting Regulations (ISR) means the basic statutes under which Series Sanctioned by IMSA are organized and are the basis for the operations of IMSA.

1.25. Intervention Vehicles means the vehicles used by Track Services to respond to an incident.

1.26. Manufacturer means an officially recognized IMSA Official Automotive Partner with an annual production of 2,500 or more vehicles for public consumption and public road use, and pursuant to (a) payment of the standard IMSA Manufacturer participation fee and (b) separate agreement with IMSA including additional marketing rights fees (if any) and marketing activation commitment. Such Manufacturer participation fee shall be invoiced by IMSA and paid in full prior to the first Event of the racing season.

1.27. Mazda MX-5 Cup or **MX-5 Cup** means the Whelen Mazda MX-5 Cup Presented By Michelin Series.

1.28. Member means an individual or entity accepted by IMSA who holds a Membership/License pursuant to the RULES whose Membership/License is not expired, suspended, canceled or terminated.

1.29. Membership/License means the privileges conferred to the Member in the specific type: Entrant Representative, Team Representative, Admin Representative, Driver, Crew, Industry Support, Industry Support Representative, Supplier, Team PR, Team VIP, Media, Media/Broadcast, PR, Photographer, Promoter, VIP, Partner, Vendor, Official and Employee or any other IMSA Member type.

1.30. OEM means original equipment as delivered on a Car built by a recognized automobile manufacturer and delivered via a regular retail sales outlet.

1.31. Official means an IMSA representative as authorized in these RULES and includes Supervisory Officials.

1.32. Official Schedule means the timetable for the Event including the pre- and post-Race minute-by-minute (MxM) and is considered part of the Event Supplementary Regulations.

1.33. Official Session means practice, qualifying, warm up, recon lap(s) and/or Race but not including any IMSA Sanctioned Test or Promoter Test.

1.34. Paddock means the area within the facility where Entrants park their transporter(s) and work on their Car(s) between Sessions.

1.35. Paragraph (Par.) means an individually identified (numbered or lettered) section of the Series Supplementary Regulations Attachments.

1.36. Pit Box means the working area along pit lane assigned to an Entrant during a Session, in which the Competitors may place their equipment and service the Car.

1.37. Promoter means an individual, partnership, corporation, joint venture or other legal entity that, in connection with the Event, is designated the "Promoter" in the executed Sanction Agreement for the Event.

1.38. Protest Materials means the entirety of a Competitor's Protest submission to IMSA must include any and all information, evidence, and/or support descriptions comprising the Competitor's case in support of the Protest.

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

1.40. Race(s) means the Car competition(s) during an Event, listed on the IMSA season Schedule, for which championship points and awards are distributed.

1.41. Race Control means the primary location of operations and officiating for an Event.

1.42. Race Equipment means a Car, Car part, engine, engine component, tires, fuel, support equipment and/or any other part or related equipment.

1.43. Race Procedure means the manner in which an Event is conducted. It includes, but is not limited to, determinations regarding the eligibility of Cars for Competition, compliance with Competition-related procedures as set forth in the RULES, qualifying procedures, the line-up of the Cars, the start of the Race, the control of Cars throughout the Race by flags, lights, or other direct communication, the election to stop or delay a Race, control of pit activity, flagging, the positioning of Cars at any time, the assessment of lap and time penalties, and the completion of the Race. It does not include the assessment of penalties (disqualification, suspension or fine) except lap and/or time penalties imposed during a Race or directly after a Race.

1.44. Removal means being removed from the results.

1.45. RULES or IMSA RULES mean the IMSA Sporting Regulations, the Series Supplementary Regulations, the Technical Regulations and the Event Supplementary Regulations.

1.46. Safety Car means a non-Competition vehicle used during the formation laps prior to the start of the Race and during a Race to collect the field of Cars during an intervention.

1.47. Sanction (Organizing Permit) means the authority granted by IMSA to a Promoter to organize and hold an Event.

1.48. Sanction Agreement means the documentary authority, granted by IMSA and executed with the Promoter, to organize and hold an Event.

1.49. Scrutineer means a technical inspector.

1.50. Scrutineering means the technical checks of the Car prior to the Event or Session.

1.51. Series means the individual racing groups or categories Sanctioned by IMSA.

1.52. Series Supplementary Regulations (SSR) means the Series-specific statutes (as designated by (SSR) preceding the Article language) and the Attachments collectively.

1.53. Session means the time from the start of the on-track activity, through the time of the end of the on-track activity until the last running Car exits the racing surface and the Cars have cleared pit lane.

1.54. Single File means a line of Cars arranged one behind another without overtaking.

1.55. Single Make Series means one or more of the Series Sanctioned by IMSA that have their own SSR.

1.56. Supervisory Official means the officers, employees or agents of IMSA as designated by IMSA. The IMSA Supervisory Officials include: Ed Bennett, John Doonan, Simon Hodgson, Brandon Huddleston, Paul Walter, Mark Raffauf, Beaux Barfield, Angela Hall, Cory Posocco, Duane Sampson, Brian Wilson, Matthew Kurdock, Eric Haverson, Jeff Mishtawy, Scott Ellison and Jim Fowler.

1.57. Team means a particular IMSA assigned Car competition number (Car #), its Entrant and all persons associated with its participation. Team points are assigned to a particular Car by its assigned competition number.

1.58. Team Representative means the individual designated by the Entrant that is the party responsible for all communications and contact with IMSA regarding all Competition (as opposed to business) matters in connection with the Team.

1.59. Technical Bulletin means a formal notification creating, modifying, amplifying or deleting the Technical Regulations or part of the Technical Regulations.

1.60. Technical Inspection means the technical checks of the Car following a Session or Race or as may be required at the discretion of IMSA.

1.61. Technical Regulations (TR) means the technical specifications of the Series.

1.62. Tech Sticker means the label applied to the Car after it successfully clears pre-Event Technical Inspection.

1.63. Test(ing) means all forms of Testing on-track or off-track.

1.64. Tire Set means two (2) front tires and two (2) rear tires of the same type of tire.

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

ARTICLE 2 – INTRODUCTION

2. INTRODUCTION

2.1. CONTROL OF COMPETITION

2.1.1. IMSA has established these IMSA RULES that govern the organization and conduct of IMSA Sanctioned Events, the standards for eligibility and conduct of Members, the RULES for eligibility and preparation of Cars, and the RULES for any annual calendar of Events.

2.1.2. All IMSA Members are bound by the IMSA RULES and must abide by their provisions.

2.1.3. IMSA reserves the right to amend the IMSA RULES at its discretion at anytime to promote safety, enhance Competition or for other purposes to ensure the quality and integrity of its programs and operations. Such amendment shall become effective upon publication by IMSA in the manner of its choice.

2.1.4. The RULES may only be amended by publication of an amendment in a Bulletin issued by Headquarters pursuant to the authority of the President of IMSA or other duly authorized Official of IMSA. An amendment is effective upon the date of publication by IMSA, regardless of when a Member receives actual notice. Additionally, the RULES may be modified for an Event by the Race Director through the mandatory briefing instructions, or in writing by the Technical Director for technical matters. Any other written or verbal communication shall not constitute an amendment to the IMSA RULES.

2.2. INTERPRETATION AND APPLICATION

2.2.1. If there is a dispute regarding the RULES, the interpretation and application of the Officials shall prevail. Notwithstanding the foregoing or any other provision in the RULES, Supervisory Officials may review an Official's interpretation or application of the RULES where such Supervisory Officials deem such review to be appropriate. The interpretation and application of the RULES by the Officials (or by a Supervisory Official) shall be Conclusive, except as provided for in the RULES.

2.2.2. **Principal Rule.** On occasion, circumstances are presented, either unforeseen or otherwise extraordinary, in which strict application of the RULES may not achieve the Purpose. In such rare circumstances, Officials, as a practical matter, may make a determination that is not contemplated by or is inconsistent with the RULES. Such determinations are reviewable by the Supervisory Officials. All such determinations are Conclusive, except as provided for in the RULES.

2.2.3. **Submission to the RULES**. No express or implied warranty of safety shall result from the publication and/or compliance with the RULES. Every Member warrants that (i) they agree without reservation to know and abide by the RULES, (ii) renounce their right to have legal recourse, except with the written consent of IMSA, to any arbitrator or tribunal not provided for in the RULES.

2.2.4. **Money.** All monetary amounts specified are in US Dollars.

2.2.5. **Forms and Information.** All forms and information referred to in the RULES can be obtained from Headquarters and/or at imsacompetitors.com.

2.2.6. **Notice.** Receipt is determined by the date contained in the U.S. postal mark (if mailed), IMSA recognized courier receipt, received time stamp of an email, received fax time stamp or the date and time (if delivered in person).

2.3. ACKNOWLEDGEMENT OF RULES

2.3.1. Every Member agrees, without reservation or qualification, to conduct themselves in accordance with the IMSA RULES. If there is a disagreement or dispute regarding the meaning or application of the IMSA RULES, the interpretation and application thereof shall be determined by IMSA Officials and Supervisory Officials, whose rulings shall, in all instances, govern and control. Determinations by IMSA Officials applying or interpreting the IMSA RULES are Conclusive, except as provided in the RULES.

2.3.2. IN ORDER TO FAIRLY AND EFFECTIVELY PROMOTE THE SPORT OF AUTO RACING AND TO ACHIEVE PROMPT FINALITY IN COMPETITION RESULTS AND IN CONSIDERATION OF RECEIVING NUMEROUS BENEFITS AVAILABLE TO THEM, THE RECEIPT AND SUFFICIENCY OF WHICH ARE HEREBY ACKNOWLEDGED, ALL IMSA MEMBERS, INCLUDING DRIVERS, ENTRANTS, OFFICIALS, PROMOTERS OR OTHER COMPETITORS, EXPRESSLY AGREE THAT DETERMINATIONS BY IMSA OFFICIALS AS TO THE APPLICABILITY AND INTERPRETATION OF THESE RULES ARE NON-LITIGABLE, AND SPECIFICALLY COVENANT THAT THEY WILL NOT INITIATE, DIRECTLY OR INDIRECTLY OR MAINTAIN LITIGATION OF ANY KIND AGAINST IMSA OR ANYONE ACTING ON BEHALF OF IMSA, TO REVERSE, OR MODIFY SUCH DETERMINATION OR TO SEEK TO RECOVER DAMAGES OR OTHER RELIEF ALLEGEDLY INCURRED OR REQUIRED AS A RESULT OF SUCH DETERMINATION UNLESS THE IMSA OFFICIAL MADE SUCH DETERMINATION FOR NO PURPOSE OTHER THAN BAD FAITH INTENT TO HARM OR CAUSE ECONOMIC LOSS TO THE MEMBER. IF A MEMBER INITIATES OR MAINTAINS LITIGATION IN VIOLATION OF THIS COVENANT, THAT MEMBER, DRIVER, ENTRANT, OFFICIAL, PROMOTER OR OTHER COMPETITOR AGREES TO REIMBURSE IMSA FOR THE COST OF ALL SUCH LITIGATION, INCLUDING TRAVEL EXPENSES AND ATTORNEY'S FEES. EACH MEMBER, FURTHER COVENANTS THAT IN ANY LITIGATION BROUGHT AGAINST IMSA FOR ANY REASON, IF THE LITIGATION IS NOT DISMISSED PURSUANT TO THIS COVENANT, THE MATTER WILL BE TRIED BEFORE A JUDGE OF COMPETENT JURISDICTION AND HEREBY WAIVES ANY RIGHT TO TRIAL BY JURY IN SUCH ACTION. IMSA RESERVES THE RIGHT TO TAKE ANY OTHER ACTION HEREUNDER, INCLUDING SUSPENSION OR TERMINATION OF MEMBERSHIP, FOR VIOLATION OF THE COVENANT NOT TO SUE.

2.4. Fédération Internationale de l'Automobile (FIA)

2.4.1. The Fédération Internationale de l'Automobile, hereinafter referred to as the "FIA" is the international authority entitled to make and enforce rules and regulations for the encouragement and control of automobile competitions (including records). Except as provided in Art. 2.4.4, the FIA is the final international court of appeal for appealable disputes arising out of FIA-recognized World Championship Events.

2.4.2. The Automobile Competition Committee for the United States-FIA is recognized by the FIA as the National Sporting Authority (ASN) of the U.S.A., and is generally referred to as ACCUS-FIA. NASCAR, IMSA, IndyCar, USAC, SCCA and NHRA are the members of ACCUS.

2.4.3. IMSA is the sole and final authority for the development, maintenance, and distribution of Point Fund / Prize Money, the awarding of IMSA championship points, the naming of Driver, Team, Manufacturer, Tire Partner, Constructor or other champions in any IMSA Series, scheduling of IMSA Sanctioned Events, live broadcast and ancillary rights relative to IMSA Sanctioned Events, determinations regarding the suitability of a racing facility, control over all aspects of Competition during IMSA Sanctioned Events, and the governance, interpretation, and implementation of the IMSA RULES, including but not limited to, IMSA Membership/License, entries, disciplinary action, the IMSA Substance Abuse Policy, and the determination of driver eligibility, in the manner set forth in the IMSA RULES. Notwithstanding that a particular IMSA Sanctioned Event may be listed on the FIA calendar, or count towards an FIA championship, IMSA reserves sole authority to finally settle any dispute that may arise during such IMSA Sanctioned Event.

A. (SSR) For the Mazda MX-5 Cup Series, in all instances in these RULES for the term: "Point Fund / Prize Money", Mazda exclusively is the sole and final authority for the development, maintenance, and distribution of Point Fund / Prize Money.

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

ARTICLE 3 – MEMBERSHIP & CREDENTIALS

3. MEMBERSHIP & CREDENTIALS

3.1. Requirement. Any person who desires to participate in an Event as a Competitor, Official, Promoter, Manufacturer or other Membership types, must apply for, receive, and possess a valid, current IMSA Membership authorizing participation in that capacity. IMSA may, but is not required to, accept as an IMSA Member any individual or business that has properly and truthfully completed and filed a Membership application, agreed to abide by the RULES, paid the fee(s) prescribed for Membership, and meets the required qualifications. All Membership cards and credentials issued by IMSA remain the property of IMSA. Memberships and credentials are not transferable. Privileges may be revoked at any time for non-compliance with the RULES.

3.2. IMSA is dedicated to the highest degree of professionalism, sportsmanship and integrity in sports car racing. For that reason, IMSA may reject the Membership application of an otherwise qualified applicant in the interest of sports car racing or IMSA, in IMSA's sole discretion. Among other things, participation or involvement by a person or business entity (including, in the case of a business entity, involvement by any stockholder, director, officer, employee, partner or agent thereof) in conduct detrimental to sports car racing or to IMSA, whether in the course of Competition or not, and whether the person or business entity was a Member or applicant at the time of such conduct, may result in rejection of a Membership application by IMSA. Any person or business entity whose Membership application has been declined by IMSA may appeal directly to the IMSA Chief Appellate Officer in accordance with Art. 59.5 (Appeal to the IMSA Chief Appellate Officer).

3.3. Application Process. Application forms for IMSA Membership are available at merg.imsa.com. Upon completion, they must be submitted, including the required fee(s), through the specified means to Headquarters, which is the only IMSA office authorized to approve and issue such Memberships. The receipt of a Membership/License and Annual Credential Application and Agreement and fee(s) by an Official and the depositing of accompanying fee(s) by IMSA do not constitute the issuance of or approval by IMSA of such an application for IMSA Membership.

3.4. Minimum Requirements. In addition to the requirements set forth below for a specific type of Membership all applicants must:

3.4.1. Be at least 16 years of age.

3.4.2. Execute and deliver to IMSA such authorizations, releases, applications, consents, waivers, resumes and other documents as may be required by IMSA from time to time.

3.5. Minors. All applicants who are 16 or 17 years old at the time of application and are not legally emancipated, must also include with their Membership/License and Annual Credential Application and Agreement, a fully complete Annual Minor's Assumption of Risk Acknowledgement that is signed by the applicant. Also included must be an original of the standard and the Florida Annual Parental Consent, Release and Waiver of Liability Assumption of Risk, and Indemnity Agreement signed by the applicant's father and mother, or legal guardian. For Minor Drivers, a Treatment of Minor form is also required. An applicant, who is 16 or 17 and emancipated, must include with their Membership/License and Annual Credential Application and Agreement, a copy of the emancipation order. Specific Events may have additional requirements for minors that must be fulfilled prior to participation in such Event.

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

3.7. Driver Membership. Every person who drives a Car in an Event must possess a current IMSA Driver Membership. A Driver must be approved to participate for each specific IMSA Series using IMSA required equipment (Art. 21).

3.7.1. (SSR) Every person who drives a Car in an Event must possess a current IMSA Driver Membership/License. The standard IMSA Driver Membership minimum age is 17 years old. The minimum age may be reduced to one year younger, at the sole discretion of IMSA, where the Driver has significant racing experience in formal organized Competition. For the Mazda MX-5 Cup Series exclusively, the IMSA Driver Membership minimum age is 15 years old. The minimum age may be reduced to one year younger, at the sole discretion of IMSA, where the Driver has significant racing experience in formal organized Competition. Significant racing experience typically includes at least one or more seasons of successful participation in a recognized series, completing at least 75% of that season's races, in a car of a similar performance capacity as the requested series, or other class as approved by IMSA. For a Membership in the capacity of a Driver, at a minimum the applicant must:

A. If requested by IMSA Officials, provide a racing resume detailing past racing participation and experience qualifications. If requested by Officials, submit to and pass driving ability tests conducted by and at the discretion of Officials, whose decision as to the applicant's driving ability is Conclusive.

i. (SSR) Prospective Drivers without extensive racing resumes newly applying to IMSA:

IMSA considers Driver applicants primarily based on recent racing participation. Schools, testing, lapping, and/or similar activities have negligible influence. No IMSA sanctioned Series is considered entry-level. The expected minimum threshold of experience increases relative to the prominence of that IMSA Series.

Driver applicants must demonstrate a reasonable depth of competitive background for consideration. Such background is generally expected to include a minimum of a season's racing in an acceptable, competitive, formally organized series. The more competitive and professionally recognized the series and experience, the greater its influence. The Race Director(s) of the applicant's prospective Series consider multiple factors when reviewing an applicant and may accept other, or require more, than the above.

New Driver applicants must provide a 'racing resume', which should detail the following:

Year, Series, Track, Car, Class, Number of competitors in class, Results overall and in class. Official results documents are acceptable support materials.

B. Be physically and physiologically fit as determined in the sole discretion of IMSA. In this regard, IMSA requires a Competitor or applicant to:

i. At a minimum, have a current (issued at the time of IMSA Driver Membership application release date or later) completed IMSA, FIA, INDYCAR, SRO Motorsports America, NASCAR or World Endurance Championship (WEC) medical examination form from the current season.

ii. Submit to and pass one or more physical examinations by a qualified physician(s);

iii. Complete a neurocognitive base line ImPACT test / assessment from ImPACT Applications, Inc. within the last two (2) IMSA seasons prior to the date of submitting the Membership application and prior to participation in the first Official Session of their first Race Event. Proof of completion must be submitted via MERG (Art. 13.2) to the Driver Medical Documents Submission Portal. The test must be performed by a Credentialed ImPACT Consultant healthcare provider or at the accredited website provided by IMSA as part of the application process. For a nearby provider see: http://impacttest.com/find_care_provider. Allow sufficient time to complete the assessment prior to the Driver's first Event.

C. To participate in FIA listed Events, a Driver must also have a valid, current FIA Driver license. Application for an FIA license may be made through IMSA registration at IMSA Headquarters.

D. (SSR) Mazda MX-5 Cup Drivers are not required to have FIA Driver Licenses.

3.7.2. (SSR) To be eligible to participate in the Event, Drivers must submit an application with all required documents (including medical materials) by CoB on the Tuesday two (2) weeks prior to the Event week. After this deadline until close of Sporting Checks (Art. 11.2), a fee must be paid to expedite the credentialing process. No applications (or related documents) are processed for the Event after close of Sporting Checks (Art. 11.2) except in the extraordinary circumstance of a replacement Driver as approved by IMSA. In some instances, deadlines may be adapted in consideration of holidays and consecutive Events. Deadlines per Schedule/SR.

3.7.3. IMSA Driver Memberships may be issued to Drivers holding valid FIA Grade C licenses issued by IMSA or their home ASN. Holders of foreign FIA licenses must provide written documentation of permission to Race with IMSA granted by their national sporting authority (ASN).

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

3.8. IMSA ENTRANT MEMBERSHIP

3.8.1. An Entrant must be specified for all entries and is required in order to take certain actions under the IMSA RULES. An Entrant must be at minimum, 18 years of age. It is the responsibility of the Entrant wishing to participate in an Event to obtain the appropriate Event Entry Application and to ascertain and abide by all applicable deadlines and instructions. Holders of foreign FIA licenses must proactively secure and provide written documentation of permission to Race with IMSA granted by their national sporting authority (ASN).

3.8.2. **Entrant Representative/Team Representative.** An Entrant must nominate an Entrant Representative. An Entrant Representative may designate a Team Representative. The Entrant Representative and Team Representative may be the same person.

3.8.3. **Responsibility.** Entrants are at all times responsible for the conduct of their Competitors. An offense committed by a Competitor may be charged to the Entrant. Unpaid fines of the Entrant, its designee and/or Competitors may be collected by deducting the amount from any Point Fund / Prize Money of the Entrant. Entrants are at all times responsible for anyone in their pit, whether members of their Team and/or Crew or not. Credential policy violation penalties may include confiscation and requirement to seek SEC replacement on a per-Event basis.

A. Entrant is responsible for any credential(s) attributed to Entrant for the entirety of the season, regardless of the continued employment status of any Crew or other assignee. Upon Employee termination / separation, Entrant must return to IMSA any credential in order to cancel it or receive another in its place.

3.8.4. **Change in Ownership.** An Entrant Membership is non-assignable and non-transferable, unless approved by IMSA in writing. With respect to an Entrant that is a business and/or partnership entity, the Entrant must promptly inform IMSA in writing, using the appropriate form, if the entity is altered in any material manner or the entity's stock or assets are sold (other than routine daily stock sales) or becomes the subject of a merger or the entity's ownership interest materially changes. When informed of such a change, IMSA in its sole discretion may revoke the entity's Membership or permit the continuation of the Entrant Membership by the altered entity.

3.8.5. **Team Change.** Any change to the Team including without limitation (i) Car number, (ii) Team name, or (iii) registered Car manufacturer, is subject to IMSA's prior written approval and a change fee. To request a change, Entrant must complete the applicable Team change form, available from the Competiton Administration Department, and submit it with the applicable administrative fee for IMSA's review. This review may take up to two (2) weeks for IMSA to review a Team change request. IMSA, in its sole discretion, may assign to the new Car number, Team name or Car the Championship Points earned by the previous Car number, Team name and/or Car, if doing so is in the interest of Competition and sports car racing and fees may apply. IMSA may make such other determinations regarding scoring, Point Fund / Prize Money as it determines to be in the interest of Competition and sports car racing.

3.8.6. **Entrant Change.** Transfer of any Team or party of a Team (Car, Car Number, Team name, Championship Points) to another Entrant is subject to IMSA's prior approval in its sole discretion. To request a transfer, Entrant must complete the applicable Entrant Change Form available on MERG (Art. 13.2) and submit it with the applicable administrative fee for IMSA's review. This review may take up to two (2) weeks for IMSA to review a transfer of Team request. If IMSA determines in its sole discretion that the Team (or part thereof) may be transferred, the original Entrant must pay to IMSA an additional administrative fee up to Fifteen Thousand Dollars ($15,000.00). The new partnership, corporation or business entity must hold an Entrant Membership. IMSA, in its sole discretion, may assign to the new Entrant the Championship Points earned by the Team of the former Entrant, if doing so is in the interest of Competition and sports car racing. IMSA may make such other determinations regarding scoring, Point Fund / Prize Money regarding the transferred Entry as it determines to be in the interest of Competition and sports car racing.

3.8.7. IMSA issues the Membership in the name of the Entrant as named on the Membership application. If the Car is owned/managed by a partnership, corporation or other business entity, the Membership is issued in the name of the partnership, corporation or business entity, and the Membership will further indicate the name of the individual legally responsible for the ownership and operation of the business entity. That person is the party responsible for all communications and contact with IMSA regarding all business (as opposed to Competition) matters in connection with the Car.

3.8.8. (SSR) There are two (2) types of Entries: Premium and Standard.

A. (SSR) Premium entries are considered committed to enter and participate in all scheduled Events for the entire season in their respective championship.

B. (SSR) Standard entries enter Events individually and are committed to participate in all entered Events.

3.8.9. (SSR) There is a one-time IMSA Premium or Standard Entry Package Fee, in addition to individual Event entry fees for each Race.

3.9. Crew. To secure and maintain Membership in the capacity of Crew, an applicant must at minimum: (i) Be 16 years of age and (ii) Be physically fit as determined in the sole discretion of IMSA. In this regard, IMSA may require an applicant to pass one or more physical examination(s) by a qualified physician(s).

3.10. Official. To secure and maintain Membership in the capacity of Official, an applicant must at minimum: (i) Be 18 years of age; (ii) Possess, in the sole discretion of IMSA, the necessary qualifications and abilities to carry out the duties of an Official; and (iii) Be physically fit as determined in the sole discretion of IMSA. In this regard, IMSA may require an applicant to pass one or more physical examination(s) by a qualified physician(s).

3.11. Partner. To secure and maintain Membership in the capacity of Partner, an applicant must at minimum: (i) Be 18 years of age; and (ii) Be an employee or agent of an entity that has a direct contractual relationship with IMSA (sponsor, Manufacturer, Constructor, Tire Partner, Series entitlement sponsor, Promoter, etc.).

3.12. Industry Representative. To secure and maintain Membership in the capacity of Industry Representative, an applicant must at minimum: (i) Be 18 years of age; and (ii) Be an employee or agent of a company that supplies products or services to Competitors and have entered into an Industry Partner Agreement with IMSA.

3.13. Media. To secure and maintain Membership in the capacity of Media, an applicant must at minimum: (i) Be 18 years of age; and (ii) Be assigned to cover IMSA Event(s), and (iii) agree to and execute the IMSA standard media agreements.

3.14. Non-Participant Single Event Credential. To secure and maintain Membership in the capacity of Non-Participant, an applicant must at minimum: (i) Be 16 years of age; and (ii) be nominated by a partner, employee, official or Team.

3.15. MEMBERSHIP STIPULATIONS

3.15.1. IMSA may specify, limit or restrict the types of Series, Cars, or racetracks in which a Member may participate.

3.15.2. **Non-Transferable.** An IMSA Membership is non-transferable and non-assignable. It may be used only by the Member to whom it is issued. Any attempt to transfer, lend, or permit any other person or entity to use it shall result in a penalty imposed on the Member by IMSA. IF FOR ANY REASON, WHETHER INTENTIONAL OR UNINTENTIONAL, A MEMBERSHIP IS TRANSFERRED, LOANED, OR USED BY ANY OTHER PERSON OR ENTITY, THE ORIGINAL MEMBER SHALL INDEMNIFY IMSA AND ALL RELATED PARTIES FOR ANY DAMAGES ARISING IN CONNECTION WITH SUCH TRANSFER, LOAN OR USE.

3.15.3. **Membership Status.** A Member is not an agent or employee of IMSA by virtue of such Membership. With respect to any IMSA-related activities in which a Member engages, unless the Member is also an employee of IMSA, the Member shall act as and be deemed to be either an independent contractor or an employee of a person or entity other than IMSA, and not an agent or employee of IMSA. Each such Member, or the Member's employer, is obligated to furnish any tools, supplies or materials necessary to perform the Member's duties. Each such Member shall be responsible for compensating, and shall be responsible for all actions of, their employees or agents. Each such Member assumes all responsibility, either by himself/herself or on behalf of his/her employer, for any charges, record keeping, premiums and taxes, if any, payable on any funds the Member may receive as a result of any activities as a Member, including but not limited to, social security taxes, unemployment insurance taxes, workers compensation insurance, income taxes and withholding taxes. If a Member is an IMSA employee, the Employee Manual supersedes these RULES on any violations and/or disciplinary actions.

3.15.4. **Suspension.** IMSA may suspend a Membership for a definite or indefinite period of time in the interest of sports car racing or IMSA, in IMSA's sole discretion. The affected Member may appeal such a suspension directly to the Chief Appellate Officer in accordance with Art. 59.5 (Appeal to the IMSA Chief Appellate Officer). Such Member shall have no right to receive, and IMSA shall not be obligated to refund, any part or all of the fee(s) previously paid by the Member to IMSA.

3.15.5. **Voluntary Termination.** A Member may terminate his/her Membership at any time by providing a letter of resignation to Headquarters. Such Member shall have no right to receive, and IMSA shall not be obligated to refund, any part or all of the fee(s) previously paid by the Member to IMSA.

3.15.6. **Involuntary Termination.** IMSA may terminate a Membership at any time in the interest of sports car racing or IMSA, in IMSA's sole discretion. The affected Member must surrender their credential immediately upon request but may appeal such involuntary termination directly to the Chief Appellate Officer in accordance with Art. 59.5 (Appeal to the IMSA Chief Appellate Officer). Such Member shall have no right to receive, and IMSA shall not be obligated to refund, any part or all of the fee(s) previously paid by the Member to IMSA.

3.15.7. **Expiration.** An IMSA Membership expires automatically on December 31 of the calendar year in which the Membership is issued.

3.15.8. **Ejection.** A Supervisory Official may eject a Member from an Event or from the premises in an emergency situation, as determined by such Supervisory Official, to promote the orderly conduct of the Event and/or future Events. An ejection is Conclusive.

3.15.9. **Medical.** For safety reasons, at any time during the calendar year IMSA may require a Competitor to undergo a physical or psychological examination by designated medical professionals at the Competitor's expense.

3.15.10. **Interim Review of Member Qualifications.** IMSA, in its sole discretion, may review the qualifications of a Member at any time after issuance of a Membership and may require the Member to submit to such additional physical examinations, to submit a resume or an updated resume to include Driver information and record of competition, or to pass such additional Driver ability tests, and may take such other action or require the Member to take such other action as IMSA may deem appropriate, to determine whether the Member continues to qualify for the applicable type of Membership under these RULES.

3.16. CODE OF CONDUCT

3.16.1. An IMSA Member shall not make or cause to be made a public statement and/or communication that criticizes, ridicules, or otherwise disparages another person based upon that person's race, color, creed, national origin, gender, sexual orientation, marital status, religion, age, handicapping condition or official position.

3.16.2. IMSA is dedicated to the highest standards of safety and conduct and all Members must conduct themselves accordingly. Unsafe or inappropriate conduct may result in the imposition of penalties. Acts or omissions that constitute a violation of the IMSA RULES, or are detrimental to auto racing, sports car racing, IMSA, Promoters, sponsors, participants or fans, may result in the imposition of penalties.

3.16.3. All Members of IMSA are expected to conduct themselves in a professional and sportsmanlike manner. Persons whose appearance, associations or affiliations at or away from an Event are deemed inappropriate or who exhibit conduct that is offensive, abrasive, in bad taste, or otherwise inappropriate or who have been convicted of criminal activity may be denied Membership or may have their existing Membership and/or credential suspended or revoked by IMSA. Such conduct may also be or be considered a violation of these RULES and may result in the imposition of other penalties.

A. Individuals whose Membership has been suspended or revoked may be able to complete a remediation process of IMSA's choosing to permit future reinstatement of Membership.

3.16.4. Competitors may be required to take part in certain fan and media activities as directed by the Officials. Such activities may include but are not limited to autograph periods, television interviews, fan forums, tech talks, pit lane or Paddock "open houses", etc. Failure or refusal to participate as directed, once scheduled and notified either in-person or through the SR or otherwise, may result in the imposition of penalties. Arriving late, missing the activity or departing early, without permission from IMSA Officials, is a breach of the RULES.

3.16.5. Except during periods of extreme weather, or when permission of IMSA Officials is obtained, Competitors must not fully enclose their Paddock setups (including the use of clear panels) such as to obscure the view of fans of the majority of the activities including, at least, the preparation of one (1) Car. Teams are encouraged to be fan friendly.

A. Competitors must not fully enclose their pit lane setups such as to obscure the view of fans of the majority of the activities including, at least, the campaigning of one (1) Car.

3.16.6. Failure to obey the direction of an IMSA Official or Promoter representative, as such pertain to the procedures and RULES that govern the organization and administration of an Event, is considered a breach of the RULES.

3.16.7. Any Member that publicly criticizes and/or disparages IMSA or its Officials may be considered to be acting in an unsportsmanlike manner prejudicial or detrimental to IMSA and the best interests of the sport and shall be considered a breach of the RULES.

3.16.8. Actions or in-action not otherwise specifically prohibited by these RULES, of a Member while participating in an Event deemed by IMSA to be or to cause a situation, unnecessarily dangerous, negligent or otherwise inappropriate, shall be considered a breach of the RULES.

3.16.9. Actions or in-action on the part of a Competitor that, in the opinion of the Race Director and/or the Supervisory Officials results in an unfair advantage to the Competitor shall constitute unsportsmanlike conduct, and is a breach of the RULES and is subject to penalty (Art. 57).

3.16.10. During each Event, there may be several mandatory meetings, including Driver and/or Team Manager briefings. Failure to attend or late arrival is a breach of these RULES. Attendance is for the specified Competitors, and guests or other attendees must receive prior approval.

3.16.11. Animals are prohibited in the pit lane, on the racetrack, or in the pit lane area. Animals are prohibited in the Paddock and/or in any public area except as permitted by the Promoter or as may be required by law. Such animals must be leashed or harnessed.

3.16.12. Entrants must ensure that all persons related to their Team abide by the IMSA RULES. Throughout the Event, it is the individual and collective responsibility of any Team and/or Crew to ensure that the RULES are respected.

3.16.13. Throughout the Event, it is the Entrant's responsibility to ensure that their Car complies with the RULES, including without limitation the safety requirements and technical specifications.

3.16.14. **Unregistered Driver:** A Driver who has not satisfactorily completed registration and/or Sporting Checks is prohibited from taking part in any on-track Session. Penalty: Minimum $10,000 Fine.

3.17. CREDENTIALS / PARKING PASSES

3.17.1. Only persons approved by IMSA are permitted to enter restricted areas (i.e., garage areas, pits, racing surface and similar areas) after they have personally signed all required entry forms, waivers and release of liability forms and pit permits applicable to the particular Event and obtain an IMSA issued credential. Persons are prohibited from signing at any time, for any reason, any entry form, waiver and release of liability form or pit permit for anyone other than themselves. Credentials must be displayed at all times during an Event. Competitors must not enter Race Control, timing and scoring and/or the broadcast compound during any Session unless permitted or directed by an Official.

3.17.2. Annual credentials are available for Members in the capacity of: Entrant Representative, Team Representative, Admin Representative, Driver, Crew, Industry Support, Supplier, Team PR, Team VIP, Media, Photo/Video, Photographer, Promoter, VIP, Partner, Vendor, Official and Employee upon execution and acceptance by IMSA of an Annual Credential Application. IMSA Single-event credentials are available to Members in the capacity of: Industry Support, Supplier, Media, Photo/Video, Photographer, Promotor, Partner, Crew, VIP and Vendor.

3.17.3. An IMSA annual credential serves as a valid credential for each Event. Single-event credentials are sold by IMSA registration upon authorization of the Entrant or Official and availability may be limited.

3.17.4. IMSA-designated participants and each Car entered in an Event receives serialized seasonal Team automobile parking passes, which remain the property of IMSA. IMSA reserves the right to remove automobiles without a valid parking pass at the owner's expense. Lost or stolen passes can be replaced once per season at a cost of $500.00. Designated lots and additional parking restrictions may apply as specified in the applicable SR. Possession of a parking pass shall not guarantee parking availability. Misuse of the parking pass system may be penalized.

3.17.5. Annual Paddock and/or Pit Lane golf cart or tugger passes are assigned by IMSA to each Team and are only valid in the designated areas. All other Paddock / pit regulations apply. Passes are non-transferable. A Team must return a previously issued pass to obtain a replacement (see Art. 20.3.5).

A. ADA passes to permit access during restricted Track Walks are available from IMSA as appropriate.

3.17.6. Improper use and/or falsification of any credential, parking pass and/or access pass is prohibited. **Penalty:** minimum $5,000 fine and suspension or revocation of Membership and/or any other penalty available per Art. 57.

ARTICLE 4 – ENTRIES

4. ENTRIES

4.1. Release. BY SUBMITTING AN EVENT ENTRY APPLICATION AND/OR TAKING PART IN ANY ACTIVITY RELATING TO THE EVENT, A MEMBER AGREES TO ABIDE BY THE DECISIONS OF IMSA OFFICIALS RELATING TO THE EVENT OR ANY MATTERS ARISING OUT OF THE EVENT, AND AGREES THAT SUCH DECISIONS ARE FINAL, NON-APPEALABLE (EXCEPT AS PROVIDED IN THE RULES) AND NON-LITIGABLE. SUCH MEMBER FURTHER AGREES TO INSPECT THE FACILITIES, AND HIS/HER CAR AND ALL RELATED EQUIPMENT, SAFETY PERSONNEL AND EQUIPMENT, AND CONDITIONS AT THE RACETRACK, TO ENSURE THAT IT IS IN A SAFE, RACEABLE AND USABLE CONDITION, AND THAT THE MEMBER VOLUNTARILY ASSUMES THE RISK OF, AND HAS NO CLAIM FOR DAMAGES AGAINST IMSA, THE PROMOTER OR THEIR OFFICERS, DIRECTORS, SHAREHOLDERS, OFFICIALS, AGENTS OR EMPLOYEES BY REASON OF, DAMAGE TO THE CAR, OR INJURY OR DEATH OF THE DRIVER, CREW OR ANY OTHER PERSON. ALL MEMBERS ASSUME FULL RESPONSIBILITY FOR ANY AND ALL INJURIES SUSTAINED, INCLUDING DEATH, AND ALL PROPERTY DAMAGE, ANYTIME THEY ARE IN THE RACING AREAS OR EN-ROUTE THERETO OR THEREFROM. EACH MEMBER ACKNOWLEDGES THAT THE MEMBER'S SPOUSE AND NEXT OF KIN HAVE BEEN ADVISED THAT THE MEMBER UNDERSTANDS THE HIGH RISK OF SERIOUS INJURY OR DEATH WHICH MAY RESULT FROM RACING, AND THAT THE MEMBER SOLELY ASSUMES ALL SUCH RISKS.

4.2. To participate in an Event, an Entrant must complete and have approved, an Event Entry Application and paid the applicable Event entry fee in accordance with the directions stated on the Event Entry Application. An Event Entry Application accepted by IMSA shall constitute a contract, binding the Entrant to take part in the Event and pay the applicable Event entry fee, either with the Driver(s) designated or with IMSA-approved substitute Driver(s), unless prevented by forces beyond his control. If an Entrant enters an Event without having properly submitted an Event Entry Application, the Entrant by such actions nevertheless agrees that they are subject to the RULES, as well as all statements, releases and obligations appearing in the Event Entry Application, as if they had properly submitted an Event Entry Application. Acceptance of any Event Entry Application is at the discretion of IMSA.

4.2.1. (SSR) Transporter(s), equipment and/or race Car(s) are prohibited in the Paddock until all entry requirements are met.

4.2.2. (SSR) For a Premium Entry chosing the per-Event payment option, payment not submitted by the Event Entry deadline is subject to a late fee.

4.2.3. (SSR) For a Standard Entry, if an Event Entry Application and payment are not submitted by the deadline, IMSA in its sole discretion may accept the Event Entry Application, subject to a late fee.

4.3. Event Entry Deadlines.

4.3.1. (SSR) The Event entry deadline is by close of business (CoB) on the Tuesday, two (2) weeks prior to the Event week, unless otherwise specified and communicated by IMSA and as listed in the SR.

4.3.2. (SSR) The Final Event entry deadline is by CoB on the Monday of the week prior to the Event week, unless otherwise specified and communicated by IMSA and as listed in the SR. After the Event entry deadline up to the Final Event entry deadline, a fee of $2,500 is applied.

4.3.3. (SSR) Entries submitted after the Final Event entry deadline (CoB on the Monday prior to the Event week, unless otherwise specified and communicated by IMSA and as listed in the SR) are accepted at the sole discretion of IMSA and may include an additional fee.

4.3.4. (SSR) The deadline to make Driver changes to the Entry List to approved Driver names is by CoB on the Monday of the week prior to the Event week, unless otherwise specified and communicated by IMSA and as listed in the SR. After this deadline, a fee of $500 is applied per Driver change.

4.3.5. An Event Confirmation Declaration must be submitted via the MERG system (Art. 13.2) no later than 4:00 pm ET on the Monday of the week prior to the Event week, unless otherwise specified and communicated by IMSA and/or as listed in the SR. For Event Confirmation Declarations received after this deadline, a fee of $500 is charged.

A. (SSR) For Mazda MX-5 Cup, an Event Confirmation Declaration is required only at the time of the first entered Event of the season. If a change is later required, Art. 4.3.5 applies.

4.4. A Car must be entered by the holder of a current IMSA Entrant Membership.

4.4.1. (SSR) Entrant may enter multiple Cars but each Car earns championship points separately.

4.5. After the close of Sporting Checks, Driver substitution(s) are subject to the approval of IMSA.

4.5.1. (SSR) Requests must be directed to the Series Manager, Duane Sampson, dsampson@imsa.com.

4.6. At Events where the physical limitations of the facilities limit the maximum number of Cars, IMSA may establish specific criteria for the number of Cars permitted to participate.

4.7. **Entry Acceptance and Refusal.** IMSA is the sole judge of whether an Event Entry Application is accepted and such decision is Conclusive. IMSA is not obligated to give any reason for such a decision. An Entrant whose Event Entry Application is refused by IMSA shall be promptly informed of that fact by IMSA and the applicable Event entry fee returned. Due to Paddock and pit lane capacity limitations and/or restrictions, IMSA may limit or cap entries at its sole discretion. Such restriction or denial of Entry is Conclusive.

4.8. **Falsification.** If it is determined that the Entry Application contains false information or incorrect statements, it may be considered null and void and any fees paid to IMSA shall be forfeited. If it is found in the sole determination of IMSA that a full-season entry Entrant does not participate or did not intend to participate in all the Events of the season, the Entrant shall remain responsible for all entry fees and is additionally subject to penalty and fines as outlined in the Entry Application. Such determination is Conclusive.

4.9. **Withdrawal of Entry.** Once an entry is accepted for an Event, the Entrant becomes obligated to attempt in good faith to compete in the Event to the best of his/her ability. The Entrant Representative must submit in writing any request to change the entry, including the withdrawal of the entry, to IMSA via MERG (Art. 13.2) no later than the Final Event entry deadline (CoB on the Monday of the week prior to the Event week), which IMSA may accept or decline in its sole discretion. If the request is received by IMSA later than the Final Event entry deadline or not at all, Entrant may be subject to a penalty fee of up to $5,000 and Entrant will still be obligated to pay the applicable Event entry fee(s). After the Close of Sporting Checks, a Car is no longer permitted to withdraw and may discontinue participation via MERG (Art. 13.2). A Car submitted as discontinue participation is shown as “No Time/No Speed” for any remaining Session(s) and as “DNS” for the Race. Penalty fees apply. After the start of the Race, a Car must be retired via MERG (Art. 13.2).

4.10. Car Number.

4.10.1. **Car Registration.** Entrants must register their Car(s) with IMSA by completing the necessary application forms and paying the appropriate fees. Competition numbers are assigned by IMSA following the completion of the registration process.

4.10.2. **Competition Number.** Competition numbers are non-assignable and non-transferable, except by IMSA. Entrant must use the assigned competition number on the Car registered by the Entrant. During an Event, Entrant must use the competition number to identify a particular Car and must not be transferred to another Car during the same Event, except with IMSA written approval. At subsequent Events, Entrant may use the competition number to identify a different Car registered by the Entrant. Championship points, awards and/or Point Fund / Prize Money are awarded to the Entrant for the performance of the Car identified by the competition number assigned to Entrant. If IMSA changes an Entrant's competition number, IMSA, at its option, may transfer Entrant's championship points to the new competition number. IMSA reserves the right to revoke, reassign or transfer competition numbers at any time.

4.10.3. **Number Allocation**. The allocation of competition numbers is exclusively controlled by IMSA. Such numbers must comply with IMSA requirements and number panel requirements.

A. (SSR) Three-digit (000) numbers and numbers beginning with zero (0X) are prohibited except as approved at the sole discretion of IMSA. Certain numbers may be restricted or retired at IMSA's discretion. The number "1" is reserved for the preceding season Team champion should the Entrant select it and is ineligible for use by another Competitor.

B. (SSR) A Team applying for a Premium Entry but failing to submit and pay for the Entry by the first Tuesday in December of the current season for the Series forfeits the right to use their previous or historical number if another Entry requesting that number is then approved (received and paid).

C. (SSR) A Premium Entry Team may, only with IMSA approval, use an approved temporary number for significant cause without jeopardizing their right to their previous or historical number and retaining the Team championship points.

D. (SSR) Car number duplication is prohibited between the USA and CAN championships and any number is only assigned to a single Car, regardless of championship.

4.11. Payment.

4.11.1. Failure to pay all sums due to IMSA or its contractors, agents and affiliated companies, or to the various Series sponsors or Promoters may result in revocation of credentials or Membership, withholding of any Point Fund / Prize Money or other penalties as well as potential denial of future Premium Entrant access and previous Car number. Pre-payment options may be available.

4.11.2. IMSA may charge interest of 5% per month, or 12% per annum, or the highest amount permitted by law if lower, on any sums outstanding. IMSA may charge a service fee up to the maximum amount permitted by law for any returned or canceled check, insufficient funds, or refused credit card payment.

4.11.3. Multiple declined credit Cards and/or returned checks may require future payments to be made by cash or wire transfer only.

4.11.4. All Point Fund / Prize Money won shall be paid by IMSA solely and directly to the applicable Entrant. IMSA requires that each Entrant provide a W9 and/or other required governmental documentation prior to distribution of payment.

ARTICLE 5 – INSURANCE, INJURIES & RESPONSIBILITY

5. INSURANCE, INJURIES & RESPONSIBILITY

5.1. Participant Accident Insurance. IMSA provides participant accident (PA) insurance coverage to competitors and crew during IMSA sanctioned Events. Subject to the terms and conditions of the policy, the policy limits are as follows:

$50,000 Accidental Death and Dismemberment

$50,000 Excess Medical

$1,000,000 Excess Catastrophic Medical

Emergency (ambulance) transport from track to hospital: Maximum $7,500

5.2. Injuries. Any Competitor involved in an incident in which there is an injury must report such incident to the IMSA Medical Liaison, Series Manager or a Supervisory Official prior to leaving the Event on the day the incident occurred. Where there is significant damage or injury, or at the direction of any Official, a Competitor MUST present himself or be transported to the Promoter medical facility for evaluation. For after-hours medical, dial 911. IMSA Event medical facility information is listed in the Schedule/SR. Participant accident insurance coverage may be declined by the insurance provider if an Official is not notified and/or the Competitor is not evaluated by the Promoter medical staff. The Competitor is solely responsible for all medical costs, including any costs associated with off-site medical transportation, for injuries not covered by the PA insurance provider.

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

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

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

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

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

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

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

5.6. IMSA Participant Accident Insurance is in effect, for all IMSA Sanctioned activities (Subject to the Terms and Conditions of the policy), from the beginning of the first Event Load-In day until the Load-Time for each specific Series per the Official Schedule.

ARTICLE 6 – MEDIA RELEASES

6. MEDIA RELEASES

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

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

ARTICLE 7 – IMSA SUBSTANCE ABUSE POLICY

7. IMSA SUBSTANCE ABUSE POLICY

7.1. Notice - Any Member charged with any violation of the law relating to alcoholic beverages or illegal substances, or charged with any felony, shall notify the IMSA Managing Director, Racing Operations prior to the next scheduled Event or within seventy-two (72) hours of being charged, whichever is earlier.

7.2. Introduction - Through a comprehensive testing program, IMSA's Substance Abuse Policy is designed to keep Events safe for everyone and provide a level playing field. Strong testing programs save lives, prevent injury, gives IMSA Members additional reasons to say no to illegal drugs and help identify people with substance abuse issues and facilitate their treatment. To those ends, IMSA prohibits the misuse of alcohol, prescription drugs, and any other substance used in a manner that affects safety or impacts the integrity of the Competition, including –but not limited to-- illegal or performance enhancing substances. All IMSA Members are responsible for whatever goes into their body.

7.3. Administration of this Policy; Program Administrator (PA), the Testing Laboratory and Medical Review Officer (MRO) - The Policy of this program is overseen by IMSA, but it is administered and implemented through a program administrator, testing laboratories, medical review officers and substance abuse professionals.

A. **Program Administrator (PA) -** IMSA has designated Dr. Doug Aukerman, M.D. as the program administrator (PA). The PA acts to oversee the administration and implementation of the program, but his primary role is to act as an advocate for the accuracy and integrity of the substance abuse testing process. The PA will also facilitate evaluations for IMSA Members for the Road to Recovery Program by coordinating evaluations with the appropriate substance abuse professional for advising on the creation of a Road to Recovery Plan that may include substance abuse counseling, treatment or rehabilitation.

B. **Specimen Collection –** All specimen collections pursuant to this Policy will be conducted by IMSA designated collectors. The IMSA designated collector shall administer all Reasonable Suspicion and Road to Recovery collections, and to assure transport of urine, blood, saliva, hair and/or breath specimens pursuant to this Policy.

C. **Testing Laboratory -** All testing pursuant to this Policy will be done at the IMSA designated Testing Laboratory. The IMSA designated Testing Laboratory shall administer the testing of urine, blood, saliva, hair, and/or breath specimens pursuant to this Policy and to communicate the results to the MRO. IMSA reserves the right to designate other testing facilities, as needed to facilitate this Policy, throughout the year.

D. **The Medical Review Officer (MRO) -** IMSA has designated Douglas Aukerman, M.D., as the MRO of this Policy. The MRO is an independent and impartial physician to the laboratory's findings, and is responsible for receiving and reviewing laboratory results generated pursuant to this Policy and determining whether there is a legitimate medical explanation for a positive drug test or refusal to test because of adulteration, substitution, or other non-negative test. Dr. Aukerman is a board certified Sports Medicine physician and a medical review officer certified by the American Association of Medical Review Officers (AAMRO). IMSA reserves the right to designate other MROs, as needed, to facilitate this Policy throughout the year.

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

7.5. Prohibited Substances and Acts

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

A. **Stimulants**

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

B. **Narcotic Analgesics**

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

C. **Ephedrine Class**

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

i. in a manner that is inconsistent with the instructions provided by the drug manufacturer (e.g., use in concentrations or amounts in excess of the manufacturer's recommended dose); or

ii. in a manner or an amount that may cause an increased risk to health, safety, or an impairment of ability to perform his/her duties in relation to an Event.

D. **Benzodiazepines**

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

E. **Barbituates**

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

F. **Performance Enhancing Drugs**

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

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

G. **Muscle Relaxers**

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

H. **Sleep Aids**

Including without limitation, zolpidem (Ambien).

I. **Beta Blockers**

Including without limitation, the following drugs and related compounds:

- Acebutolol
- Alprenolol
- Amosulalol

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

J. **Hormone and Metabolic Modulators**

Including without limitation, anastrozole, formestane, ATD, clomiphene, "SERMS" (raloxifence, tamoxifen (Nolvadex), toremifene, Arimidex, clomid, evista, fulvestrant, aromatase inhibitors (Androst – 3, 5-dien, 17-dione), SARMS, etc.

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

7.5.3. **Alcohol -** An IMSA Member is prohibited from consuming any alcohol 12 hours prior to or during any Session. An IMSA Member with breath, urine, saliva, or blood alcohol level above 20mg per 100ml (.02%) at the time of testing is deemed unfit for race driving, participating or officiating in an Event. Nothing in this paragraph shall preclude an IMSA Official from determining that an IMSA Member with a breath, urine, saliva, or blood alcohol test level below 20mg per 100ml (.02%) is physically unfit for race driving, participating, or officiating in an Event and taking such action as the IMSA Official may deem appropriate under the IMSA RULES.

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

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

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

7.5.7. **Manner of Use**

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

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

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

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

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

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

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

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

A. When an IMSA Member is found or observed in possession of illegal substances or illegal drug paraphernalia at any time.

B. Observation of signs, symptoms, and/or behaviors generally understood to accompany the use of prohibited substances or alcohol use or intoxication including, without limitation:

i. Physical signs of red or droopy eyes, dilated or constricted pupils;

ii. Slurred speech, stumbling, or hyperactivity;

iii. Needle marks;

iv. Repeated unexplained disappearances from an Event;

v. Constantly running nose, red appearance in the face, or persistent sniffing;

vi. Time distortion, including repeated tardiness and missed appointments;

vii. Chronic forgetfulness or broken promises;

viii. Accidents during Events;

ix. Inability to concentrate or remember, or to maintain attention;

x. Mental confusion, paranoia, or presence of abnormal thoughts or ideas;

xi. Violent tendencies, loss of temper, or irritability;

xii. Extreme personality change or mood swings; or

xiii. Deteriorating personal hygiene or appearance.

C. An arrest or conviction for driving while under the influence of alcohol or drugs, or an alcohol or drug related conviction.

D. Receipt of a report from a reliable source that an IMSA Member is under the influence of substances prohibited under this Policy on the day of an Event, or, at any time, is using, possessing or selling illegal drugs or substance.

E. The results of an examination or test, as provided by the IMSA RULES, which shows evidence of use of a prohibited substance or alcohol abuse or of adulteration or manipulation of the specimen.

F. The odor or aroma of an alcoholic beverage on or about the breath or body of a Competitor, Official or IMSA Member consistent with use of such a substance or alcoholic beverage on the day of an Event.

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

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

A. Administrative. The PA may request follow-up testing for administrative issues.

B. MRO requested. The MRO may request follow-up testing for variety of reasons, including but not limited to:

i. If the MRO finds that test results are invalid, the MRO may request a follow up test to assist in analysis.

ii. Monitor or determine therapeutic levels of prescription drugs.

iii. Determine whether an IMSA Member is "cycling" or "stacking" performance enhancing substances.

iv. Assist in the investigative process to determine if there is a legitimate medical reason for test results.

C. In its discretion, IMSA may decide to include drug and/or alcohol testing as a condition of probation. In the rare instances when that occurs, IMSA will review the situation and determine how many times, for how long, in what circumstances and for what substances a Member will be tested as part of probation and whether collections are to be observed.

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

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

7.8. Refusal to Test

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

A. Fail to participate, authorize or cooperate for testing, including failure to follow procedures of Art. 7.9.

B. Fail to appear for a test after being notified of the test.

C. Fail to remain for the duration of testing or until all testing requirements are completed.

D. Fail to provide sufficient amount of the requested specimen, and the MRO determines that no legitimate medical reason exists for the insufficient specimen.

E. Fail to permit or allow a requested observed collection.

F. Fail to take a requested follow up test.

G. Fail to consult and/or cooperate with the MRO.

H. Fail to provide an unadulterated specimen. A test is considered a refusal for any findings of specimens that are adulterated, substituted, including but not limited to a finding of synthetic urine, synthetic marijuana, adulterants, intentional dilution of specimens, etc., and where no legitimate medical explanation supports the laboratory findings.

I. Any attempts by IMSA Members to mask or alter the results of the test will be considered a refusal.

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

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

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

7.10.1. **Identification & Direct Observation -** The Collectors will confirm the identity of the person whose specimen is taken. Where necessary, the Collectors will conduct direct observation of the collection of the specimen(s) if directed by the MRO or if in the Collectors's own discretion, the integrity of the testing process requires it. To direct an observed collection, the Collectors and his/her agents may consider not only their training and experience, but other factors, not limited to, but including: materials brought to the collection site, a temperature of the original specimen was out of range or the IMSA Member's behavior indicates an attempt to tamper with a specimen, etc.

7.10.2. **Designated times -** The Collectors will ensure that the specimen(s) are collected within the designated time period. Normally, collection shall be made within one (1) hour or less of the notification of the IMSA Member that testing will be conducted, unless a different time is designated by the Collectors and/or an IMSA Official based on the circumstances.

7.10.3. **Recording or Photographing of Substance Abuse Procedures -** Taking photographs and/or audio/visual recording of any of the IMSA Substance Abuse Program collection protocols or procedures is prohibited. IMSA Members are prohibited from bringing any electronic device capable of photography and/or audio/visual recording into the collection area.

7.10.4. **Specimen quality -** The Collectors will promptly measure the temperature of the specimen(s) to ensure it has not been manipulated. Where results indicate that the sample is inappropriate for testing, the PA and/or an IMSA Official may require the IMSA Member to provide additional specimen(s) as necessary.

7.10.5. **Specimen handling -** The Collectors will split specimens into "A" and "B" samples (when possible), label, secure, and transport the specimen(s) to the Testing Laboratory in such a manner as to ensure that the specimen(s) are not misplaced, tampered with, or relabeled.

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

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

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

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

A. The MRO may request the following information, for example and without limitation: suitable proof of valid medical prescriptions given by a licensed and treating physician consent to review records of the prescribing physician, or any other reasonable requests that assist the MRO investigation.

B. To assist the MRO's investigation, the MRO may also direct the IMSA Member to undergo further independent medical evaluation from a professional designated by the MRO, at the IMSA Member's expense. After a medical exam is requested, IMSA Members have 30 business days to have the test examination conducted. By obtaining an IMSA Membership or license, IMSA Members have consented for the MRO to contact their physician for the purposes of a MRO investigation. The failure to cooperate with the MRO's investigation, or provide suitable proof in a timely manner shall be treated as confirmation of the positive test.

C. PA and MRO Notifications. When required by this policy, the PA or MRO are to make reasonable efforts to notify Members. Reasonable efforts may include the PA or MRO using email, texts, phone or mail to contact the Member via the contact information the Member provided on the license application.

D. If the MRO determines that there is no legitimate medical use or legitimate medical explanation for a positive test or refusal to test because of adulteration, substitution, the MRO is to consider all information derived from the testing process, and information derived from the MRO investigation, and then make a determination of whether the results are positive. If the MRO decides the results are positive, the MRO shall inform IMSA of a positive result, irrespective of whether the split specimen procedures described in this Rule Book have been completed. Once split specimen procedures are completed, the MRO shall then issue to IMSA either a confirmed negative test result or a confirmed positive test result. If split specimen procedures are waived or never acted upon, the MRO shall issue a confirmed positive result and violation of this Policy to IMSA.

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

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

A. All requests to test a "B" sample must be made in writing to the MRO. Please fax your request with a cover sheet to the MRO at (888) 595-4949, or send your request by email to mro@aukmed.net.

B. The "B" sample test shall be conducted at the IMSA designated Testing Laboratory using the "B" specimen from the original collection. The IMSA Member may be present (either personally or be represented by a qualified toxicologist not affiliated with the IMSA designated Testing Laboratory during the second test at his/her own expense. If the IMSA Member chooses to be present personally or represented by a qualified toxicologist during the "B" sample test, the IMSA Member must notify the MRO within the 72 hour period in writing per Art. 7.11.3.

C. The "B" sample test will be performed in accordance with the same procedures used by the IMSA designated Testing Laboratory in the original test of the "A" specimen. If the "B" sample fails to confirm the original test, then the specimen and test will be recorded as negative, and there will be no violation under this Policy. If the "B" sample test confirms the original test, then the specimen and test will be recorded as a confirmed positive test and a violation of this Policy.

D. If no "B" sample is available due to the nature of the collection, then the MRO and PA will act upon the procedures in. Art. 7.11.1. The final determination of whether there has been a violation of this Policy will be made by the MRO.

E. After a "B" sample test is requested, IMSA Members have 30 business days to have the "B" sample test conducted and results finalized.

F. If the MRO decides the results are positive, the MRO shall inform IMSA of a positive result, irrespective of whether the split specimen procedures described herein have been completed. If the MRO is concerned about the safety and integrity of the Competition or other exigent circumstances, the MRO may notify IMSA of the original "A" specimen positive test prior to the verification of the results.

G. Upon notification of the original "A" specimen positive test, IMSA, in its sole discretion, may temporarily suspend an IMSA Member's license before the "B" sample test is completed based on the following reasons:

i. Concerns regarding the safety of the IMSA Members and others at the Event.

ii. Concerns regarding the fairness of a Competition.

iii. Exigent circumstances,

iv. Undue delay to accommodate the presence of the IMSA Member (or his/her representative) at the "B" sample test.

IMSA Members temporarily suspended in this section are ineligible to apply for temporary deferment of the suspension in accordance with Art. 59.5. In the interests of safety and integrity of the Competition, the temporary suspension shall be executed promptly.

H. The "A" and "B" specimen samples remain the exclusive property of IMSA.

I. An IMSA Member is not entitled to 72 hours to request a B sample test when no specimen was produced or tested due to refusal or when the IMSA Member waives the 72 hours during the MRO interview.

J. **Uncooperative Member -** When the MRO has made repeated attempts to contact the Member regarding notification of a positive test and B bottle sample testing procedures, and the Member has not responded to the MRO, then the MRO may report the test as positive after 72 hours from the findings of the test. Lack of cooperation with the MRO by the Member will be treated as a constructive waiver of his B bottle sample testing procedures.

7.11.4. **Cancelled and Negative Tests -** If the MRO verifies a test as cancelled or negative, the results will be reported to IMSA. A cancelled and negative test will not be treated as a violation of this Policy.

7.11.5. **Suspension of IMSA License -** Upon being notified by the MRO of a verified positive or refusal or any violation of this Policy, IMSA will suspend an IMSA Member's license for an indefinite period and/or take such other disciplinary action deemed appropriate under the circumstances pursuant to the IMSA RULES.

7.11.6. **Publication of Results -** By seeking to participate in any Event, all IMSA Members agree that IMSA may publish the results of any test or tests conducted pursuant to this Policy and the circumstances giving rise to such test or tests to such third parties as IMSA, in its sole discretion, deems reasonable under the circumstances. IMSA may also publish any and all violations to this Policy, including but not limited to conduct violations where no testing may have occurred. No IMSA Member shall have any claim or cause of action of any kind against IMSA or any director, officer, employee or agent of IMSA, the PA, Testing Laboratory, or MRO with respect to such publication, and/or shall be deemed to have released any such claim or cause of action.

7.11.7. **Road to Recovery / Competition Re-entry -** IMSA shall also send the suspended IMSA Member a letter containing terms and conditions for consideration of reinstatement of the IMSA Member's IMSA license. If the IMSA Member wishes to have IMSA lift the suspension, the IMSA Member must agree to IMSA's terms and conditions. In conjunction with the terms and conditions of reinstatement, the PA will also facilitate an evaluation for the Road to Recovery Program by coordinating an evaluation with the appropriate substance abuse professional for advising on creation of a Road to Recovery Plan that may include substance abuse counseling, treatment or rehabilitation. The PA will determine how many times the IMSA Member will be tested, for how long, and for what substances. The PA may also require that collections be under direct observation. Testing will be done at a time and place and under conditions specified by IMSA and/or the PA, at the IMSA Member's expense, which will include laboratory fees and all other direct and indirect costs incurred by IMSA or the laboratory in connection with each test. When an IMSA Member has, to the satisfaction of the PA, completed the requirements set forth in the letter, the IMSA Member is eligible for reconsideration of reinstatement of an IMSA license.

7.12. Disciplinary Action for Prohibited Acts Where There is No Testing for, Prohibited Substances or Alcohol - With respect to any prohibited act described herein, if an IMSA Official determines that an IMSA Member has engaged in any such prohibited act, the IMSA Official may remove the IMSA Member from the racing premises or take such other emergency action as is appropriate, and that IMSA Member will also be subject to disciplinary action pursuant to IMSA RULES.

7.13. Self-Reporting - Pain medications and other substances prohibited or misused under this Policy can be addictive, abused, and generally harmful to the health and well-being of IMSA Members. An IMSA Member who believes they may have a substance abuse issue or problem is encouraged to seek professional assistance or self-help solutions. No penalty will be imposed under IMSA's Substance Abuse Policy on Member who voluntarily acknowledges a substance abuse issue or problem to IMSA's Substance Abuse Program Director prior to notice of a drug test. IMSA may, however, in the interest of safety, temporarily suspend the IMSA Member's license until the IMSA Member has been rehabilitated to the satisfaction of IMSA. If requested, IMSA will provide a list of credible drug or alcohol rehabilitation programs. IMSA strongly encourages both self-help and professional treatment for those suffering from a substance abuse issue or problem. Many worthy programs, both public and private, are available for the treatment of substance abuse addictions. IMSA will continue its efforts to support a drug-free America and a society in which alcohol is not abused.

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

ARTICLE 8 - WHELEN MAZDA MX-5 CUP PRESENTED BY MICHELIN

8. (SSR) WHELEN MAZDA MX-5 CUP PRESENTED BY MICHELIN

8.1. (SSR) WHELEN MAZDA MX-5 CUP PRESENTED BY MICHELIN

8.1.1. (SSR) The MX-5 Cup is an annual calendar of Events with Races determining Driver, Entrant and Team Champions, as well as other special awards outlined in Att. 7.

8.1.2. (SSR) 2026 Calendar of MX-5 Cup Races:

Daytona International Speedway, FL

St. Petersburg Grand Prix, FL

Mid-Ohio Sports Car Course, OH

Canadian Tire Motorsport Park, ON (CAN)

VIRginia International Raceway, VA

Indianapolis Motor Speedway, IN

Petit Le Mans, Road Atlanta, GA

8.1.3. (SSR) MX-5 Cup Races are each forty-five (45) minutes in duration, with typically two (2) Races per Event unless otherwise specified in the SR.

ARTICLE 9 – EVENT & SR

9. EVENT & SR

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

9.2. ORGANIZATION

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

A. The IMSA Sporting Regulations (ISR);

B. The Series Supplementary Regulations (SSR);

C. The IMSA Technical Regulations;

D. The Event Supplementary Regulations (SR);

E. Applicable Bulletins and Race Director's Briefing instructions.

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

9.4. INFORMATION ABOUT THE EVENT

9.4.1. Sanctioning body:

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

9.4.2. Description of the Event: Schedule/SR

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

9.4.4. Event Facility: Schedule/SR

9.4.5. Date of the Event: Schedule/SR

9.4.6. Close of Entries: Schedule/SR

9.4.7. Length of the Racetrack & Type: Schedule/SR

9.4.8. Duration of the Race: Schedule/SR

9.4.9. Direction of the Race: Schedule/SR

9.4.10. Pole Position: Schedule/SR

9.4.11. Number of Cars admitted (may be defined by class):

A. Practice Sessions: Schedule/SR

B. Qualifying Sessions: Schedule/SR

C. Race: Schedule/SR

9.4.12. Scrutineering:

A. Location: Schedule/SR

B. Schedule: Schedule/SR

C. Time of Inspection of the Refueling Equipment: Schedule/SR

9.4.13. Impound: Schedule/SR

9.4.14. Fuel Drop Scheduling and Fuel Distribution:

A. All fuel must be obtained from the "Official Fuel" supplier (as designated by IMSA) at each Event.

Place of Delivery: "Official Fuel" compound in the Paddock
Distribution: By drum at "Official Fuel" compound
Storage: Approved fifty-four (54) gallon drums
Schedule: Schedule/SR

9.4.15. Team Manager Briefing:

A. Date: Schedule/SR

B. Location: Schedule/SR

i. All pertinent materials and information from any briefing, in-person or as otherwise distributed, must be communicated and/or distributed within the Team by the Team/Entrant representative and such distribution must include Drivers and designated Team personnel. It is the Entrant's responsibility that all associated personnel abide by the information as required throught the Event. Non-compliance with the briefing information is subject to **Penalty**.

9.4.16. Driver and Team Manager Briefing:

A. Date: Schedule/SR

B. Location: Schedule/SR

i. All pertinent materials and information from any briefing, in-person or as otherwise distributed, must be communicated and/or distributed within the Team by the Team/Entrant representative and such distribution must include Drivers and designated Team personnel. It is the Entrant's responsibility that all associated personnel abide by the information as required throught the Event. Non-compliance with the briefing information is subject to **Penalty**.

9.4.17. (SSR) N/A

9.4.18. Autograph Period (when scheduled):

A. Date: Schedule/SR

B. Location: Schedule/SR

i. Attendance: Attendance of Driver throughout autograph period is mandatory.

ii. Penalty: One (1) warning per season, then penalty per person late/not attending.

9.4.19. Driver Parade (when scheduled):

A. Date: Schedule/SR

B. Location: Schedule/SR

i. Attendance: Attendance of Driver at the Driver parade is mandatory.

ii. Penalty: One (1) warning per season, then penalty per person late/not attending.

9.4.20. Official Notices (Pit box assignments, Channel List, etc.): IMSA Series Technical Transporter, at imsacompetitors.com and on the Notice Board at results.imsa.com.

9.4.21. Location of Race Control: Schedule/SR

9.4.22. Car Tire Allocation and Specification: Schedule/SR

ARTICLE 10 – ADVERTISING, IDENTIFICATION & BRANDING

10. ADVERTISING, IDENTIFICATION & BRANDING (See also ATTACHMENT 5)

10.1. Display of Branding & Advertisements. Entrant acknowledges and agrees that IMSA may refuse to permit, or it may restrict or assign the size and/or placement of all patches, decals, advertising logos, text or identification of entities, persons, and/or sponsors ("Branding") on the Car, transporters, Team uniforms and/or fire suits and in the Paddock and pit lane during an Event, if IMSA determines in its sole discretion that such Branding is: (i) detrimental to the sport, IMSA, the Series, Series entitlement sponsors and/or Promoter for any reason, including but not limited to the public image of the sport and/or (ii) does not comply with the Branding terms and conditions set forth in the RULES as may be amended from time to time. Entrant agrees to accept IMSA's determination in this regard, and that all such determinations are subject to the RULES and are Conclusive.

10.1.1. Logos of other (non-IMSA) series and sanctioning bodies including but not limited to conflicting tire, fuel, and/or unapproved liveries are prohibited from the time of load-in through load-out of the Event. Cars, transporters, uniforms and/or firesuits, and/or equipment with logos of other series and sanctioning bodies are prohibited in the Paddock, pits or on-track until such logos are covered or removed.

10.2. REQUIRED BRANDING

10.2.1. Entrant shall cause every Driver and Crew member on its Team competing in the Series to correctly display the required patches on their fire suits and/or uniforms.

10.2.2. Entrant shall cause every Car that Entrant is competing in the Series with, or displays in the Paddock, at any Event, to correctly display the required decals, number panels (including illuminated panels as required) and leader lights (See also Art. 20.2.13 and Att. 5.).

10.2.3. Cars and Competitor uniforms must carry the mandatory decals and patches, without exception and/or modification. IMSA reserves the right to approve final placement for all identification markings, in its sole discretion. Such decisions are Conclusive. Failure to display mandatory decals and patches as required shall be penalized.

10.2.4. Certain decals and patches are available at the IMSA Series Transporter in the Paddock.

10.2.5. Cars without required Series decals or displaying prohibited decals or branding during the Event are not eligible for championship points and/or Point Fund / Prize Money and/or any official contingency program(s).

10.2.6. Entrant shall cause their Team to publish relevant marketing posts, primarily tune-in to broadcast messages, on their respective social media channels and shall strongly encourage each of their associated Drivers to do the same.

ARTICLE 11 – SPORTING CHECKS

11. (SSR) SPORTING CHECKS

11.1. (SSR) Sporting Checks comprise the presentation of the required documentation and confirmation of eligibility for participation, administered by Registration.

11.2. (SSR) Sporting Checks conclude at 4:00 pm local time on the day prior to the first Official Session for the respective Series, or as listed for the closing time on that day in the Schedule/SR.

11.2.1. (SSR) The deadline to add and/or change licensed Drivers (Drivers previously completing all licensing and medical requirements for that Series) on a Car is by close of Sporting Checks for that Series for the Event.

A. (SSR) After the close of Sporting Checks, Driver changes only for extraordinary circumstances are accepted at the sole discretion of IMSA and only upon application in writing via MERG (Art. 13.2) by the Team Representative to and with approval of the Race Director and Senior Director, Racing Operations.

11.2.2. (SSR) A registered Driver, properly nominated by an Entrant, is only eligible to participate in the Car listed on that Entry.

11.2.3. (SSR) **Unregistered Driver.** A Driver who has not satisfactorily completed registration and/or Sporting Checks is prohibited from taking part in any on-track Session. **Penalty:** Minimum $10,000 Fine, may forfeit Point Fund / Prize Money, and other penalties may apply.

11.2.4. (SSR) Presentation of these valid documents during Sporting Checks is required:

A. (SSR) IMSA Entrant Membership.

B. (SSR) IMSA Driver Membership.

11.3. (SSR) During Sporting Checks, the Entrant Representative must declare any change of their Team Representative and/or nominate an Event Representative in writing via MERG (Art. 13.2).

11.4. (SSR) N/A.

11.5. (SSR) FIA Driver Ratings. FIA Driver ratings are not required for the Mazda MX-5 Cup, however, Drivers having a FIA rating of Platinum or Gold are prohibited and additional limits may be applied at the discretion of the Race Director. Ratings can be viewed on the FIA Driver Categorisation website: http://www.fia.com/fia-driver-categorisation (listing updated periodically online by the FIA). Please contact Paul Walter, Senior Director, Racing Operations for questions at pwalter@imsa.com.

11.5.1. (SSR) Per the FIA Driver Categorisation Regulations, “any series using the FIA Driver Categorisation System may retain the right to adjust the categorisation to the specific nature of that series”.

11.5.2. (SSR) IMSA may deny participation to any Driver, regardless of FIA Categorisation grade, in any IMSA Series at its sole discretion. Such denial is Conclusive.

11.6. (SSR) IMSA Driver Evaluation Committee (IDEC). The IDEC is a body with the purpose of reviewing and evaluating drivers, including performance factors and funding contributions to Team’s budget, to prepare driver rating recommendations for consideration by the FIA Driver Categorisation Committee consistent with the FIA Driver Categorisation Regulations, and to determine any IMSA-specific adjustments to the annual ratings once finalized and published by the FIA. Please see the full IDEC regulations at imsacompetitors.com.

11.7. (SSR) Mazda VIP/Invitational Program. Mazda maintains a VIP/Invitational program to permit the inclusion of specialty Drivers. VIP/Invitational Drivers may include former Formula 1 drivers, current professional racing drivers, rally drivers, MotoGP riders, movie stars, celebrities and/or media personalities. VIP/Invitational Drivers may also include Drivers with a FIA Categorisation of Gold or Platinum. Including these Drivers delivers a range of value including increased media exposure, increased fan engagement and increased social media exposure.

11.7.1. (SSR) A Driver nominated by Mazda and IMSA may enter a designated Event of Mazda MX-5 Cup as part of the VIP/Invitational program.

11.7.2. (SSR) A VIP Driver must apply for and be granted a license per Art. 3.7 that meets the IMSA requirements to compete in the Mazda MX-5 Cup series.

11.7.3. (SSR) The eligibility of VIP Drivers and Cars to collect championship points is solely at the determination of Mazda and IMSA for any Mazda MX-5 Cup Race. Where VIP Drivers and Cars are determined to be ineligible for championship points, all other Drivers and Cars are elevated in the finishing order as though VIP Drivers are not present.

11.7.4. (SSR) The eligibility of VIP Drivers to collect any Point Fund / Prize Money for any Mazda MX-5 Cup Race is solely at the determination of Mazda and IMSA.

11.7.5. (SSR) VIP Drivers are eligible to attend the podium and collect trophies if they finish in the top three of a Race.

ARTICLE 12 – DRIVE-TIME, POINT DISTRIBUTION & CHAMPIONSHIPS

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

12.1. (SSR) Driver Eligibility Requirements

12.2. (SSR) N/A

12.3. (SSR) Driver Entered in Car(s): Drivers are eligible to be awarded points only in the Car they are nominated in.

12.4. (SSR) N/A

12.5. (SSR) N/A

12.6. (SSR) N/A

12.7. (SSR) N/A

12.8. (SSR) Cars entered for Competition, the championship points scoring status of their Drivers notwithstanding, are listed in their respective finishing positions for which they are eligible in any listing of results.

12.9. (SSR) N/A

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

12.11. (SSR) N/A

12.12. (SSR) N/A

12.13. (SSR) N/A

12.14. (SSR) N/A

12.15. (SSR) N/A

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

12.17. (SSR) Driver Championship Points

12.17.1. (SSR) IMSA recognizes Driver champions based on the total number of championship points earned during the season.

12.18. (SSR) N/A

12.18.1. (SSR) N/A

12.18.2. **(SSR) Entrant Championship Points**

A. (SSR) Each Entrant receives championship points for its highest Car finishing position in each class in each Race The positions of subsequent finishing Cars from the same Entrant are not considered in the results and all other Cars are elevated in the finishing positions accordingly.

12.19. (SSR) N/A

12.20. (SSR) Championship Points Table. Championship points are awarded in each Race to the finishers that have met the eligibility requirements in each championship per the following table:

1st	350	Points	11th	200	Points	21st	100	Points
2nd	320	Points	12th	190	Points	22nd	90	Points
3rd	300	Points	13th	180	Points	23rd	80	Points
4th	280	Points	14th	170	Points	24th	70	Points
5th	260	Points	15th	160	Points	25th	60	Points
6th	250	Points	16th	150	Points	26th	50	Points
7th	240	Points	17th	140	Points	27th	40	Points
8th	230	Points	18th	130	Points	28th	30	Points
9th	220	Points	19th	120	Points	29th	20	Points
10th	210	Points	20th	110	Points	30th+	10	Points

12.20.1. (SSR) Championship points are awarded based on the finishing position of the Car in each Race as earned by its Drivers per the table above, subject to all technical and/or sporting eligibility requirements and penalties applied.

12.20.2. (SSR) N/A

12.20.3. (SSR) A Car found out of compliance with the RULES may be penalized by being placed at the back of its class, or up to and including Removal from consideration for championship points for its finishing position. Championship points of other finishers are elevated accordingly.

12.21. (SSR) POINT FUND / PRIZE MONEY

12.21.1. (SSR) For the Mazda MX-5 Cup Series, in all instances in these RULES for the term: "Point Fund / Prize Money", Mazda exclusively is the sole and final authority for the development, maintenance, and distribution of Point Fund / Prize Money.

ARTICLE 13 – TEAM INFORMATION & NOTIFICATIONS

13. TEAM INFORMATION & NOTIFICATIONS

13.1. (SSR) It is the Competitor's responsibility to be familiar with the Regulations. Race Control does not respond to inquiries regarding the disposition of other Competitors and may not respond to requests for regulatory clarification due to the complex nature of the RULES during the time pressures of the Competition. Such inquiries should be made directly and in person with the Race Director or appropriate IMSA Officials.

13.1.1. (SSR) **Reports.** Reports of on-track activity, passes under yellow and similar must include the Time of Day, Location, and a Description of the specific concern. Vague reports receive lower priority.

13.1.2. (SSR) N/A

13.1.3. (SSR) **Behind The Wall.** Requests to "go behind the wall" must be made through the pit lane Officials.

13.2. (SSR) Membership Enrollment Registration Gateway (MERG)

13.2.1. **(SSR) MERG.** The MERG system, accessed at merg.imsa.com, is used to manage all entry list and starting grid changes, updates, and other changes as may be listed in these RULES. The Team Representative must login to MERG to make updates or changes to the entry list, to submit nominations for the starting Driver when required, change the starting Driver and other changes as listed in these RULES.

13.2.2. (SSR) N/A

13.2.3. (SSR) N/A

13.2.4. (SSR) N/A

13.2.5. (SSR) **Change Qualifying Tires for Race Start.** (See also Art. 40.1.4 and 43.6)

A. (SSR) (Art 40.1.4) Car must start Race #1 on the four (4) RFID or marked qualifying tires (or Wet tires) or its assigned grid position is forfeit and the Car moved to the back of the grid (Art. 43.4)

B. (SSR) Requests to change any qualifying tires must be made using MERG. MERG is active for submission from the time of the originally scheduled end of the qualifying session until fifteen (15) minutes prior to the posting time of the Official Starting Grid. Submissions made prior to the time of the originally scheduled end of the qualifying session are invalid. Changes from the four (4) RFID or marked qualifying tires after qualifying require the Car to forfeit its assigned grid position, and the Car is moved to the back of the grid (Art 43.4). Changing qualifying tires is irreversible after submission (except as per weather). Changes from the qualifying tires after MERG is closed are subject to drive-through penalty.

13.2.6. (SSR) **Race Retirement.** The Team Representative must use MERG as the only formal notification of a retirement of the Car. On submission of retirement, the Car is ineligible to rejoin the Race.

13.2.7. (SSR) **Effective Order of Changes.** Submissions to change the starting tires are processed in the chronological order received. Cars with post-qualifying technical inspection penalties, or penalties as determined by the Race Director are ordered at the back of their class behind all other class Cars irrespective of changes.

13.3. (SSR) Entry Lists.

13.3.1. (SSR) Prior to the Event, IMSA releases a Pre-Event Entry List. Following the publication of the Pre-Event Entry List, all updates to the entry list must be submitted via MERG. The official entry list is published following the close of Sporting Checks. In the event of approved changes after the publication of the post-Sporting Checks entry list, a Pre-Race entry list shall be posted. After the Close of Sporting Checks, a Car is no longer permitted to withdraw and may discontinue participation via MERG. A Car submitted as discontinue participation is shown as “No Time/No Speed” for any remaining Session(s) and as “DNS” for the Race. After the start of the Race, a Car must be retired.

ARTICLE 14 – RADIOS

14. RADIOS

14.1. To reduce radio interference, particularly on critical frequencies, and to enhance the fan experience, the following requirements apply to all IMSA Members. Failure to comply with these requirements may result in penalties.

14.2. Only the UHF (450-470 MHz) frequency band is permitted for pit to Car radio communication. Competitor radio traffic is limited to a maximum of four (4) watts on handheld radios and a maximum of ten (10) watts ERP on mobile units (base stations) and/or repeaters and must not transmit to Car on one frequency and receive on another at greater than 5Mhz spacing. All Car communication must operate or be rebroadcast in analog mode on 12.5Khz channel spacing. On the transmit and receive of a radio broadcast, the DPL or TPL codes must be the same. Mixing of codes between TX and RX is prohibited. Digital and/or encrypted, or any radio transmission scheme between Team and Driver not understandable using a standard scanner at any time during any qualifying Session or Race is prohibited.

14.2.1. All radio transmissions between the Team and Car or Driver may be recorded and must be directly understandable in their meaning. Providing false or intentionally misleading information is a breach of the RULES and the use of code(s), cipher(s), disguised, misleading, or otherwise secretive language to attempt to influence the integrity of Competition or BoP process by manipulating the performance through Driver management or by any other means is prohibited and may be penalized per Art. 57. IMSA is the final authority with respect to radio transmission inputs, recordings and all related decisions.

14.2.2. (SSR) MX-5 Cup Car radio requirements.

A. (SSR) One (1) working two-way voice radio per Car, with Car-to-pit communication capability is required. The radio must function even if the Car's electrical master switch is off.

B. (SSR) Regardless of radio type in the Car, more than two (2) working channels are prohibited.

C. (SSR) Each Car must have two (2) independent frequencies, Matching frequencies among Cars is prohibited.

D. (SSR) Car-to-Car radio communication is prohibited.

14.3. Every originator of transmitted radio signals, including all voice and data transmissions, must each year apply to register each radio frequency, PL codes, transmission scheme (if not a standard scheme) and intended use (for example "Pit to Driver", or "Car Telemetry"), no later than two (2) weeks prior to use with the IMSA designated representatives for coordination. This requirement extends to all persons or organizations Members of IMSA, including Teams, manufacturers, suppliers, corporate Members and individuals. The determination of IMSA in any dispute regarding conflicting frequency or discrepancy is final and Conclusive.

14.4. Teams must declare and register their Team-to-Driver radio frequency used in any qualifying Session and Race. The IMSA designated representative is Racing Electronics. Teams must submit frequency registrations directly to Racing Electronics no later than two (2) weeks prior to their first Race and at each Race if changed. Changes during an Event must be submitted no less than two (2) hours prior to qualifying or Race.

14.5. Application forms (Petition for Frequency Use) for registration of frequency(ies) are provided by Racing Electronics and are available at imsacompetitors.com or from the Racing Electronics office at the Event site. Forms must include Frequency, PL, Channel use and FCC license designator if applicable.

14.6. Teams must bring a handheld radio to Racing Electronics for verification no later than two (2) hours prior to qualifying at their first Event and again in the case of changes to the frequency(ies).

14.7. Racing Electronics coordinates licensing for registered frequencies with the governing body in Canada and assists Competitors in obtaining required operating licenses. Proper licensing of frequencies remains the sole responsibility of the user/Competitor/vendor.

14.8. IMSA reserves the right to monitor and record all frequencies used by IMSA Members and to use such recordings for any purpose whatsoever. All IMSA Members, by their continued Membership, consent to such recording and use. IMSA reserves the right to deny use by IMSA Members of a particular frequency at an Event.

14.9. At all times that the Car is on the racetrack, a minimum of one (1) Crew member in the Pit Box must have radio communication with the Driver. At all times during a Session, a minimum of one (1) Crew member in the Pit Box must monitor the published Race Control frequency. Competitors must not use these IMSA operational frequencies.

IMSA RADIO FREQUENCIES

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

14.10. Applications must be emailed or faxed in advance of an Event to Chad Bartelme, 980-439-7710 (mobile) at cbartelme@racingelectronics.com or: Attention to: IMSA Radio Frequency Coordinator, 704-721-5133 fax. At the racetrack, applications must be delivered to the Racing Electronics office at the Event site.

ARTICLE 15 – BROADCAST EQUIPMENT & BROADCASTERS

15. BROADCAST EQUIPMENT & BROADCASTERS

15.1. Competitors may be required to carry Onboard Cameras and their corresponding equipment (OBC) and cooperate with the official broadcaster in the installation of such, including the provision of power for such equipment, which may require battery packs. Cars equipped with OBC must display the Car number in the OBC's home position field of vision. Once installed for an Event, OBC must not be removed or disabled by the Competitor for any Session or Race and the OBC and audio must remain functional at all times unless expressly approved by the Race Director. All images generated by the official broadcasters are copyright of IMSA and/or its designees, or the broadcast copyright holder. No right of interest accrues to the Competitor from carrying such equipment. Non-compliance may result in penalties. BSI is the exclusive provider of OBC for IMSA. For technical questions, please contact the IMSA technical liaison: Shawn Stafford at sstafford@nascar.com.

15.2. For commercial questions, contact Brandon Huddleston at bhuddleston@imsa.com.

15.3. OBC not provided by the official broadcaster are prohibited in all phases of all Events, except as approved by IMSA, or as may be permitted in the SSR. In any case, broadcast, display or any non-private use of such images requires permission from IMSA or its designee.

15.4. Competitors may be required to carry on-board telemetry devices for television broadcast use and cooperate with the official broadcaster in the installation of such, including the provision of power where necessary. Once installed for an Event, such equipment must not be removed or disabled by the Competitor for any Session or Race unless expressly approved by the Race Director. Where telemetry devices are prohibited, the installation of this equipment shall not violate those provisions. Competitors shall have no right to the data acquired.

15.5. (SSR) N/A

15.6. OBC as specified by IMSA for other commercial or promotional purposes may be required from time to time with specific arrangement with the Competitor(s).

15.7. Where a Series Class or Car has a minimum weight, equipment listed in Art. 15 is included in that minimum weight. Altering the structure or configuration of Cars in contravention of the RULES is prohibited.

15.7.1. IMSA Members must cooperate with the official broadcasters and public address announcers to the fullest extent reasonable including IMSA approved broadcast requests. This includes cooperating with interviews, features, graphics, audio sound bites and other elements of the show and providing space, time and unfettered access to working areas.

15.8. Broadcast In Car Communications. Broadcaster is obligated to inform IMSA regarding any request made to Team(s) to establish direct communication between the official broadcast entity and any Driver in a Car during on-track activity.

15.8.1. In the circumstance that a Team elects to permit active direct communication between the official broadcast entity and their Driver in the Car during on-track activity, the Competitor understands and accepts that IMSA is not involved in such communication from an officiating standpoint.

15.8.2. Thus, at all times, the Competitor remains entirely responsible for complying with all IMSA RULES and/or Race Control communications or instructions, irrespective of the presence or interruption of any alternative direct communication to or from the Driver.

ARTICLE 16 – PRIVATE IN-CAR-CAMERAS / MEDIA

16. PRIVATE IN-CAR-CAMERAS / MEDIA

16.1. Private In-Car-Cameras (ICC) may be permitted only after the express approval of IMSA and any footage gathered from such private ICC shall only be for internal use by Team and Driver.

16.1.1. To use footage for web or social media, a Driver or Team's Entrant Representative must execute the MX-5 Cup Series In-Car Camera Footage Usage Policy. The MX-5 Cup Series In-Car Camera Footage Usage Policy is exclusive to the use of 2026 footage.

16.1.2. The physical installation of a private ICC installation for any Session must be approved by Al Ludington, MX-5 Cup Technical Director (al@andersenpromotions.net). Installations are limited to inside the cockpit unless otherwise approved. Approval of camera installation does not supersede the requirement for a completed Footage License Agreement.

16.1.3. Private ICC installation on Driver helmet prohibited except when meeting the FIA Homologation criteria for helmets listed in Art. 21.

A. Per Car penalties for violations of Art. 16.1.3. include but are not limited to: First violation - $5,000 Entrant Fine, loss of ten (10) Team championship points and ten (10) Driver championship points per Driver in Car and immediate removal of any prohibited media from visibility.

B. Second and subsequent violation(s) - $5,000 Entrant Fine, loss of thirty (30) Team championship points and thirty (30) Driver championship points per Driver in Car and immediate removal of any prohibited media from visibility.

16.2. Private ICC footage must not be transferred, sold, given to any party. A Driver/Team with a Footage License Agreement may share the footage with its designated production company to create videos solely for the Driver/Team's website and/or Driver/Team-branded social media channels.

16.2.1. Footage for web and social media videos must not include any footage related to or depicting accidents, crashes or incidents.

16.2.2. Footage must not be posted until a minimum of three (3) hours following the conclusion of the on-track session from which the footage was captured.

A. Commentary or references related to officiating and/or officiating decisions in videos and/or captions is prohibited.

B. The maximum permitted total amount of published video is ten (10) minutes per Event.

16.3. Real-time and/or live streaming is prohibited. Any use of the private ICC footage by sponsors or any other third party is prohibited.

16.4. Additional restrictions or prohibitions may be implemented for an Event, as listed in the Schedule/SR for that Event.

16.5. Penalties may include termination of the Footage License Agreement and/or any other Penalties available per Art. 57.

16.6. (SSR) Requests for any promotional activity that involves the use of the track must be received and finalized with IMSA no later than the close of business on the Monday prior to the Event week. Dawn Zinsmaster, IMSA Senior Manager, Communications dzinsmaster@imsa.com.

16.7. Any Team, Driver, Sponsor, etc. requesting to have a photographer or videographer capture photos or content at an Event on its behalf must contact Nancy Green, ngreen@imsa.com, no later than the Schedule/SR deadline, for a media licensing agreement and credentials.

16.7.1. Photographer and/or videographer access to Team Manager and/or Driver briefings is prohibited without prior authorization from Nate Siebens, nsiebens@imsa.com.

16.8. (SSR) MX-5 Cup and/or IMSA Officials may adjust, or require to be adjusted, any series-mandated video installations.

ARTICLE 17 – AERIAL DEVICES

17. AERIAL DEVICES

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

ARTICLE 18 – OFFICIALS

18. OFFICIALS

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

A. RACE DIRECTOR

B. CLERK OF THE COURSE

C. SUPERVISORY OFFICIALS

D. TECHNICAL DIRECTOR

E. CHIEF SCRUTINEER

F. SENIOR DIRECTOR OF EVENT OPERATIONS AND LOGISTICS

G. MANAGING DIRECTOR OF MEMBER SERVICES

H. SENIOR MANAGER, IMSA CHAMPIONSHIP AND CHALLENGE SERIES

I. DIRECTOR, SINGLE MAKE PLATFORMS

J. DIRECTOR, TECHNOLOGY OPERATIONS

K. SENIOR MANAGER, TRACK SERVICES

L. SENIOR MANAGER, SECURITY (AND HIGH VOLTAGE (HV) SAFETY OFFICER)

M. FIELD INVESTIGATOR

N. SENIOR MANAGER, MEDICAL LIAISON

O. PIT LANE OFFICIALS

P. STARTER

Q. COMMUNICATION MARSHAL

R. COURSE MARSHAL

S. OTHER OFFICIALS

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

18.1.3. **Supervision.** In addition to these Officials, IMSA reserves the right to appoint an additional person(s) to evaluate and report on the Event.

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

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

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

18.2. RACE DIRECTOR

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

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

B. Execute the program of Competitions and other activities punctually by directing the Drivers and their Cars, Officials and their assistants and other Competitors.

C. Prevent ineligible Cars and Drivers from taking part in an Event.

D. Order inspection of any Car to verify its eligibility.

E. Refer disputes and protests to the Supervisory Officials.

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

G. Assess penalties in accordance with the RULES.

H. Replace an Official unable to perform their duties.

I. Compile a report on all aspects of the Event as may be requested by IMSA.

J. Assign certain responsibilities and/or authorities to other IMSA Officials.

K. Also serve as Clerk of the Course in certain cases when the Director of Racing Operations is not present.

18.3. CLERK OF THE COURSE

18.3.1. The Clerk of the Course (Senior Director of Racing Operations) is responsible for conducting the Event in accordance with the RULES.

18.4. SUPERVISORY OFFICIALS

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

18.4.2. The Supervisory Officials shall have oversight authority for the enforcement of the RULES. The Supervisory Officials may overturn the decisions of the Race Director regarding the penalty(ies) assessed. In addition to the authority stipulated within the RULES, the Supervisory Officials may hear Protests and/or Appeals (Art. 59). The Supervisory Officials also have authority for the following:

A. They may assess penalties or fines;

B. They may pronounce Removals;

C. They may amend the results;

D. They may assist the Race Director in the investigation of possible RULES violations and other disputes;

E. They may advise the Race Director on any matter that they feel may improve the conduct of the Event.

18.5. TECHNICAL DIRECTOR

18.5.1. The Technical Director (or designee) is the primary IMSA Technical Official at an Event and is responsible for determining that all competing Cars are eligible, prepared, and operated in accordance with the Technical Regulations. The Technical Director and their designated technical staff conduct inspections and monitor Cars during sessions, reporting any Cars found out of compliance to the Technical Regulations. Where appropriate, references to "Technical Director" shall include by extension, their designee. Where appropriate, references to "Technical Director" shall also be interchangeable with "IMSA Technical Committee (ITC)" in such cases of technical oversight and/or submission of applications and/or where no acting Technical Director is present.

A. Matt Kurdock, mkurdock@imsa.com.

18.6. CHIEF SCRUTINEER

18.6.1. The Chief Scrutineer reports directly to the Technical Director and checks all competing Cars for compliance to the Technical Regulations. Where appropriate, references to "Chief Scrutineer" shall include by extension, their designee. The Chief Scrutineer and their designated staff conduct inspections and report to the Technical Director any Cars found out of out of compliance to the Technical Regulations and/or ineligible.

A. Eric Haverson, ehaverson@imsa.com.

18.7. SENIOR DIRECTOR, EVENT OPERATIONS AND LOGISTICS

18.7.1. The Senior Director of Event Operations and Logistics and their designee is responsible for all Paddock related activities. Referred to collectively as "Logistics Director". Where appropriate, references to "Logistics Director" shall include by extension, any designee.

A. Cory Posocco, cposocco@imsa.com.

18.8. MANAGING DIRECTOR, MEMBER SERVICES

18.8.1. The Managing Director, Member Services is responsible for Entries, Licensing and Credentials. Referred to collectively as "Member Services Director". Where appropriate, references to "Member Services Director" shall include by extension, any designee.

A. Angela Hall, ahall@imsa.com.

18.9. SENIOR MANAGER, IMSA CHAMPIONSHIP AND CHALLENGE SERIES (Series Manager)

18.9.1. The Senior Manager, IMSA Championship and Challenge Series is responsible for the management and oversight of the IMSA WeatherTech Championship and the IMSA Michelin Pilot Challenge series participating at an Event. Referred to collectively as "Series Manager" of the relevant Series. Where appropriate, references to "Series Manager" shall include by extension, any designee.

A. Brian Wilson, bwilson@imsa.com.

18.10. DIRECTOR, SINGLE MAKE PLATFORMS (Series Manager)

18.10.1. The Director, Single Make Platforms is responsible for the management and oversight of the respective Single Make series participating at an Event. Referred to collectively as "Series Manager" of the relevant Series. Where appropriate, references to "Series Manager" shall include by extension, any designee.

A. Duane Sampson, dsampson@imsa.com.

18.11. DIRECTOR, TECHNOLOGY OPERATIONS (Timing & Scoring)

18.11.1. The Director, Technology Operations is responsible for oversight of the Timing & Scoring Department and all IT matters. The Director, Technology Operations and their staff are responsible for the accurate timing and scoring of the Event. They prepare the official results, maintain official qualifying times for competing Cars and furnish timing and scoring information. Referred to collectively as "Timing & Scoring Director". Where appropriate, references to "Timing & Scoring Director" shall include by extension, any designee.

A. David Pees, dpees@imsa.com.

18.12. SENIOR MANAGER, TRACK SERVICES

18.12.1. The Senior Manager, Track Services is responsible for organizing and directing the incident response activities of the racetrack and IMSA personnel and equipment. Referred to collectively as "Track Services". Where appropriate, references to "Track Services" shall include by extension, any designee.

A. Roy Spielmann, rspielmann@imsa.com.

18.13. SENIOR MANAGER, SECURITY (AND HV SAFETY OFFICER)

18.13.1. The Senior Manager of Security is responsible for Event security and the investigation of and security of any impounded Car. The HV Safety Officer is responsible for implementation and enforcement of IMSA HV Safety regulations and other duties described in IWSC Att. 8. Referred to respectively as "Manager of Security" or "HV Safety Officer". Where appropriate, references to "Manager of Security" or "HV Safety Officer" shall include by extension, any designee.

A. Robert Bosworth, rbosworth@imsa.com.

18.14.FIELD INVESTIGATOR

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

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

18.15. SENIOR MANAGER, MEDICAL LIAISON

18.15.1. The Senior Manager, Medical Liaison is responsible for organizing, coordinating, and directing off-track medical response in close coordination with the Senior Manager, Track Services, including but not limited to track medical center personnel. The Senior Manager, Medical Liaison coordinates with Drivers who may require medical clearance in order to return to participation. Referred to collectively as "Medical Liaison". Where appropriate, references to "Medical Liaison" shall include by extension, any designee.

A. Ryan McLean, rmclean@imsa.com.

18.16. PIT LANE OFFICIALS

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

A. Senior Pit Lane Supervisor: Johnny Knotts, jknotts@imsa.com.

18.17. STARTER

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

18.18. COMMUNICATIONS MARSHAL

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

18.19. COURSE MARSHAL

18.19.1. Course Marshals are responsible for flagging and other related duties assigned by the Race Director.

18.20. OTHER OFFICIALS

18.20.1. (SSR) IMSA may establish such other Officials as deemed appropriate. Throughout the Sporting Regulations for the Mazda MX-5 Cup, where the regulations refer to 'IMSA/MX-5 Cup Officials', or 'IMSA/MX-5' it shall mean IMSA and/or MX-5 Cup Officials as may be appropriate for the circumstances.

ARTICLE 19 – EVENT LOGISTICS

19. EVENT LOGISTICS

19.1. Event logistics are under the exclusive direction of IMSA and no other entity may give contradictory direction. Transporter Load-In specifics are issued via the SR and/or as directed by the IMSA Logistics Director. Competitors must not open/unload transporters until instructed by an IMSA Official or as listed on the Official Schedule.

19.1.1. Where applicable and after permission to open/unload transporters is granted, pit equipment may be moved to pit lane but must remain 36" from the cold side of pit wall until scheduled or notified by an IMSA Official that pit equipment setup may commence.

19.1.2. (SSR) Teams in Series not part of the WeatherTech Championship and/or Michelin Challenge must not set up any equipment in pit lane except during their designated sessions as permitted in their respective Series.

19.2. Teams must not carry out vehicle repair validation testing on the grounds of an IMSA Event facility other than on-track during an Official Session. From Load-In to the conclusion of the Event, Cars must not be removed from the Event premises without the express permission of IMSA and is subject to penalty.

ARTICLE 20 – PADDOCK & PIT - EQUIPMENT & ACTIVITY

20. PADDOCK & PIT - EQUIPMENT & ACTIVITY

20.1. Pit and Paddock Layout:

20.1.1. The layout and requirements of the pits and Paddock are exclusively at the discretion of IMSA and no other entity may give contrary direction. Road cars are prohibited and must be parked only in the designated areas or may be towed at owner's expense. Inquiries or determinations regarding appropriate compliance should be referred to the IMSA Logistics Director for approval prior to commencement. The decisions of IMSA are Conclusive.

A. **(SSR) Pit Lane Assignments.** The pit lane and garage (if applicable) assignments are made by IMSA, in consultation with MX-5 Cup, at its sole discretion. Multi-Car Entries are placed in adjacent pit boxes in order as determined by IMSA. All Cars must use the pit box assigned to them. If such Cars prefer to be pitted separately, the respective Team Representative must inform the Series Manager no later than the entry deadline for the first Event of the season (or if a single Event entry, the entry deadline for the first Event for that Team) and shall then be assigned pit boxes separately for the season. Reverting to adjacent assignment is prohibited.

B. (SSR) All Cars must use the pit box assigned to them for the duration of the Event.

20.1.2. **Business Transactions/Delivery.** Unless specifically authorized by IMSA, only persons with Partner or Industry Representative Memberships are permitted to conduct business transactions within the Paddock. A business transaction includes, but is not limited to, unauthorized solicitation and/or the delivery of parts or services. Unauthorized third parties engaging in business transactions or solicitation within the Paddock shall be escorted from the Paddock area and Members so engaged with such parties may be subject to penalty. Food service at transporters to anyone other than direct personnel is prohibited. Providing catered meals, except through track-authorized vendors, is prohibited.

20.1.3. **Appearance**. The appearance of the Series and Competitors must always meet a professional standard. All transporters must be of tasteful design and kept clean and in good repair, in IMSA's sole opinion. Defacement, damage or theft of racing facility property is strictly prohibited. Competitors must leave their designated Paddock and pit lane work area clean and free of trash or debris.

20.1.4. **Advertisement**. Unless specifically authorized by IMSA in writing, advertising outside of the confines of Competitor's equipment, uniforms and permitted awning space, including but not limited to, direct sales and marketing efforts, sampling, exhibits and surveying are strictly prohibited.

20.2. Paddock Equipment:

20.2.1. (SSR) IMSA, in consultation with MX-5 Cup, exclusively makes all Paddock assignments and no other party may give contrary direction. All Paddock arrangements, specific transporters/trailers and tow vehicles, as well as the construction and arrangement of any awning or canopy(ies) are subject to approval by IMSA and MX-5 Cup, whose decisions shall be Conclusive. In the MX-5 Cup Paddock, as a general policy, road automobiles, motorhomes, fifth-wheel and/or tag trailers are prohibited. Any Team receiving dispensation from IMSA for the inclusion of a fifth-wheel and/or tag trailer must maintain such trailer at a high degree of preparation and presentation, professionally painted or wrapped and depicting the appropriate presentation as required for the Series.

A. (SSR) Any Team testing at a track or working within a Paddock space immediately prior to an IMSA Event must not leave any trucks, awnings, Cars, vehicles, carts, toolboxes, or any other Team related equipment in the Paddock after the testing concludes. No allocation is made for any Team to remain set up within the Paddock and/or garages (where applicable) when parked prior to an IMSA sanctioned Event. All Teams must only enter the Paddock during the designated load-in time for that Series, unless otherwise assigned and/or permitted by IMSA Logistics.

20.2.2. (SSR) Each entered Team is assigned one (1) Paddock space which is no larger than required for their equipment, and which is a MAXIMUM of ninety feet (90') long and thirty feet (30') wide, wherein which the transporter accounts for ten (10') feet of the width. This includes all transporters, liftgates, equipment, awnings, walkways, door openings, belly-box swings, slide-outs etc. Awnings must not extend beyond the rear of the trailer with the liftgate in the closed position. All Team equipment must remain within the Team's allocated space, including tuggers, golf carts, toolboxes, and any other items. No allocation is made for automobile, motorhome or other vehicle parking.

20.2.3. (SSR) Each MX-5 Cup Team is permitted and expected to utilize one (1) tractor-trailer transporter plus an awning per entered Car in its assigned Paddock space, complying with the regulations for the assigned space except as otherwise permitted by IMSA. Unless otherwise required by IMSA, pop-up type, other temporary, or no awning is prohibited. Unless otherwise required by IMSA, tractors must remain in position emulating connection to the trailer.

A. (SSR) If a Team desires to utilize a different arrangement of transporter(s) and/or awning(s) than permitted herein, the Team must submit the layout and presentation of the requested Paddock arrangement to IMSA Logistics, Cory Posocco at cposocco@imsa.com for review and approval prior to use.

B. (SSR) **Supplemental Trailers.** Supplemental Trailers are any trailers beyond those listed in Art. 20.2.3. The Supplemental Trailer allowance is per Entrant, not per Car. Each Entrant is permitted one (1) IMSA approved Supplemental Trailer per Event, where available as listed in the SR. IMSA Logistics issues Event-specific unloading and reloading instructions. Supplemental Trailers must park only in designated areas. Entrants must comply with all Supplemental Trailer instructions. Undeclared trailers are denied venue access. Supplemental Trailers must be registered per Event through MERG prior to SR deadlines. Late or incomplete registrations may be denied. The Supplemental Trailer fee is $2,500 per Event (regardless of size). Fees are billed through IMSA/MERG and non-refundable. Any track-related surcharges are billed directly to Entrant. Non-compliance may result in penalties.

20.2.4. (SSR) For Events as announced by IMSA and listed in the Schedule/SR, the above thirty feet (30') maximum dimension is smaller and Teams are limited to one (1) transporter per Entered Car, and limited accommodation for awnings. Equipment otherwise not adhering to the appearance expectations of Paddock presentation are prohibited and may incur penalties. IMSA branding per Attachment 5 is required and conflicting marks are prohibited.

20.2.5. N/A

20.2.6. (SSR) Team transporter drivers must use a CB radio as directed by IMSA to facilitate load-in. A card, with minimum dimensions of 24 inches by 24 inches, depicting separately the width in feet of the trailer, the awning and any slide-outs, in font a minimum of four (4) inches high, under the Team Name must be made visible in the tractor windshield during load-in.

20.2.7. (SSR) IMSA and/or the Promoter are not responsible to have or make available any ballast or other objects to which to tie down awnings and the responsibility to make appropriate arrangements rests solely with the participant.

20.2.8. (SSR) MX-5 Cup Teams that also compete in the WeatherTech Championship or other IMSA Series may receive additional consideration, where possible. However, this must be pre-arranged with the IMSA Logistics department and is exclusively at IMSA's discretion. For a MX-5 Cup Team with a WeatherTech Championship Car, IMSA will make every effort to combine the Team's transporters in the WeatherTech Championship Paddock when possible, however such Competitors must not remove any awnings or transporters until as specified for the WeatherTech Championship.

20.2.9. (SSR) Organization and/or accommodation of Team, Manufacturer, Constructor, Industry Partner or other entity areas may be established separately or as space permits at IMSA's discretion.

20.2.10. (SSR) Teams are responsible for completing the Paddock Equipment Form at merg.imsa.com no later than three (3) weeks prior to their first Event. The Paddock Equipment Form must represent the exact measurements of the transporters, awnings and any slide-outs of the trailers. Additional space must not be added or listed in the Paddock Equipment Form without prior written authorization of the IMSA Logistics Director. The Logistics Director and the specific Series Manager will review requests. The deadline to complete or edit the Equipment Form is the Entries Closing deadline for the respective Event as listed in the Schedule/SR. Changes after the deadline must only be made by the IMSA Logistics Director.

20.2.11. (SSR) If the Team is still at the racetrack, the arrangement of the Team's equipment, awnings, hard-panels etc., must not block the view of their Car(s) from the public at any time during Event hours without the express permission of the IMSA Sr. Manager of Logistics. Except during periods of extreme weather, or when permission of IMSA Officials is obtained, Competitors must not enclose their Paddock setups (including the use of clear panels) such as to obscure the view of fans of the majority of the activities including, at least, the preparation of one (1) Car. Teams are encouraged to be fan friendly. In case of extreme weather, the IMSA Sr. Manager of Logistics may approve the temporary closure of awnings.

A. (SSR) Teams and suppliers must not begin to dismantle paddock installations, including: awnings, extensions, flooring, walls and cabinets, until as specified in the Schedule/SR, or as notified by IMSA, subject to penalty.

B. (SSR) Hard-panels and/or wallboards are prohibited when paddocked in permanent garages except as specified and approved by IMSA.

20.2.12. Awnings must not extend past the rear of the trailer (i.e. into the area of the lift gate) and must not extend past the nose of the tractor in its normal road-going configuration. IMSA may require removal of the tractor and then the awning is limited to the front of the trailer.

20.2.13. Every Car that Entrant is competing in the Series with, and/or any un-entered Car that may be displayed in the Paddock, at any Event, must be be a Car that meets the Series Technical specifications for IMSA competition and correctly displays the required tires, decals, number panels and leader lights and complies with all other regulatory requirements. All Entrant's Cars that are entered or not entered in the Event must meet the following criteria:

A. Must be transported in the Entrant's Race transporter. No allocation is made for load-in for separate transporters.

B. Must not be placed on display unless permitted at the sole discretion of IMSA and must remain entirely within the Competitor's allocated Paddock space and not be displayed on or under the liftgate.

C. Must not display commercial signage (for rent, etc.).

20.2.14. Any fitting-out requiring welding, painting or modification of pits, Paddock or racetrack property and/or drilling into walls, surfaces, paving, concrete or otherwise is prohibited and subject to penalty unless approved in writing by the Promoter and/or IMSA.

20.2.15. Participants must be familiar with the Safety Kleen waste disposal system at each facility and follow the specific procedures and policies. Questions or problems should be brought to the attention of facility personnel immediately. Entrant is responsible for conveying the required information to all Team members.

20.3. Vehicles in Paddock:

20.3.1. Motorhomes or Toterhomes not used to tow entered Cars are prohibited in the Paddock and Competitors must pre-arrange directly with the Promoter for parking outside the Paddock. Motorhomes/Toterhomes used to tow entered Cars must remain connected to and in line with the Car trailer and must not be moved or removed from the Paddock during the Event.

20.3.2. Driving of and/or riding on any vehicles (including Cars, golf carts, and pit vehicles) in the Paddock or facility deemed dangerous, erratic and/or of inappropriately excessive speed for the circumstances or established limits and/or in violation of the RULES is prohibited and subject to penalty.

A. Cars must only be driven/operated by an IMSA credentialed Driver or Crew Member. Passengers and/or unsecured exterior materials prohibited.

20.3.3. Motorized pit support vehicles must have adequate lighting and must not be operated under influence of alcohol or prohibited substances, or be carrying alcoholic beverages or prohibited substances on board. Vehicles must not be left unattended or loaded/unloaded when running. Vehicles must carry no more than the number of passengers that the manufacturer originally designed seating to accommodate. All passengers must be seated and operators must yield right of way to pedestrians. Vehicles must be used for business purposes only. Pit carts and ATV's are intended only for legitimate purposes in the conduction of the Race Event and must not be used otherwise. Vehicles in the pits must be operated in a safe manner. When not in use, vehicles must be parked in an orderly manner, out of fire lanes and not blocking access to garages or transporters. Vehicle passes per Art. 3.17.5, Art. 20.3.5 and the SR.

20.3.4. Motorcycles, drones, bicycles, skateboards, rollerblades and other non-motorized transportation, as well as motor scooters of one, two or three-wheels and/or designed to transport one or two persons, are prohibited in the garage, pit and/or Paddock areas except for authorized power-driven mobility devices (ADA requirements - Americans with Disabilities Act), and accredited and vested media personnel. Pit vehicles must only be operated by an IMSA credential holder. Motorized carts and similar 3- or 4-wheeled conveyances must not be driven into pit lane except pit equipment approved for a Series or as specified in the SR. Such use in the Paddock must be for legitimate purposes only. Excessive speed and/or unsafe operation is prohibited. Participants must abide by state laws and Promoter restrictions regarding licensing, maximum speed, helmet requirement and use. Such conveyances may be prohibited at certain Events or in certain areas of each facility by local ordinance or Promoter limitation.

20.3.5. Annual access stickers are issued by IMSA and available from the respective Series Tech Trailer. A Team must return a previously issued 2026 Annual pass to obtain a replacement. Teams are permitted one (1) 3-or-more-wheeled support vehicle(s) (such as golf carts/tugs) in the Paddock area per entered Car. IWSC GTP Teams are permitted two (2) additional such support vehicles and only these two (2) vehicles are permitted in pit lane. IWSC Non-GTP and all other Series Teams are permitted one (1) additional such support vehicle and only this one (1) vehicle is permitted in pit lane. Track-specific requirements per the SR.

20.4. (SSR) Autograph Period:

20.4.1. (SSR) Drivers must be available for autographs at the designated time per the Event SR.

20.5. Pit Lane Equipment - Cold Side (Art. 33.3.2):

20.5.1. The cold side of the pit wall is defined as the inner plane of the pit wall, away from the pit lane Car working area.

20.5.2. (SSR) Equipment must not be placed in the pit lane prior to the date and time listed in the Official Schedule or as directed. Specific variations may be required by IMSA. IMSA, in consultation with MX-5 Cup, exclusively makes all pit lane assignments and no other party may give contrary direction.

A. (SSR) IMSA may require that pit equipment be positioned on the "working" or hot side of the pit wall.

20.5.3. (SSR) Equipment must fit entirely within a Competitor's allotted space, which may vary dependent on the facility.

20.5.4. (SSR) Teams must be prepared to share their space with other Series as determined by pit assignments.

20.5.5. (SSR) N/A

20.5.6. (SSR) N/A

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

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

20.5.9. Equipment compliance and the certification of the air tanks may be checked at any time.

A. Only compressed Nitrogen is permitted.

20.5.10. (SSR) The following procedures must be adhered to on the pit lane and within the pit lane area:

A. (SSR) The fire lane(s) must be kept clear.

B. (SSR) Generators must be fitted with twist-lock extension cord connectors.

C. (SSR) N/A

D. (SSR) N/A

E. (SSR) N/A

F. (SSR) N/A

G. (SSR) Pit lane data (red) boxes and equipment must not be used as steps.

H. (SSR) N/A

I. (SSR) Racetrack-specific requirements may be listed in the SR.

20.6. Pit Box - Hot Side (Art. 33.3.2.A)**:**

20.6.1. The hot side of the pit wall is defined as the outer plane of the pit wall, closest to the pit lane Car working area.

20.6.2. Any decoration (banners, tape, logos, etc.) on the pit wall or working surface must be removed at the conclusion of the Event or subject to penalty.

A. (SSR) Pit wall banners are prohibited.

B. (SSR) The IMSA Official Pit Box decals/markings on the pit wall define the limit of each pit box and must not be removed or obstructed. It is the Competitor's responsibility to ensure the IMSA markings are always visible.

20.6.3. (SSR) In the Pit Box, equipment is prohibited to:

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

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

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

20.6.4. (SSR) Lighting equipment in the pit lane area (for Races run partly by night) must be aimed in such a way to avoid blinding Drivers. Glass incandescent and/or fluorescent bulbs are prohibited if not enclosed in a fixture designed to fully contain breakage.

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

20.7. (SSR) N/A

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

20.9. (SSR) Mazda MX-5 operates exclusively on the "hot" side of the pit wall and the hot and cold sides are defined by IMSA/MX-5 Officials (Art. 33.3.2.B.).

ARTICLE 21 – DRIVER & CREW SAFETY EQUIPMENT & UNIFORMS

21. DRIVER & CREW SAFETY EQUIPMENT & UNIFORMS

21.1. HELMET AND ATTIRE TABLE (Equipment From Each Column Per Position)**:**

Protective Equipment for Driver & Crew Members						
Position	**Fire Suit**	**Underwear**	**Accessories:** Balaclava, Gloves, Socks, Shoes	**Helmet**	**Helmet Removal Device**	**FHR**
Driver	FIA 8856-2000 FIA 8856-2018 SFI 3.2A/5 SFI 3.4/5	FIA 8856-2000 FIA 8856-2018 SFI 3.3	FIA 8856-2000 FIA 8856-2018 SFI 3.3	**Art 21.1.1** FIA 8860-2010 FIA 8860-2018	**Art 21.1.2** Eject Stand21 Lid Lifter	**Art 21.1.3** FIA 8858-2002 FIA 8858-2010 SFI 38.1
Refueler Vent Operator Fire Bottle	FIA 8856-2000 FIA 8856-2018 SFI 3.2A/5 SFI 3.4/5	FIA 8856-2000 FIA 8856-2018 SFI 3.3	FIA 8856-2000 FIA 8856-2018 SFI 3.3	**Art 21.1.5** Fire Rated: FIA SFI SNELL (SA)	Not Applicable	Not Applicable
Over the Wall Crew	FIA 8856-2000 FIA 8856-2018 SFI 3.2A/5 SFI 3.4/5	FIA 8856-2000 FIA 8856-2018 SFI 3.3 Optional	FIA 8856-2000 FIA 8856-2018 SFI 3.3	**Art 21.1.6**	Not Applicable	Not Applicable
	SFI 3.2A/3 SFI3.4/3 SFI 3.2A/1 SFI 3.4/1	FIA 8856-2000 FIA 8856-2018 SFI 3.3 **Mandatory**				
Paddock Refueling Transfer of Fuel "Deadman" Valve	FIA 8856-2000 FIA 8856-2018 SFI 3.2A/5 SFI 3.4/5	FIA 8856-2000 FIA 8856-2018 SFI 3.3 Optional	FIA 8856-2000 FIA 8856-2018 SFI 3.3	**Art 21.1.7** Optional	Not Applicable	Not Applicable
	SFI 3.2A/3 SFI3.4/3 SFI 3.2A/1 SFI 3.4/1	FIA 8856-2000 FIA 8856-2018 SFI 3.3 **Mandatory**				

21.1.1. Modification (drilling of holes, etc.) is prohibited. Helmet must be of the 'full face' design.

21.1.2. Drivers must have the "Eject Helmet Removal" kit or the Stand 21 "Lid Lifter Balaclava" installed in their helmets.

A. (SSR) Drivers in Mazda MX-5 Cup must wear arm restraints meeting SFI 3.3 homologation.

21.1.3. 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. Any manufacturer's items may fail inspection due to condition at any time. FIA 8860-2010 helmets without a date of manufacture (pre-2013) are prohibited.

A. FIA 8856-2000 and SFI 3.2A/5 homologated items shall no longer be valid for IMSA use after December 31, 2029.

21.1.4. Evaporative-loss Freon cool suits are prohibited.

21.1.5. (SSR) N/A

21.1.6. (SSR) N/A

21.1.7. (SSR) For any transfer of fuel in the Paddock, a helmet is optional (See also Art. 37). SFI /3 or /1 suits require underwear.

21.1.8. (SSR) Any helmet camera installation must be FIA Homologated and maintain the homologation integrity of the required Driver helmet specifications listed in Art. 21.1.

21.1.9. (SSR) For over the wall crew in the pit lane, fire suits, underwear, accessories and helmets as listed in Art. 21.1 are not required for Mazda MX-5 Cup.

21.2. (SSR) Inspection. All Driver helmets must be inspected by MX-5 Cup/IMSA at Pre-Event Inspection, Scrutineering and/or Technical Inspection prior to first use in the season. Helmets must display the required MX-5 Cup/IMSA inspection sticker. IMSA may spot check or re-inspect Driver and/or Crew equipment at any time.

21.3. Competitor Uniforms: Crew must wear clean uniforms and other appropriate and safe attire at all times in order to present the best possible appearance to the public. Tank tops, shorts, open-toed shoes and similar attire prohibited in the pit box area. Industry support technicians must be clearly identified as non-Team members. Inappropriate attire prohibited. Shorts prohibited on the hot side of pit wall.

ARTICLE 22 – GENERAL CAR REQUIREMENTS

22. GENERAL CAR REQUIREMENTS

22.1. IMSA publishes specifications for various classes of Car eligible to compete in a Series in the Technical Regulations that shall supersede Art. 22 in case of any conflict.

22.2. Car Composition

22.2.1. The Car must consist of the homologated bodyshell/chassis (monocoque) unit and the homologated engine block (or crankshaft case). During the Race, it is prohibited to change the engine block (crankshaft case), the chassis, or monocoque structure (see also Art. 23.5).

22.3. Mandatory Requirements

22.3.1. Each entered Car must be inspected and approved by the Mazda MX-5 Cup Technical Director or their delegated assistant(s) before it is permitted to participate in any Official Session. No expressed or implied warranty of safety shall result from this inspection or approval. Cars shall present a neat, clean and professional appearance, with no old damage. 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. Mazda MX-5 Cup Technical Director makes the final decision on the safety and eligibility of an accident-damaged Car at any time during the Event. Major body components must be maintained in normal position throughout the Competition. Questionable Cars are subject to approval by the Mazda MX-5 Cup Technical Director.

22.3.2. **(SSR) Brakelights/Headlights/Taillights:**

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

B. (SSR) The brakelight(s) must be clearly distinguishable from the taillight(s) under braking, in the sole opinion of IMSA.

C. (SSR) When required (SR), in periods of darkness, the two (2) main headlights and two (2) main taillights must be switched on continuously when the Car is running on the racetrack or in the pit lane.

i. (SSR) The two (2) main headlights, taillights and rain light are required whenever wet-type tires are fitted and/or at the request of Race Control.

ii. (SSR) The Race Director may accept one (1) functioning headlight, and one (1) functioning taillight (when headlights/taillights required) due to damage or equipment failure.

22.3.3. (SSR) If two (2) main brakelights (and/or both main headlights and/or both main taillights, when required) are non-functioning, the Car must stop immediately for repairs. Repairs not consistent with original equipment lighting levels must be approved by the Mazda MX-5 Cup Technical Director. If the Car leaves the pits without making the necessary repairs, it may be stopped by Race Control.

22.3.4. The Car must be equipped with the required external mirrors at the start of the Race. In case of damage or loss, Competitor is responsible for the correct conduct of Car, regardless of mirror integrity.

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

22.3.6. The Car must have all safety structures, major bodywork and/or aerodynamic devices affixed when being driven on-track unless approved by the designated Technical Director. If the Car leaves the pits without making the necessary repairs, it may be stopped by Race Control.

22.3.7. **(SSR) IMSA/MX-5 Cup Full Course Yellow (FCY) Light System.** The Car must be fitted with the IMSA-specified FCY Light System that must be powered and functional at all times the Car is on track or in the pit lane. The MX-5 Cup-specified ICARS system shall be used.

A. (SSR) In-Race failure of the ICARS system functioning at the start of a Race does not constitute an infraction.

22.3.8. (SSR) **Transponder.** The Transponder must be powered and functional at all times the Car is on racetrack or in the pit lane. The Transponder must not be tampered with nor transferred to another Car unless specifically approved by IMSA. Failure to obtain, install and maintain the Transponder shall result in the Car not being scored and may result in other penalties (see Art. 25.4).

A. (SSR) The Transponder must be tested and operate to the satisfaction of Timing and Scoring.

B. (SSR) Failure of the Timing and Scoring Transponder(s) must be repaired immediately on discovery.

22.4. General Technical Presentation.

22.4.1. (SSR) IMSA/MX-5 Cup, at its sole discretion, reserves the right to impound and inspect Cars competing in an Event. Non-compliant components may be retained and/or destroyed by IMSA/MX-5 Cup without compensation or recourse to the Competitor.

22.4.2. The timing, location, method and type of Car inspection and the number of Cars to be inspected at any Event is determined by the Technical Director.

22.4.3. When instructed by the Officials to go to Impound or the inspection area, Cars must proceed directly and without delay or are subject to penalty up to and including Removal.

22.4.4. It is the responsibility of the Entrant or Driver to prepare the Car for inspection when requested to do so by the Technical Director or their assistant(s). Any expense incurred, including post-Event off-site inspections, except in the case of a protest, is the liability of the Entrant. Preparation of a Car for inspection must be performed in a timely manner as determined by the Technical Director.

22.4.5. Measurements:

A. Both metric and/or English dimensions may be given. In such cases, when the two systems do not equate exactly, measurements for compliance during inspection normally use the system most advantageous to the Entrant. An equivalence table is provided in Appendix A.

B. The Technical Director may establish tolerances for measurements taken during inspection; may require components on the Car to fit IMSA templates; may require IMSA monitoring devices to be fitted to a Car; and/or may require IMSA limiting devices to be fitted to a Car.

22.4.6. Additional distinction between Cars of similar appearance may be mandated by IMSA.

22.4.7. Mandatory safety requirements for Cars except as specified in the SSR, SR and/or Technical Regulations for a specific Series.

A. Electrical circuit breakers must be clearly marked by a spark in a blue triangle.

B. In all cases, the Driver must be able to exit the Car through both the Driver side and the passenger side in an emergency per the applicable Technical Regulation(s) and to the satisfaction of IMSA/MX-5 Cup.

C. An on-board starter/motor generator unit and energy source must remain functional at all times, except when deactivated in an emergency by the master electrical circuit breaker.

D. (SSR) Identification lights are subject to approval by IMSA. Requests for approval must be submitted no later than two (2) weeks prior to the Load-In day of the applicable Event. Red or green identification lights are prohibited. External installations prohibited. Identification lights forward of A-pillars in the cockpit area prohibited. Modification of Homologated components prohibited. IMSA may revoke approval for use of identification lights at any time.

E. An "arrow" decal, available from IMSA/MX-5 Cup, denoting tow hook location, window net release and door release must be affixed in each of these locations.

22.4.8. If the Technical Director determines prior to the Race that a Car does not meet the applicable specifications, the Car shall be prohibited from Competition unless, at the discretion of the Technical Director, the deficiency collectively:

A. Does not affect safety;

B. Cannot be corrected in time for qualifying or the Race (if no qualifying);

C. Does not provide the Competitor a competitive advantage;

D. Is so insubstantial as not to warrant a determination that the Car is ineligible to Race.

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

22.5. Sound Enforcement

22.5.1. Cars must meet IMSA sound limits as may be required. At its discretion, IMSA monitors, or has others monitor, sound levels and employs enforcement as appropriate.

22.5.2. Local sound limits beyond IMSA control may require additional procedures or penalties for noncompliance.

22.6. Technical Compliance

22.6.1. It is the Entrant's responsibility to present their Cars in compliance with the RULES at all times. Passing Pre-Event Inspection, Scrutineering and/or Technical Inspection does not constitute a waiver for existing, ongoing, latent, future, or unobserved infractions of the RULES.

22.7. Technical Non-Compliance

22.7.1. (SSR) Cars out of compliance with the Technical specifications and/or regulations may be penalized by being moved to the back of class, or up to and/or including Removal from the results and any penalty available per Art. 57.

ARTICLE 23 – CARS ELIGIBLE

23. (SSR) CARS ELIGIBLE

23.1. (SSR) Categories:

A. (SSR) ND.2 Car - specified as a 2019 or newer built MX-5 Cup Car or the ND.1 Car, model year 2016 - 2018, fitted with the Mazda-supplied upgrade kit as specified in the MX-5 Cup Technical Regulations.

23.2. (SSR) Cars must be original MX-5 Cup Cars, as delivered as per the homologation.

23.3. (SSR) The eligibility of any Car to compete and its compliance (or not) with the relevant Technical Regulation(s) is at the exclusive discretion of IMSA. IMSA reserves the right to make modifications to the specifications of Cars in the best interest of the Competition and the sport.

23.3.1. (SSR) It is prohibited to enter the same Car (VIN/chassis number) in multiple Series at an Event.

23.4. (SSR) N/A

23.5. (SSR) N/A

23.6. (SSR) After the conclusion of Sporting Checks it is prohibited to use a chassis (tub or monocoque) identified by the chassis number (serial number) of an entered Car to replace that of any other entered Car.

23.7. (SSR) A Team must only use one (1) single chassis (tub or monocoque) for a given Car during an Event unless the Car is deemed to be irreparable within the timeframe available, as determined and approved solely by IMSA/MX-5. Any such replacement must be approved by IMSA/MX-5 Cup and the replacement Car must successfully clear Pre-Event Inspection and Scrutineering and be issued the IMSA/MX-5 Cup Technical Conformity Sticker per Art. 24.4.

23.7.1. (SSR) Should a chassis (tub or monocoque) need replacement after Pre-Event Inspection, the work must be completed with the approval of the Technical Director and as directed under the supervision of the Scrutineers. **Penalty** for late notification: Drive-Through.

23.7.2. (SSR) After qualifying, such replacement of chassis (tub or monocoque) and/or Car shall require the Car to go to the back of the starting grid for the affected Race.

ARTICLE 24 – PRE-EVENT INSPECTION, SCRUTINEERING & TECHNICAL INSPECTION

24. PRE-EVENT INSPECTION, SCRUTINEERING & TECHNICAL INSPECTION

24.1. (SSR) All Driver helmets must be inspected by IMSA/MX-5 Cup at Pre-Event Inspection, Scrutineering and/or Technical Inspection prior to first use in the season. Helmets must display the required IMSA/MX-5 Cup inspection sticker. IMSA may re-inspect any equipment at any time (see Art. 21).

24.2. (SSR) IMSA/MX-5 Cup may, for inspection purposes, seal or impound Race Equipment entered and competing in an Event. IMSA/MX-5 Cup is not responsible for payment, expense, reimbursement, damage or loss as a result of such sealing or impounding.

24.3. (SSR) Presentation of the Cars for Scrutineering

24.3.1. (SSR) Cars must be presented with the required decals per Att. 5.

24.3.2. (SSR) Cars must be presented with mandatory equipment functional. (Art.22).

24.4. (SSR) IMSA Technical Conformity Stickers

24.4.1. (SSR) IMSA/MX-5 Cup Technical Conformity Stickers are labels issued to a Car after it successfully clears Pre-Event Inspection. They are affixed in the approved location(s) (Att. 5) after Pre-Event Inspection, once the Scrutineers have approved the Car.

24.4.2. (SSR) A Car must not take part in the Event after Pre-Event Inspection without these IMSA/MX-5 Cup Technical Conformity Stickers. They must not be removed and must remain visible in all circumstances.

24.5. The Scrutineers may:

24.5.1. Check the eligibility of a Car or of a Competitor at any time;

24.5.2. Require a Car to be dismantled by the Competitor to ensure that the conditions of eligibility are fulfilled;

24.5.3. Require a Competitor, Constructor or Manufacturer:

A. To pay all expenses associated with the above;

B. To provide samples of parts as deemed necessary.

24.5.4. Once approved by the Scrutineers, any Car dismantled or modified in a way which might affect its safety or call into question its eligibility, or which has been involved in an accident with similar results, must be rechecked for the Scrutineer's approval.

24.6. Cars may be weighed at any time.

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

24.6.2. Admittance to any area where inspections are being made is controlled by the Technical Director or their designee. Intervention is prohibited, save under the control of IMSA Officials. Team members are permitted at the discretion of or instruction of IMSA/MX-5 Cup Officials.

24.7. (SSR) Cars in the Impound area (Art. 50) and selected for inspection are weighed in accordance with IMSA/MX-5 Cup Technical Regulations.

24.8. Cars selected at random may be checked at any time (Art. 50).

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

24.9.1. Pre-Event Inspection and Scrutineering are during the hours posted and as distributed by the IMSA/MX-5 Cup Technical Department or as instructed by the Technical Director. Individual checks may be performed at other times by Competitors on a first come first served basis or as permitted by the Technical Director.

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

ARTICLE 25 – TIMING & SCORING

25. TIMING & SCORING

25.1. Cars must be fitted with an approved timing and scoring transponder and/or other electronic scoring device in a location and manner as specified in the Technical Regulations or as approved by Timing and Scoring. The transponder must be powered and functional at all times the Car is on racetrack or in the pit lane and is subject to stop and repair.

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

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

25.4. The following timing policy is used at Events:

25.4.1. An “officially timed lap” is defined as: A lap with a minimum of two (2) wheels on the racing surface at all times recorded by IMSA Timing that uses the approved transponder installed in the Car to record a crossing at the control line at the beginning and end of that lap. When a Driver ID system is installed, the crossing must include the correct Driver ID.

25.4.2. **Engage / Disengage Driver ID.** When a Driver ID system is installed, Drivers are responsible for engaging the correct identification plug prior to the start of the formation lap(s), or; in the pit lane, prior to overtaking the last working pit. Drivers must not disengage the identification plug prior to crossing the pit lane speed limit start loop at the pit lane entry.

25.4.3. IMSA shall use its best efforts to notify a Competitor not registering officially timed laps or correct Driver ID. However, it is the Competitor's responsibility to ensure that their transponder is operating correctly, including Driver ID systems when a part of a Series' timing system, during all phases of Competition. Failure of the correct Driver ID registering may result in incorrect Driver time credit, which is the Competitor's responsibility, and may result in penalties.

25.4.4. Only officially timed laps are counted towards Driver or Car qualifications, qualification times, pole positions, starting position, fastest Race laps and/or recognition of the speed of a Competitor during the Competition, and only officially timed laps are recognized as "track records".

25.4.5. **Non-Functioning Transponder.** It is the Competitor's responsibility to ensure that their transponder is operating correctly during all phases of Competition. Competitors must make immediate efforts to communicate any issue to IMSA. IMSA shall use its best efforts to notify a Competitor not registering officially timed laps. A non-functioning transponder requires immediate stop and repair, and may include additional penalties.

A. **Exception.** During a Single-Make Race, in the case of transponder failure, when a Car is not registering officially timed laps, IMSA may continue to score the Car (i.e. their physical position or lap count relative to other Cars during a Race shall continue to be recorded) and may display unofficial times; however, such manual scoring is not guaranteed and it remains the responsibility of the Competitor to respond appropriately to notification of transponder failure and to repair or replace the equipment as required to ensure official credit for laps and lap times. Competitor submitted data and/or video, or other materials are not considered unless specifically requested by IMSA.

25.4.6. N/A

25.4.7. Distance is normally measured in whole laps completed by the Car.

25.4.8. The approved transponder manufacturer is MyLaps as specified by IMSA.

25.5. Control Line. A Control Line is a Timing & Scoring loop and includes the pit-in and pit out loops, start line and finish line. A Car crosses a control line at the instant the automatic timing apparatus is triggered by the transponder and/or as detailed below.

25.5.1. **Start Line.** The start line is the point on the racetrack where timing and/or scoring begins, unless otherwise stated in the SR. A Car crosses the start line at the instant the automatic timing apparatus is triggered by the transponder, or in the case of a transponder failure on the leading car, at the time assigned via the start line camera that shall apply to all Cars.

25.5.2. **Finish Line.** The finish line, if different from the starting line, is the point on the racetrack where timing and/or scoring ends, unless otherwise stated in the SR. A Car crosses the finish line at the instant the automatic timing apparatus is triggered by the transponder, and more precisely, at the instant the leading-most edge of its bodywork passes over that line (photo finish).

A. In the case of a photo finish (Art. 25.5.2), a Car on the track shall prevail over a Car in pit lane.

ARTICLE 26 – RACETRACK / TRACK WALK

26. RACETRACK / TRACK WALK

26.1. Racetrack

26.1.1. Competition must not take place other than on a racetrack approved by IMSA.

26.1.2. IMSA may:

A. Limit a racetrack to certain Series.

B. Restrict the number of Cars participating in the Sessions.

C. Restrict the classes of Cars to be raced at a racetrack.

D. Restrict the number of Cars to be started in a Race.

E. Restrict the racetrack to certain ratings or grades of Drivers.

26.1.3. **Racetrack Measurement**

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

26.2. TRACK WALK. Track walks, if scheduled, are for participants with appropriate annual credentials or SEC and only during specific listed times. Testing, scanning and/or measurement of the topography of the track is prohibited and subject to penalty. IMSA may grant the official tire manufacturer partner access for track scanning/measurement. Track walks are restricted by the Promotor for walking only unless specifically permitted in the SR, ADA access per Art. 3.17.5. Automobiles are prohibited without the express direction of IMSA Officials. Participation in the track walk must be initiated prior to the embarkation time listed in the Schedule/SR.Track walks may be additionally restricted.

ARTICLE 27 – FLAG SIGNALS

27. FLAG SIGNALS. The following signals both advise Drivers of various conditions, and direct Drivers to obey various specific instructions or take specific actions. The signals are normally cloth flags, but flags may be replaced or supplemented with rigid signaling boards or lights carrying the same meanings. A steady light means a motionless or standing flag and a flashing light means a waving flag. Signals are displayed by the corner stations and also by the Starter. Flags displayed by the Starter encompass those of the corner stations, but also include special flags as described for the Starter, below.

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

27.2. YELLOW - LOCAL.

27.2.1. Motionless Single: Danger, no passing, slow down. Motionless yellow flag is generally used to advise of a serious danger off the track. May be displayed preceding a waved yellow for additional warning.

27.2.2. Waved Single: Extreme danger, no passing, slow down, be prepared to stop. Waved yellow flag may mean imminent and serious danger on or adjacent to the track, or exposed persons. Drivers should be aware that safety vehicles may be dispatched on the racetrack.

27.2.3. A green flag may be waved at the first flag station past the point of the incident signifying that the racetrack is clear and overtaking may resume.

27.2.4. The prohibition on overtaking starts at the line on the racetrack perpendicular to the point of the first displayed yellow flag. Overtaking may resume at the line on the racetrack perpendicular to the first displayed green flag. However, any time a yellow flag is displayed at any point on the racetrack it is the responsibility of the Competitor to use additional caution. Failure to use such caution may be penalized regardless of position relative to the flag. **Penalty:** Drive Through.

27.3. YELLOW - FULL COURSE YELLOW.

27.3.1. Double motionless yellow flags: Full Course Yellow (FCY) or Safety Car period. "SC" boards may also be displayed at the start line and other stations for a Safety Car period. Drivers must use caution and be aware that safety vehicles may immediately be dispatched onto the racetrack. Local incident(s) continue to be flagged as appropriate and Drivers must exercise extreme caution around any incident where responders and equipment are present.

27.3.2. In Races where the in-Car IMSA FCY Light System is in use, or yellow lights are installed around the racetrack for a FCY or "Safety Car period", the racetrack condition is considered yellow at all points on the racetrack simultaneously at the moment when either: the radio call is made from Race Control, or the in-Car IMSA FCY Light System lights are illuminated, or the yellow lights around the racetrack are illuminated, or the yellow flags are displayed around the racetrack, whichever may be first.

27.3.3. The time of the yellow indicated in the official IMSA timing logs is the official time of the yellow (not necessarily simultaneous to other indications). At the completion of the FCY or "Safety Car period", the procedure for re-starts is initiated and any such FCY indication lights are extinguished at the same time as those of the Safety Car and the yellow flags cancelled. **Penalty** for overtaking at the initiation time of the FCY: Reposition or Drive Through. **Penalty** for overtaking after the establishment of the FCY: Drive Through.

27.4. RED. (see also Art. 47)

27.4.1. Waved: This flag is used exclusively at the discretion of the Race Director to stop a Session or Race and is displayed by the Starter and all corner stations. Any local incident continues to be flagged as appropriate for that situation.

27.4.2. (SSR) **Session Stoppage:** Cars may line up at the pit exit or may proceed to their Pit Box. Cars electing to go to their Pit Box must remain there until released on the instructions of Race Control (See also Art. 29.2).

27.4.3. Upon a red flag, Drivers must decelerate to a slow speed, not pass, and be prepared to stop at any time. Drivers should use caution and be aware that safety vehicles may immediately be dispatched on the racetrack; the racetrack may be blocked; or weather conditions may have made the racetrack un-drivable at Safety Car speeds. Unless otherwise directed by the Race Director, Cars must proceed in a line, slowly and carefully around the racetrack to the pit entrance, where they will be directed further. The pit exit is closed. During practice and qualifying, permitted service may be performed unless prohibited by the Race Director. In the case of severe weather, Team instructions are communicated by Race Control. Passing the pit lane entrance after announcement/display of the red flag is prohibited. **Penalty:** Five (5) minute hold for each additional passing or Ten (10) minute impound of Car and Driver for each additional passing.

27.4.4. Upon a red flag, lap times in progress are void, reverting to the last completed 'officially timed lap" for each Car.

27.4.5. The time of the red indicated in the official IMSA timing logs is the official time of the red (not necessarily simultaneous to other indications).

27.5. BLACK AND RED COMBINED. Waved. Both a Black and a Red flag are waved simultaneously. This combination is used exclusively at the discretion of the Race Director to stop a Session or Race AND direct all Cars to come to a stop at the side of the track in a safe and controlled manner. Cars must remain stopped until instructed by the Race Director. These flags are displayed by the Starter and all corner stations.

27.6. BLACK WITH ORANGE DISK. Indicates a Car with a mechanical fault or other concern. The specific concern and expectations of Race Control are communicated to the affected Competitor, who must respond as directed or is otherwise subject to penalty. Stop at your pit next time at the pit entrance unless otherwise announced or directed by Race Control. **Penalty:** Minimum Drive-Through added.

27.6.1. A Team may request Race Control display the Black With Orange Disk flag to call their Car to its pit box (Team Request). Team Request noncompliance is not subject to penalty.

27.7. BLACK / WHITE DIVIDED DIAGONALLY. This flag is shown as a warning for unsportsmanlike behavior. This signal may be displayed as a furled black flag.

27.8. BLACK.

27.8.1. Waved: Penalty. The specific penalty is communicated by Race Control and at minimum requires the Car to perform a drive-through of the pit lane at the next opportunity as outlined below. This flag is usually displayed by the Starter, along with the number of the Car concerned, and may also be displayed at a secondary corner station.

27.8.2. **Serving Penalties.** A Competitor must serve any on-track or pit lane penalty only under Green Flag conditions. Such penalties must be concluded and the Car properly rejoin the Session or Race prior to the display of the checkered flag to be considered properly served. Such penalties must not be served if the Car has started its last lap of a Race and shall be applied as a post-Race penalty. Such application and calculation of post-Race penalty is Conclusive.

A. A Car on track or leaving the pit lane while the track is under green flag conditions when the penalty is announced may directly enter the pit lane still under the same green flag conditions to serve a penalty.

B. A Car on track or leaving the pit lane while the track is under FCY or coming to a restart when the penalty is announced must pass under the green flag on track at Start/Finish prior to entering the pit lane still under green flag conditions to serve a penalty.

27.8.3. If a Competitor fails to serve the penalty or crosses the Finish line on track under green flag conditions more than four (4) times prior to serving the penalty (Art. 33.5), an additional penalty may be assessed and/or the Race Director may instruct Timing & Scoring to stop timing and scoring the Car.

A. (SSR) **Additional Penalty:** Minimum Drive-Through added.

27.9. YELLOW WITH VERTICAL RED STRIPES. The track surface has changed as a result of liquid and/or debris on-track. Normally displayed only for a limited number of laps even if the surface condition remains.

27.10. BLUE. (the blue flag may incorporate a yellow diagonal stripe)

27.10.1. Motionless: Another Competitor is following you and may be trying to pass you.

27.10.2. Waved: Another Competitor may be rapidly overtaking you. Blue flags are normally used where the Driver being overtaken may be unaware of the following Car or is clearly obstructing another Car.

27.10.3. The blue flag is advisory and is not considered a command flag.

27.11. WHITE.

27.11.1. Motionless: A stationary white flag displayed at any corner post denotes an ambulance, fire truck, wrecker or other service vehicle on the racetrack, or a slow-moving Car ahead.

27.11.2. Waving: A waving white flag displayed at any corner post denotes a very slow moving vehicle ahead. Drivers must use extreme caution.

27.11.3. Starter displays a waving white flag to indicate the last lap and the last lap is announced by Race Control. For a late-Race FCY the white flag may not be displayed, however an announcement of the checkered flag shall be made.

27.12. BLACK AND WHITE CHECKERED. End of a Session or of a Race. Return to the pits at reduced speed and proceed to Impound or stop at the pits as designated by Race Control. The pit exit is closed. Drivers must use caution and be aware that safety vehicles may be dispatched on-track after the last Car passes the checkered flag and clean up may commence.

27.12.1. A repeat crossing of the Finish line after a Car has received the checkered flag is prohibited. **Penalty:** Five (5) minute hold for each additional crossing or Ten (10) minute impound of Car and Driver for each additional crossing.

ARTICLE 28 – TESTING

28. TESTING

28.1. SANCTIONED TESTING

28.1.1. (SSR) IMSA/MX-5 may organize Series-wide "open" Sanctioned Tests (such as the ROAR) at its discretion.

28.1.2. **Requirements for Participation at IMSA Sanctioned Test Days**

A. Are identical to those of official Practice Sessions as at IMSA Events except as below.

i. (SSR) N/A

ii. Timing & Scoring information is typically distributed via online live timing and by post-Session distribution of summary time-sheets unless otherwise stated in the SR.

iii. Timing & Scoring information shall typically show only Team names, not specific Drivers, except at specific Tests where specified by IMSA (such as the ROAR).

iv. Timing & Scoring and/or Race Control shall give the instructions for Session start-stop and the release of Cars from the pit lane.

v. Pit Lane Speed Limit violations are given as Warnings (with corresponding information) and may increase to penalties if speed excess is over +5KPH.

vi. Any lap times, Driver participation, speeds, percentages and/or night laps are invalid for the purposes of achieving such requirements as may be specified in the RULES for Official Sessions and/or Events.

vii. The number of Crew "over the wall" and working on the Car is not restricted except at specific Tests where specified by IMSA (such as the ROAR).

viii. On-track incidents or inappropriate actions may be penalized.

28.1.3. **(SSR) Requirements for Participation at MX-5 Cup Organized Open Test Days**

A. (SSR) Entrants must purchase a minimum of one (1) set of new tires per test day (wet or dry).

28.2. (SSR) PRIVATE TESTING:

28.2.1. **(SSR) Private Testing.** Private Testing is unrestricted in MX-5 Cup except that Private Testing at an Event site during the seven (7) days prior to load-in day for that IMSA MX-5 Cup Event (Race or Sanctioned Test) is prohibited. There are no restrictions regarding tire allotment for Private Testing.

28.2.2. (SSR) **Other Racing Series.** Teams may compete (Cars) in verifiable races with other sanctioning bodies at such track, up to and including the Sunday preceding load-in day.

28.2.3. (SSR) **3rd Party Public Tests.** Teams may participate (Cars) in verifiable third-party organized public test days at such track, up to and including the Sunday preceding load-in day.

28.2.4. (SSR) For any Team participating in permitted activity to the prior Sunday limit, the Team must fully participate in the IMSA staging and load-in process as scheduled in the respective Event SR.

28.2.5. **(SSR) Limitations (On-Track and Off-Track):**

A. (SSR) Testing must be conducted on the IMSA approved series- / manufacturer-specific tire(s).

B. (SSR) Regulations are in effect for the full Calendar Year (January 1 to December 31 inclusive) and remain in effect after the date of a Team's last Mazda MX-5 Cup Race (in the same calendar year).

C. (SSR) IMSA may waive limitations and provisions of the Testing Regulations in extraordinary circumstances when in the best interest of the sport.

28.2.6. **(SSR) N/A**

28.2.7. **(SSR) N/A**

28.2.8. **(SSR) N/A**

28.2.9. **(SSR) N/A**

28.2.10. **(SSR) Penalties**

A. (SSR) Penalties may include a loss of Test days, Championship points, ineligibility of the Car or Team to participate in Competition, and/or other penalties.

28.3. (SSR) Promoter Tests

28.3.1. (SSR) Promoter Test days as part of an Event (where permitted in the SR) are permitted.

28.3.2. (SSR) Promoter Test days must take place within the two (2) days prior to the first Official Session. Any earlier days are not considered part of the Official Schedule for the Event.

28.3.3. (SSR) Promoter Test days are available only to Entrants and Cars participating in the corresponding Event and Cars must use only the approved tires for the corresponding Event.

28.4. (SSR) N/A

28.5. (SSR) N/A

28.6. (SSR) Mandatory Tests

28.6.1. (SSR) Certain Tests as specified by IMSA may be mandatory and if so, required participation is compulsory.

ARTICLE 29 – OFFICIAL SESSIONS & REQUIREMENTS

29. OFFICIAL SESSIONS & REQUIREMENTS

29.1. Only Cars and Drivers having cleared registration, Sporting Checks and Pre-Event Inspection are permitted to take part in the Official Sessions (except as may be permitted where Pre-Event Inspection is ongoing after the start of the Official Sessions).

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.

29.2.1. (SSR) False Grid Order for Qualifying Session: Mazda MX-5 Cup Cars shall be ordered by their Driver championship points standings.

29.2.2. (SSR) For all Sessions, on release to the pit lane from the false grid, Cars may line up at the pit exit at the direction of the Officials or may proceed to their Pit Box. Cars electing to go to their Pit Box must remain there until released on the instructions of Race Control.

A. **Penalty:** Drive-Through.

29.3. Pit to Car to pit radio communication is required. A Crew member must be in the Car's Pit Box and in communication with the Car at all times that the Car is in the pit lane or on-track. Competitor is responsible for the correct conduct of Car, regardless of communications function.

29.4. From the time of the start of a Session until concluded, only a registered Driver, properly helmeted, attired and belted, is permitted to drive the Car to and from the pit lane.

29.5. Officials, Tire Partner and other authorized Partner technicians shall have free access into the Competitor's pit and Paddock space at all times.

29.6. During Official Sessions and the Race, access to the pit lane is exclusively reserved for those persons having specific responsibilities in the pit lane area. Only properly credentialed individuals are permitted in the pit lane area.

29.7. The Race Director/Clerk of the Course may interrupt a Session.

29.8. The Officials are not obliged to extend a Session after an interruption.

29.9. Interruption of Sessions is Conclusive concerning any possible effects on the qualification of Drivers and/or Cars.

29.10. (SSR) Session Stoppage: Cars may line up at the pit exit or may proceed to their Pit Box. Cars electing to go to their Pit Box must remain there until released on the instructions of Race Control. **Penalty:** Drive-Through.

29.10.1. (SSR) **Red Flag, Practice.** Any Driver involved in an incident or a concurrent incident that initiates a red flag stoppage in a Practice Session may be penalized by deletion of their fastest timed lap from Qualifying and may be prohibited from further participation.

29.10.2. (SSR) **Red Flag, Qualifying.** Any Driver involved in an incident or a concurrent incident that initiates a red flag stoppage may be penalized by deletion of their two (2) fastest timed laps of that segment and may be prohibited from further participation. Any Driver involved in an incident or concurrent incident resulting in abandonment of qualifying may be placed at the back of the starting grid.

29.11. Hardship laps: Prohibited except if IMSA directs a Competitor to undertake a change in the Car that must be tested, or at the exclusive direction of IMSA.

ARTICLE 30 – ON-TRACK PROTOCOL & CONDUCT

30. ON-TRACK PROTOCOL & CONDUCT

30.1. ON-TRACK PROTOCOL:

30.1.1. Drivers must only use the racetrack. The racetrack is defined on both sides by painted verge lines and/or the edge of the paved surface. A Car not on the racetrack must reenter safely, gain no advantage and must not interfere with a Car properly on-track. Following the display of the checkered flag, Cars must remain on the racetrack until arriving at Impound or as released to the Paddock or instructed by IMSA Officials.

30.1.2. It is prohibited to drive a Car in the opposite direction of the Race except to remove it from a dangerous position when the Driver has a clear line of sight or under the instructions of the marshals or IMSA Officials.

30.1.3. During any Session or the Race, should a Car stop on the racetrack, it may be removed by Track Services or responders, as authorized by Race Control, so that its presence does not hinder the continuance of the Session or the Race or be permitted to remain if appropriate.

30.1.4. If a Driver is unable to drive the Car out of a dangerous position, Track Services or responders may give assistance at the direction of Race Control.

30.1.5. It is prohibited to perform work on a Car within the first line of protection on the racetrack. It is prohibited to refuel the Car. Track Services, responders, or other Officials may push or tow a disabled Car under the direction of Race Control to a protected location without penalty. It is prohibited for a Driver to push their Car. Only if and when Race Control determines that a Car is in a protected location are the Driver and/or Crew members permitted to work on it.

A. Disposing of any object other than helmet visor tear-offs from the Car on the track or in the pit lane under green flag conditions, except when stopped in the pit box, is prohibited. The Team must immediately notify IMSA Race Control of the nature of any disposal.

30.1.6. Physical assistance, or pushing between Cars is prohibited, and may be penalized.

30.1.7. At all times during Sessions, and as soon as the grid is cleared (Art. 44.2) until all Cars have proceeded to Impound after the finish of the Race, only Track Services, safety responders, Officials on duty and Drivers participating in the Race are permitted on the racetrack.

30.2. DRIVER CONDUCT

30.2.1. **PASSING.** It is the responsibility of both the overtaking Driver and the Driver being overtaken to assure safe overtaking. Where two Cars are reasonably alongside each other, each must permit the other racing room. A Car traveling alone may use the full width of the racetrack. Overtaking may be either right or left depending on prevailing conditions.

30.2.2. **BLOCKING.** Any Driver who, in the sole opinion of the Race Director, moves in reaction, altering their line based on the actions of pursuing Competitors, may be warned or penalized pursuant to Art. 57 of the RULES, and such decision is Conclusive.

30.2.3. **INCIDENTS.** Any Driver who, in the sole opinion of the Race Director, is responsible for: an incident where a Car spins, or goes off-track, or suffers a flat tire or other mechanical difficulty resulting from the incident and requiring it to pit directly for repairs, or an incident of contact resulting in a change of position, may be warned or penalized pursuant to Art. 57 of the RULES, and such decision is Conclusive.

30.2.4. **UNJUSTIFIABLE RISK.** Any Competitor who, in the sole opinion of the Race Director, engages in any behavior deemed to represent an unjustifiable risk or reckless endangerment may be warned or penalized pursuant to Art. 57 of the RULES, and such decision is Conclusive.

30.3. STOPPING.

30.3.1. **Disabled Cars.** If a Car is involved in an incident and/or is stopped on or near the racing surface and unable to continue to make forward progress, unless extenuating emergency conditions exist (i.e. fire, smoke in cockpit, etc.), the Driver should take the following steps:

A. Communicate the condition of the Driver and Car to Officials where possible;

B. Shut off electrical power;

C. Do not loosen, disconnect or remove any Driver personal safety equipment until directed to do so by Officials;

D. After being directed to exit the Car, Driver must proceed as directed by Officials;

E. A Driver must not approach any portion of the racing surface;

F. A Driver must not approach another moving Car.

30.3.2. **Driver Egress** A Driver (or their Team), when exiting a Car stopped in a location away from the racing surface, should first communicate the condition of the Driver and Car to Officials where possible, shut off electrical power, and only move directly to a protected location behind a wall, other barrier, or as directed, and must not approach the racing surface or other moving Cars.

30.4. Officiating of Conduct. IMSA relies on the official resources available to Race Control for officiating purposes. Private or third-party video, anecdotal observation and/or public statement is inadmissible evidence unless specifically requested by IMSA. Driver Advisors and other members of Race Control provide input to support the determinations of the Race Director.

ARTICLE 31 – DRIVER DISCIPLINE

31. DRIVER DISCIPLINE

31.1. During the Race, should the Driver move more than ten (10) meters away from the Car (in the sole judgment of IMSA Officials), the Car may be considered retired from the Race, at the discretion of the Race Director.

31.2. Only Track Services and responders as authorized by Race Control are permitted to come within ten (10) meters of a Car and/or Driver (in the sole judgment of IMSA Officials) except Crew members when authorized by Race Control to work on a Car that has been removed to a protected location.

31.3. Except as specifically authorized in these RULES, apart from the areas in the Pit Box, in the Paddock, behind the wall or on the starting grid, repairs must be carried out by the Driver alone with the tools and parts carried on board the Car, except when Crew members are authorized by Race Control to work on a Car that has been removed to a protected location.

31.4. DRIVER MEDICAL DISCLOSURES AND PROHIBITIONS. To ensure safe and effective care in emergent and non-emergent situations, Drivers must report to the Manager, Medical Liaison any and all additions or changes to medical conditions and/or medications that may occur post initial licensing, as well as any foreign bodies including but not limited to biometric monitoring devices, that are ingested, injected, or in any other way consumed. This includes any Drivers who may be participating in research studies. Foreign bodies, including but not limited to biometric monitoring devices intended for internal use are prohibited during an Event. Any external device or similar that is not easily removable must also be reported and is subject to approval. Failure to disclose may result in restrictions on a return to competition.

31.5. IMSA is dedicated to the highest standards of safety and conduct and all Members must conduct themselves accordingly. Unsafe or inappropriate conduct or driving in the Paddock deemed dangerous, erratic and/or of inappropriately excessive speed for the circumstances or established limits is prohibited and subject to penalty.

ARTICLE 32 – PIT ENTRY / EXIT & SPEED LIMIT

32. PIT ENTRY / EXIT & SPEED LIMIT

32.1. Access to the racetrack from the pits must be made through the designated pit exit and access to the pits from the racetrack must be made through the designated pit entrance.

32.2. The deceleration zone before pit entrance and acceleration zone at pit exit are not considered part of the pits, and working on Cars in these areas is prohibited. Should a Car become disabled, the Driver must use best efforts not to block the pit lane entrance or exit.

32.3. Pit Lane Speed Limit. The speed limit in the pit lane is 60 kilometers/hour. The start and end of the pit lane speed limit (PLSL) is indicated by marked pylons and/or speed limit board(s) at the appropriate locations, (not by painted lines), or as otherwise announced by the Race Director. Repeat infractions or higher speeds may result in greater or cumulative penalties at the discretion of the Race Director. **Penalty** for a Car missing the pit entry or exit loop in the pit lane: minimum Drive-Through.

32.4. Pit Lane Exit Light. A red light (or flag), operated by an Official, controls the pit exit. Failure to stop for the signal is subject to penalty (see also Art. 45.7).

ARTICLE 33 – PIT LANE PROTOCOL

33. PIT LANE PROTOCOL

33.1. Identification. All persons, excepting those accredited by the track, in the pit lane area during the Race(s), hot or cold side, must possess a valid IMSA annual credential or SEC. The Team Representative must make themselves known to the IMSA/MX-5 Cup Officials in the pit lane as the principal spokesperson for the Team on officiating matters and must wear identification when provided by IMSA/MX-5 Cup.

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

33.2.1. Competitors must not enter another Team's pit(s) without their or IMSA/MX-5 Cup's approval.

33.3. PIT LANE GENERAL

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

33.3.2. (Art. 20.5 and Art. 20.6) The cold side of the pit wall is defined as the inner plane of the pit wall, away from the pit lane Car working area and the hot side of the pit wall is defined as the outer plane of the pit wall, closest to the pit lane Car working area.

A. The working Pit Box is on the "hot" side of the pit wall. The Team's pit area for timing equipment, etc. is on the "cold" side of the pit wall.

B. Certain IMSA Series operate exclusively on the "hot" side of the pit wall, as defined and specified in their respective SSR.

33.3.3. Except when work is performed on the Car, all personnel must remain behind the pit wall (cold side). **Penalty:** Drive Through.

33.3.4. Team members with their equipment are only permitted over the hot side of the pit wall once their Car is stopped in their Pit Box (wheel stop, Car stationary). Except when the Car is preparing to pit, equipment or tools must not be rested on the pit wall. Except when the Car is preparing to pit, sitting or standing on the pit wall is prohibited. Tires must not be placed or remain on the transition lane side of the Car when crew members are not present on that side of the Car. At the conclusion of the pit stop, all personnel must promptly return to the cold side behind the pit wall except to clean up spills and tools. Equipment or material must not remain in the Pit Box. **Penalty:** Drive Through.

33.3.5. Cars must be stopped or placed properly in their own Pit Box, typically parallel to the pit wall, and not interfere with other Cars properly in their own Pit Box in the sole judgment of IMSA/MX-5 Cup Officials. Positioning a Car, equipment and/or personnel to interfere with another Competitor properly within their Pit Box, pit area and/or designated space is prohibited.

33.3.6. It is prohibited to place objects which, in the sole opinion of the IMSA/MX-5 Cup Officials, hinder the entry or exit of other Cars into their Pit Boxes.

33.3.7. Lines, hoses, tools, parts, wheels, etc. must not be permitted to encroach upon, roll into, or otherwise be propelled into persons, the transition or fast pit lane, or adjacent pits. **Penalty:** Warning/Drive Through if hit by Car.

33.3.8. A Car must not be driven over its own lines or fuel hose(s), tools, parts or persons. **Penalty:** Drive Through.

33.3.9. A Car must not contact any person or be driven over hoses, fuel lines, tools or parts of other Competitors that are properly within their own Pit Box. **Penalty:** Drive Through.

33.3.10. Whenever a Crew member is working under a Car, approved stands or safety supports must be in place under the Car. **Penalty:** Drive Through.

33.3.11. Before leaving (wheel start, Car moving) its Pit Box, the Car must be completely free of all hoses, tools, etc. **Penalty:** Drive Through.

33.3.12. A Car must not contact or damage the RFID readers (if in use) in the pit lane, regardless of cause of incident. **Penalty:** Stop plus five (5) minutes plus cost of replacement (Art. 4.11.1).

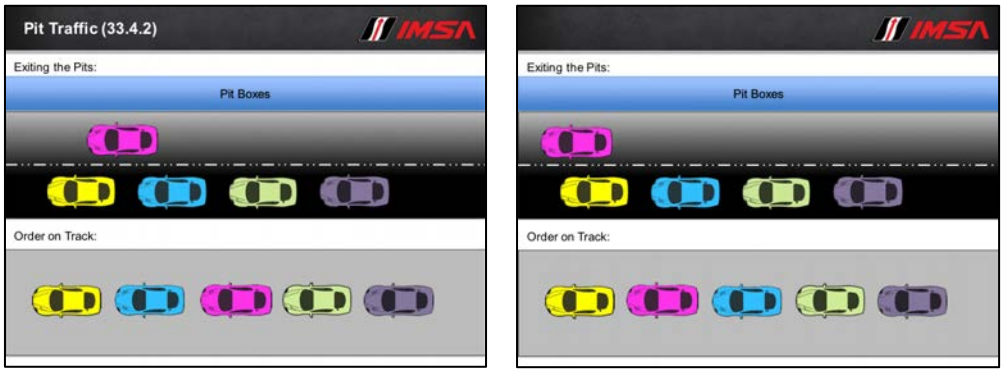
33.3.13. Where permitted, all signaling must be done from the designated signaling area. A maximum of two (2) persons per Car are permitted at the outer wall that separates pit lane from the track (Signaling Area) depending on track layout or limitations. IMSA/MX-5 may further limit this number. Crossing pit lane must be done under the direction and supervision of IMSA/MX-5 Officials and should be kept to a minimum. Just before the start of the Race, until all Cars have passed the pit lane exit on the start of the first green flag lap, only authorized Officials and marshals are permitted at the outer wall or in the Signaling Area.

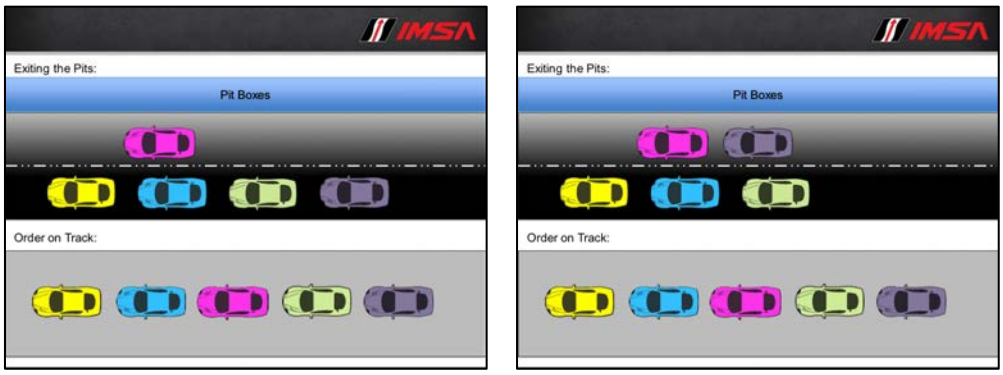
33.4. PIT TRAFFIC:

33.4.1. Driving a Car in reverse or against traffic under its own power in pit lane is prohibited and may be penalized (Art. 35.1.3).

33.4.2. **Pit "Lanes".** If the racetrack configuration permits it, the pit lane is divided into three areas: The "Working Area" of the Pit Boxes closest to the pit wall, the transition (acceleration and slowing down) lane and the fast lane (farthest from the working pit wall). Once in the pit lane (as defined by the blend line or by the Race Director), Drivers must remain within the designated lanes and must not overtake using the transition lane. A Car not under its own power or unable to maintain the PLSL must not use the fast lane to their pit box. Drivers entering their Pit Box must not directly cross from the fast lane and must reduce their speed in the transition lane. When leaving their Pit Box, Drivers must yield to traffic, accelerate in the transition lane and must not enter the fast lane until their speed is at or near the PLSL. Cars must not remain in the transition lane any longer than necessary at the PLSL and must enter the fast lane. Cars in the fast lane must be at or near the PLSL.

A. Any Car within a column of Cars in the fast lane that is entirely behind a Car in the transition lane must yield to the transition lane Car to permit its merge into the fast lane (see four (4) sample graphics below). The order of the Cars at the pit exit is determined by their crossings of the pit exit PLSL loop and/or the determinations of IMSA Officials. The order of Cars exiting the pit lane relative to Cars on-track is determined by their relative crossings of the pit exit loop where it crosses racetrack and/or the determinations of IMSA Officials.





33.4.3. **Removal From Pits.** During qualifying or a Race, Cars must only be removed from the pit lane on approval of the Race Director in consultation with the MX-5 Cup Technical Director. The Race Director may assign an Official to observe any work.

33.5. Penalty Box/Penalties. The penalty box is ordinarily located after the last working Pit Box towards pit exit or as announced by the Race Director and is identified by a sign. Should Race Control give a Car a Drive-Through, Stop and Go, Stop plus X, etc. penalty:

33.5.1. Car must not cross the Finish line under green flag conditions more than four (4) times prior to serving the penalty (Art. 27.8.3);

A. Car must proceed directly to the Penalty Box without stopping at its Pit Box;

B. After the penalty is served, Car must rejoin the Race without stopping at its Pit Box.

C. No one except IMSA Officials are permitted to approach the Car.

D. Additional Drive-Through / Stop plus 60 Seconds penalty for any breach.

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

ARTICLE 34 – PERSONNEL IN THE PIT LANE

34. (SSR) PERSONNEL IN THE PIT LANE

34.1. (SSR) Personnel permitted in the Pit Box working area "over the wall" for maintenance or repairs:

A. (SSR) Three (3) persons (mechanics).

B. (SSR) Not counted in the three (3) personnel permitted "over the wall" are:

C. (SSR) One (1) Supervisor (only observe).

D. (SSR) One (1) Industry Support "tire" technician (only perform checks).

E. (SSR) One (1) Industry Support "chassis" technician (only perform checks).

34.2. (SSR) **Industry Support Technicians.** At anytime during a pit stop, only one (1) industry technician from each discipline, i.e. tire, manufacturer, brake, gearbox etc., whether they are a vendor's technician or members of the Team, are permitted to make checks exclusively. Industry support technicians must be clearly identified as non-Team members.

34.3. (SSR) In the pit lane, three (3) persons maximum are permitted to push a Car belonging to their Team. Dollies and/or quick lifts are permitted to position the Car in its Pit Box. Wheel chocks or other mechanisms may be permitted at certain Events as defined by the Race Director.

34.4. (SSR) Any person from a Team, staying on the working area of the Pit Box is considered to be working on the Car. A Driver working on a Car is considered to be one of the three (3) persons maximum permitted to work on the Car.

34.5. (SSR) During Official Sessions not including the Race, these same requirements are in effect.

34.6. (SSR) Personnel in the pit lane must be properly attired (Art. 21).

34.7. (SSR) Pit Stop Practice. Only permitted during the times that the Car is in the Team's pit box during scheduled Sessions for that Series. Refueling during pit stop practice is prohibited.

ARTICLE 35 – PIT STOP SERVICE & REPAIRS

35. PIT STOP SERVICE & REPAIRS

35.1. (SSR) PIT STOPS:

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

A. (SSR) Unfasten the Driver safety harness and the containment net(s);

B. (SSR) Switch off the lights (when in use);

C. (SSR) Switch off the engine;

D. (SSR) Open the door.

35.1.2. (SSR) Before leaving the Pit Box:

A. (SSR) The Driver safety harness and the containment net(s) must be fastened and tightened;

B. (SSR) The door(s) must be closed;

C. (SSR) The Driver must switch on the lights (if required).

35.1.3. (SSR) Disabled in pit lane or overshooting the Pit Box:

A. (SSR) If a Car is disabled inside the limits of the pit lane or overshoots their assigned pit box but has not gone beyond the working pit boxes and/or Penalty Box must either complete another lap or may be pushed backwards to the assigned pit or "behind the wall" prior to any work performed. The Car must only be moved by the three (3) persons maximum or Officials. Driving a Car in reverse or against traffic under its own power in pit lane is prohibited and may be penalized.

35.1.4. (SSR) A Car may be driven through pit lane without stopping.

35.2. (SSR) SERVICE & REPAIRS

35.3. (SSR) Tools

35.3.1. (SSR) Once the Car is in the pit lane prior to stopping, a pole-mounted signal may be extended over the pit wall and must not be used for any other purpose than to stop or release the Car. Equipment or tools may be rested on the pit wall as long as they are in the hands of a Crew member.

35.3.2. (SSR) Tools acting on the Car or Driver operated from behind the pit wall are prohibited.

35.3.3. N/A

35.4. (SSR) Three (3) Persons Maximum are Permitted to Intervene:

35.4.1. (SSR) During a pit stop, after the Car is at a standstill;

A. (SSR) To make all materials (tires, tools, etc.) ready for use in the Pit Box after the Car is at a standstill;

B. (SSR) To raise the Car and change the tires;

C. (SSR) To clean the windscreen, two (2) main headlights, rear lights, mirrors and/or cameras;

D. (SSR) To connect the downloading cable;

E. (SSR) To carry out maintenance operations, topping-up liquids, repairs or any other operation whatsoever.

35.5. (SSR) Team members may carry out work on any Car(s) entered by the same Entrant, provided they abide by the three (3) persons maximum.

35.6. (SSR) For checks or maintenance in the pit lane, an external source of energy may be used to start the engine. During a race, when such operations are concluded, the engine must be started only on its onboard battery and starter system by the Driver alone, sitting behind the steering wheel, with no outside assistance. Pushing the Car, "Push starting", jump batteries, etc. when a Car leaves the starting grid or Pit Box during a Race is permitted with approval by IMSA/MX-5 Cup Officials in the case of mechanical failure. Penalty: "Stop and Restart" (engine switched off and started again by Driver alone) if not permitted.

35.7. (SSR) Apart from the areas in the Pit Box, in the Paddock, behind the wall or on the starting grid, repairs must be carried out by the Driver alone with the tools and parts carried on board the Car, except when Crew members are authorized by Race Control to work on a Car that has been removed to a protected location.

35.8. (SSR) Behind the Wall. A Car entering the pit lane or already in its Pit Box with the intention of "going behind the wall", must first request permission from IMSA/MX-5 Cup Officials (not via IM). On receiving permission, a Car entering the pits may proceed directly there. In either case, it may be pushed, by the maximum of three (3) persons. The Car may be assisted in the pit lane with a jack or dollies.

35.8.1. (SSR) When a Competitor is granted permission to work "behind the wall" they must only do so only in their Paddock space or in a location approved by the Race Director. The maximum three (3) persons permitted to carry out work on a Car does not apply when the Car is "behind the wall".

35.8.2. (SSR) Cars undertaking lengthy repairs in their Pit Box may be asked to go "behind the wall" to avoid interfering with other Competitors. Typically, work requiring more than ten (10) minutes should be undertaken "behind the wall".

35.8.3. (SSR) A Car may rejoin the Race directly from "behind the wall" without stopping in its Pit Box.

ARTICLE 36 – WHEEL/ TIRE CHANGES

36. WHEEL/TIRE CHANGES:

36.1. (SSR) Are only permitted:

36.1.1. (SSR) In the assigned Pit Box: by the three (3) persons maximum, with no more than two (2) pneumatic or battery powered devices (wheel guns) or two (2) torque wrenches over the cold plane of the pit wall at any one time;

36.1.2. (SSR) In the Paddock, "behind the wall";

36.1.3. (SSR) After taking the start, only if the Car has been removed to a protected location.

36.2. (SSR) Tire rotation (one (1) or more) is prohibited while the Car is raised in the pit lane except as below.

36.2.1. (SSR) A Team must place a Car properly on stands and remove the drive wheels if checking gearbox functionality.

36.3. (SSR) Special equipment designed to: make the wheel change faster; to heat and/or maintain the temperature of the tires in the Pit Box, in the Paddock and/or on the starting grid is prohibited.

ARTICLE 37 – REFUELING

37. REFUELING

37.1. (SSR) Refueling must only be done in the Competitor Paddock. Adding fuel to the Car in the pit lane or any other location is prohibited unless otherwise specified by the Race Director.

37.2. (SSR) Fuel Storage. Fuel in excess of two (2) drums (54 gallons each) must not be stored in the pits or the Paddock. A portable tank of not more than 108 gallons may be used for fuel storage and transfer instead of drums.

37.3. (SSR) Fuel Transfer & Refueling. Fuel transfer must only be performed using an IMSA approved self-contained fuel bowser, closed loop fueling system, or manual or air powered fuel pump. The use of external electric pumps is permitted only when requested by, and under the supervision of, IMSA Officials during Impound. For any transfer of fuel or refueling, Crew must be properly attired per Art. 21, with goggles worn over the eyes, or a visor on the helmet that is down, during the actual fuel transfer or refueling and as detailed throughout Art. 37. A Crew member manning a fire extinguisher must always be in attendance during the transfer of fuel.

37.3.1. (SSR) Refueling and/or fuel transfer in permanent garage structures is prohibited. Refueling or fuel transfer must be done in the Competitor's Paddock space as permitted or required elsewhere in these RULES. Crew must comply with Art. 21 and Art. 37.3.

ARTICLE 38 – DRIVER CHANGES IN RACE

38. N/A

ARTICLE 39 – QUALIFICATIONS & STARTING POSITIONS

39. QUALIFICATIONS & STARTING POSITIONS

39.1. Cars are placed in the starting lineup in order of their lap times with the fastest to the front of the field.

39.2. IMSA may require that Cars and/or Drivers achieve a minimum qualifying time to be eligible to start a Race. IMSA may restrict the number of starters if a Race is oversubscribed.

39.3. A Car must be qualified by a Driver nominated to drive that Car.

39.4. If two (2) Cars achieve the same qualifying time, the Car that sets the time earliest in their qualifying Session is gridded first.

ARTICLE 40 – OFFICIAL QUALIFYING

40. OFFICIAL QUALIFYING

40.1. (SSR) Dry or Wet Tire Usage

40.1.1. (SSR) Only one (1) set of Dry tires OR one (1) set of Wet tires must be used per Car in the official qualifying Session. All qualifying laps must be completed on a single Tire Set. Only the Dry tires used for qualifying shall be identified by recording the RFID or, with no RFID system in use, must be presented at the specified time and location to be marked by IMSA/MX-5 Cup as qualifying tires. Unless declared by the Race Director, Competitors must use only the Dry tires.

A. (SSR) All tires must be scanned by IMSA/MX-5 Cup Officials prior to Qualifying at each Event. It is the Team's responsibility to ensure tires have been scanned.

40.1.2. (SSR) If the Race Director declares that racetrack conditions require the use of Wet tires, all Competitors must use only Wet tires. Should the Race Director declare a Wet Session the provisions of Art. 40.1.4 are void. Such requirement of Wet tires, or not, by the Race Director is Conclusive.

40.1.3. (SSR) If the Race Director declares that racetrack conditions warrant flexibility in tire type selection, Competitors may select the marked or RFID Dry OR the Wet tires. Cars with faster qualifying times are gridded ahead of slower Cars, regardless of tire type used. Such declaration, or not, by the Race Director is Conclusive.

A. (SSR) If a Car qualifies on Wet tires, tire choice for the start of the Race is at the discretion of the Team but must be part of the Car's allocation.

40.1.4. (SSR) The Car must start Race #1 on the four (4) RFID or marked qualifying tires (or Wet tires) or its assigned grid position is forfeit and the Car moved to the back of the grid (Art. 43.4).

A. (SSR) A Car is permitted to start Race #1 on three (3) of the four (4) qualifying tires (Art. 40.1.1) and retain its grid position.

B. (SSR) Changes to more than one (1) qualifying tire must be submitted through MERG (Art. 13.2). Changes to more than one (1) of the four (4) RFID qualifying tires: **Penalty**: Car moved to the back of the starting grid for Race #1 (Art. 43.4).

i. (SSR) Tires must be replaced by a) either scrub tires previously inventoried during the current season or b) new tires from that Event.

40.2. (SSR) Qualifying Session

40.2.1. (SSR) Qualifying is "Guaranteed Minimum Green Flag Time" (GMGFT). In most circumstances, this means that every reasonable effort is made to provide a minimum cumulative green flag running time for each session. The GMGFT for each qualifying session is seven (7) minutes.

40.2.2. (SSR) **Race Starting Positions.**

A. (SSR) The fastest lap time achieved by each Car during a qualifying Session determines the starting positions for Race #1.

B. (SSR) The starting positions for Race #2 are determined by either the second-fastest lap achieved by the Car during the same qualifying Session or by the fastest lap achieved by the Car in Race #1, whichever is faster.

40.2.3. (SSR) A Driver should achieve a qualifying time not exceeding 110% of the fastest Driver in the qualifying Session. Drivers not achieving 110% may be permitted to compete in a Race at the sole discretion of the Race Director.

40.2.4. (SSR) **Qualifying Red Flag.** Any Driver involved in an incident or a concurrent incident that initiates a red flag stoppage may be penalized by deletion of their two (2) fastest timed laps of that Session and may be prohibited from further participation. Any Driver involved in an incident or concurrent incident resulting in abandonment of qualifying may be placed at the back of the starting grid for Race #1.

40.2.5. (SSR) Should a qualifying Session be interrupted, the green flag clock is also stopped. The green flag clock restarts at the time that qualifying Session is restarted and shall continue until the scheduled time for the Session has elapsed, the GMGFT has elapsed, or until prevailing circumstances prevent continuation in the sole judgment of the Race Director.

40.2.6. (SSR) In any circumstance, should less than the GMGFT have been available during the Session, the grid order is established by "other means" (Art. 40.4).

A. (SSR) For competitions with two (2) Races, Art. 40.2.7 forms the Race #1 starting grid.

B. (SSR) The starting grid for Race #2 shall be set per Art. 40.2.3.A.

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

40.2.8. (SSR) Touching the Car is prohibited once it has left its Pit Box during a qualifying Session until instructed by IMSA/MX-5 Cup Officials at Impound or when released to Paddock. The Driver must remain in the Car until the Car arrives in Impound unless requested by MX-5 for media activities. A Competitor must request permission from an IMSA/MX-5 Cup pit lane Official to address the following. Permission is at the sole discretion of, and all actions must take place only under the direct supervision of an IMSA/MX-5 Cup pit lane Official. For A. - D., use of tools prohibited.

A. (SSR) Clear debris from the radiator inlet screen(s);

B. (SSR) Clean the inside/outside of the windshield in inclement weather;

C. (SSR) Push or pull a Car that is in an otherwise blocked location;

D. (SSR) Assist the Driver (qualifying red flag - drink - door closure - belts);

E. (SSR) Checking/adjusting tire pressure(s);

F. (SSR) Checking/recording tire temperature(s);

G. (SSR) Other than the above, if a Car is touched after leaving the Pit Box and before so instructed at Impound or released to Paddock, all qualifying times are forfeit and the Car must cease participation in the Session. Car is moved to the back of the grid for Race #1 start.

H. (SSR) The pole winning Driver in each class may be directed to participate in interviews and/or a pole award ceremony as directed by IMSA Officials and in such case, the Driver may be directed to exit the Car and a Crew member deliver the Car to Impound.

I. (SSR) Touching another Competitor's Car is prohibited.

40.3. (SSR) If the Car does not participate in qualifying, or multiple Cars in a class do not participate in qualifying, they are ordered at the back of the grid in their class in Driver championship points order.

40.4. (SSR) Other Means To Set The Grid. Should qualifying be abandoned or "other means" be required to set the grid, the Cars are ordered by the following priority:

40.4.1. (SSR) The Car with the most Driver championship points for the current season shall be gridded first, with other Cars following in descending order. Tiebreaker per Art. 53, then by Art. 40.4.2.

40.4.2. (SSR) Should a Car not have Driver championship points for the current season, the Car shall be gridded by the Car with the most Driver championship from the previous season. Already tie-broken, then Art. 40.4.3.

40.4.3. (SSR) Should any one or all of these individual circumstances not be applicable to a particular Car(s), the Car(s) are placed on the grid at the Race Director's discretion.

40.5. (SSR) Engine Change. Engine changes away from an Event must be reported to the MX-5 Cup Technical Director and an Engine Change Form completed. Engine changes during an Event must be approved by the MX-5 Cup Technical Director and an Engine Change Form completed. For any Car requiring an engine change after qualifying, the Team Representative must give written notice via MERG (Art. 13.2) no later than two (2) hours prior to the start time of the Race. Unless expressly permited by MX-5 Cup Officials, such Car(s) must start from the back of the starting grid. **Penalty** for late notification: Pit Lane Start (Art. 44.1).

ARTICLE 41 – WARM UP

41. WARM UP

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

ARTICLE 42 – PRE-RACE PROCEDURES / REQUIREMENTS

42. PRE-RACE PROCEDURES / REQUIREMENTS. Competitors must adhere to the Minute by Minute (MxM) comprising the Pre-Race procedures/requirements and the instructions of IMSA/MX-5 Cup Officials. Teams are strongly encouraged to exhibit positive Series participation relevant to the Pre-Race Procedures and IMSA marketing activity requests (i.e., pit stop demonstrations, Driver availability, interviews, etc.). When Driver Introductions are included in the Pre-Race Procedures or MxM, Driver Participation is mandatory. Drivers must be on time and wear the correct Series fire suit.

42.1. Pre-Race MxM. All Cars must adhere to the Pre-Race times designated in the MxM. Any Car arriving at the pit entry loop, grid, or designated location after a published time may, at the discretion of the Race Director, be placed at the back of the grid and must not attempt to regain its original starting position. Running of engines during Pre-Race ceremonies is prohibited unless otherwise instructed by IMSA.

42.2. Cars Late or Unavailable for Pre-Race. A Car arriving late or missing scheduled Pre-Race activities as listed in the Schedule/SR, briefings and/or MxM must start at the back of its class (category, where appropriate) and depart the grid for the formation lap(s) (or the reconnaisance lap, where applicable) if approved by the Race Director. Any such Car unable to depart the grid for the formation lap(s) must start the Race from the pit lane and is subject to the pit lane start penalty (Art. 44.1).

ARTICLE 43 – RECONNAISSANCE LAPS & STARTING GRID

43. RECONNAISSANCE LAPS & STARTING GRID

43.1. (SSR) Reconnaissance Lap(s): Permitted as listed on the MxM.

43.2. (SSR) Working on the Car, except for changing only one (1) of the qualifying tires for Race #1, is prohibited after the published time for pre-grid closing for each Race.

43.3. (SSR) Starting Grid Configuration. The starting grid is drawn up in a staggered two-column formation in the order of the best times achieved during the qualifying Sessions and/or as per Art. 40.2.

43.3.1. **(SSR) Absent.** If any Car(s) are absent prior to and/or on departure for the formation lap(s), the grid closes up accordingly, with the Car(s) moving up by position, not within the column (see also Art. 43.7.1 and 44.3.5).

43.4. (SSR) Back of the Grid. Competitors required to go to the "back of the grid" are placed chronologically in the order that they elected, or were required, to go to the back of the grid, unless otherwise determined by the Race Director. Cars placed at the back of the starting grid are ordered behind all Cars (except if per Art. 40.3) at the discretion of the Race Director, but ordinarily on a 'first-come, first-served' basis. Cars with Technical or Sporting penalties are ordered behind Cars with elective changes affecting grid position.

43.5. (SSR) N/A.

43.6. (SSR) Race Starting Tires.

43.6.1. (SSR) For Race #1, Tires must be only Dry or only Wet tires as conditions warrant, at Competitor discretion. Dry Tires must be as Art. 40.1.4 (four (4) RFID or marked qualifying tires) or as per Art. 43.6.1. Wet tires permitted as conditions warrant, at competitor discretion. Fitting Wet tires shall not require the Car to go to the back of the starting grid.

A. (SSR) Requests to change more than one (1) of the RFID or marked starting tires must be submitted in writing via MERG (Art. 13.2) no later than fifteen (15) minutes prior to the posting time of the Official Starting Grid (Art. 43.7).

i. (SSR) **Penalty** for changing more than one (1) tire: Car must start the Race from the back of the starting grid.

ii. (SSR) **Penalty** for changes to more than one (1) tire after this deadline: Drive-Through.

iii. (SSR) Tires must be replaced by a) either scrub tires previously inventoried during the current season or b) new tires from that Event.

iv. (SSR) If the IMSA/MX-5 Technical Director determines post-Qualifying that more than one (1) tire has a defect, no grid position penalty is incurred. Tires must be replaced by a) either scrub tires previously inventoried during the current season or b) new tires from that Event.

B. (SSR) For Race #2, a Car must start on tires purchased on-site from Michelin for that specific Event.

i. (SSR) All tires must be scanned by IMSA/MX-5 Officials on pre-grid prior to Race #2 at each Event. It is the Team's responsibility to ensure tires have been scanned.

43.6.2. (SSR) Under adverse conditions, the Race Director may require all Cars to start the Race on Wet tires. If so declared, all Cars must take the start on Wet tires. Once a Car has taken one (1) green flag lap, that Car is free to change tires. If a Car starts from the pit lane, it must take one (1) green flag lap on Wet tires, unless the overall leader has already completed one (1) lap of the Race. Such requirement of Wet tires, or not, by the Race Director is Conclusive. Upon such declaration, any Car placed at the back of the starting grid exclusively for failure to meet Art. 40.1.4 above shall be restored to its original grid position.

43.7. (SSR) Posting Time of the Official Starting Grid: No later than sixty (60) minutes prior to the opening time of the false grid for the Race per the MxM.

43.7.1. (SSR) **Changes to the Official Starting Grid.** After publication, changes are announced by Race Control. It is the responsibility of each Competitor to monitor such changes and to adjust their own starting position appropriately (see Art. 44.3).

43.8. (SSR) **Unable to Start the Race.** Any Competitor whose Car is potentially unable to start the Race shall inform the Race Director and Series Manager immediately.

ARTICLE 44 – STARTING PROCEDURE

44. STARTING PROCEDURE

44.1. (SSR) Pit Lane Start / Late Start

44.1.1. (SSR) Any Car unable to achieve the starting grid, or still in the pit lane after the pit exit is closed for the Formation Lap(s), must start from the pit lane.

A. (SSR) **Penalty:** Drive Through (under green flag but not required to pass the start line).

44.1.2. (SSR) A Car starting from the pit lane must join the Race only at the IMSA Official's instruction (obey light/flag at pit exit) after all able Cars (subject to the judgment of the Race Director) have passed the pit exit following the start of the first Race lap.

44.1.3. (SSR) A Car not starting the Race on time, and first driven to the pit exit after one (1) or more laps have been completed after the start of the Race by the overall leader, may join without penalty.

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

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

44.2.2. (SSR) 1-Minute Notification: Clear Grid of all personnel except Officials.

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

44.3.1. (SSR) **Single File.** The Safety Car departs the starting grid and leads the formation lap(s) on track at moderate speed. Unless otherwise instructed by the Race Director, Cars initially take their assigned grid order positions in Single File behind the Safety Car.

A. (SSR) **Cars Falling Out.** A Car falling back on the formation lap(s) must not regain its starting position if all other Cars have overtaken such Car.

44.3.2. (SSR) **Pair Up.** On the final formation lap, at a point designated by the Race Director, the Cars must pair up into two (2) columns in their assigned grid positions to form the starting field. In exceptional conditions, the Race Director may require a Single-File start.

A. (SSR) **Opposite Side of the Preceding Car.** At the time that the Cars are directed to pair up, the first Car must take their position on the "pole position" side of the racetrack and each successive Car must take the position that is the opposite of the Car preceding them, alternating each side of the racetrack to create two (2) starting columns.

B. (SSR) **Cars Falling Out.** For Cars that have paired up, the grid positions of any Car(s) falling out of a column are filled by the Car directly behind in the column, with successive Cars in the same column moving up also and the Car must no longer attempt to regain its position, and must start from the back of the rear of the order of all Cars in their category as designated for the Race start.

C. (SSR) **Pairing Up On The Wrong Side.** A "false start" is attributed to the first Car in the order behind the Safety Car to take its column position on the wrong side of the track (Art. 44.8).

44.3.3. (SSR) N/A

44.3.4. (SSR) **Emergency Service on Formation Lap(s).** Prior to the Race start, a Car is only permitted to enter pit lane for "emergency service" or if disabled, and must not rejoin until instructed by the IMSA Official at pit exit. In such case there is no additional emergency service obligation or penalty for pit lane start. Refueling is prohibited. **Penalty** for Cars taking more than emergency service: Stop plus sixty (60) seconds.

44.3.5. (SSR) A Car unable to stay in front of an Intervention Vehicle during the formation lap(s) must return to the pits at reduced speed and is then permitted to start from the pit exit according to Art. 44.1.

44.3.6. (SSR) If conditions so require, the Race Director may order the Safety Car to carry out one (or more) additional formation lap(s). Should this occur, the start of the Race (Race time) begins at the end of the originally scheduled formation lap(s).

44.3.7. (SSR) The pit entrance and exit are closed from the Race Control command to 'pair up' for Races with a single formation lap. The pit entrance and exit are closed from the Safety Car arrival at the pit entry on the first formation lap for Races with more than one (1) scheduled formation lap. The pit entrance and exit remain closed until after all able Cars (subject to the judgment of the Race Director) have passed the pit exit following the start of the first Race lap.

44.4. (SSR) Unable to Start Formation Lap(s)

44.4.1. (SSR) A Driver unable to start the formation lap(s) must raise their arm or open a door. When all other Cars have gone, the marshals and/or Officials may attempt to push start the Car, which is an exception to the prohibition on push-starting.

A. (SSR) Should the pit exit remain open, the Driver may then complete the formation lap(s) but must not overtake a moving Car except if the latter is disabled.

B. (SSR) Should the Car not start after being pushed, the responders shall push it to the pit lane, where its three (3) persons maximum are permitted to intervene.

44.5. Start is a Rolling Start.

44.5.1. For a rolling start, the Cars are moving at the moment the starting signal is given, in which case a Safety Car (pace car) may be used to lead the field to the starting line. The rolling start is used unless otherwise stated in the SSR for a Series or announced for the Race.

44.5.2. The Safety Car departs the starting grid and makes at least one (1) formation (pace) lap of the racetrack at moderate speed.

44.6. (SSR) Race Start. Track-specific instructions are given by the Race Director at the Driver briefing. Cars must not overtake the Safety Car until it has exited the racetrack. After the Safety Car has exited the racetrack, Drivers must maintain their pace and positions as on the formation lap or as instructed, and must remain in formation until the display of the green flag by the Starter.

44.6.1. (SSR) The pole sitter has earned the right to start the Race and to cross the starting line even or ahead of the other Cars within the limitations below.

A. (SSR) Cars must maintain the speed of the Safety Car or as instructed until the pole sitter reaches the "start zone". The "start zone" is indicated by cones, stripes, and/or as instructed by the Race Director. The pole sitter must accelerate upon reaching the "start zone" and the green flag shall be displayed while the pole sitter is within the "start zone". The Car in the second starting position must maintain position alongside the pole sitter until accelerating when or after the pole sitter accelerates.

B. (SSR) Respecting the above instructions, if the Car in the second starting position reaches the starting line ahead of the pole sitter, it shall not be considered a false start.

C. (SSR) Cars must not change columns (lanes) or overtake within their starting column until they individually cross the starting line after display of the green flag.

44.7. (SSR) No Start/Wave Off. If the Starter waves off the scheduled start of a Race, no flag may be displayed at the starter stand. The Starter shall also call "no start" on the radio and may shake their head indicating "no" and all flag stations shall display a motionless yellow flag. Cars must continue at a reduced pace, reform into the side by side, two-column formation per their original grid positions as directed and anticipate a start on the next crossing of the starting line as described in Art. 44.6 or as instructed by Race Control.

44.8. (SSR) False Start. A false start occurs when a Driver deviates from the instructions given at the Driver briefing, the Race Start regulations and/or the position assigned to them before the starting (or restart) signal is given. Gamesmanship, brake checking or manipulation of the pace or procedure is prohibited. A missed shift, wheel spin or another unavoidable situation on the start may be determined by the Race Director and is Conclusive. The Race Director may assess a penalty for a false start.

44.9. (SSR) Starters. The Race officially begins and all Cars (and their Driver(s)) that have departed the starting grid become eligible for championship points when the first Car crosses the starting line on the Race track after completion of the scheduled formation lap(s) regardless of whether or not the Starter has displayed the green flag.

44.9.1. (SSR) A Car (and its Driver(s)) starting from the pit lane becomes eligible for championship points if they start from the pit lane after the Race officially begins in accordance with these RULES.

ARTICLE 45 – SAFETY CAR

45. SAFETY CAR

45.1. The Safety Car is identified as such and fitted with an augmented flashing light system and may be dispatched to neutralize the Race at the discretion of the Race Director.

45.2. The primary purpose of the Safety Car is to create a traffic interval on the racetrack so that responders may handle situations more safely and quickly; therefore, it is essential that all Cars catch up with the field as quickly as possible consistent with safety and observing extreme caution at any incident site.

45.3. Special Safety Car procedures may be discussed at a Team Manager and/or Driver briefing and/or communicated to Competitors by Race Control.

45.4. The Safety Car may be dispatched at any time during a Race to correct a hazardous situation. Drivers are warned that a Safety Car will be used when all corner stations display two (2) motionless yellow flags. Additionally, a SC board may be displayed When the IMSA FCY Light System is in use, Drivers may also be warned by the in-Car FCY Light System dash lights and/or by yellow flashing or motionless lights around the racetrack. Overtaking is prohibited anywhere on the racetrack and Drivers must observe extreme caution at any incident site. When possible, the Safety Car (with its lights on) enters the racetrack ahead of the overall leader, who must slow to safety car speed to facilitate this or may be subject to penalty. All Competitors must then follow the Safety Car in Single File. A Driver must not overtake the Safety Car unless specifically instructed to do so.

45.4.1. This procedure may be modified at the Race Director's discretion, including not picking up the overall Race leader at the start of the intervention if immediate dispatching is deemed critical.

45.5. If the Safety Car is required to first pick up a Car that is not the overall leader, when deemed appropriate, the Race Director will instruct an Initial Wave-By (IWB) of all Cars between the Safety Car and the overall leader. Such Cars must overtake the Safety Car on the right, and remaining in order in Single File, proceed around the racetrack as quickly as possible consistent with safety and Race Control messaging to rejoin the field at the rear of the Car(s) remaining behind the Safety Car. Overtaking the Safety Car must be done only on the right, unless otherwise instructed by Race Control.

45.6. The Safety Car may be used to lead formation lap(s) prior to the start of a Race.

45.7. **(SSR) Pit Exit Closure.** A red light (or flag) indicates the pit exit is closed. Cars may enter the pits while the Safety Car is on course but must not exit the pit lane until directed by an IMSA Official. They must fall into line at the rear of the main field after it has passed the pit exit. **Penalty:** Stop plus sixty (60) seconds.

45.8. **TRACK SERVICES / INCIDENT RESPONDERS / INTERVENTION VEHICLE.** Track Services, Incident Responders and/or Intervention Vehicle(s) may be dispatched on the racetrack at any time and Competitors must respect the responders and vehicles intervening and leave them room to work. Tire scrubbing is prohibited in any response area.

ARTICLE 46 – NEUTRALIZATION OF THE RACE: "FULL COURSE YELLOW"

46. NEUTRALIZATION OF THE RACE: "FULL COURSE YELLOW"

46.1. (SSR) The pits remain open at all times during a Full Course Yellow (FCY) unless directed otherwise by Race Control. The track is deemed to be under FCY conditions at the time of the announcement by Race Control, regardless of the function of the IMSA/MX-5 Cup FCY Light System or any on-track light system, or display of flag(s).

46.1.1. (SSR) The pit exit closes from the time that the Safety Car (or the overall leader acting as the Safety Car) is perpendicular to the last Pit Box (unless otherwise specified in the Schedule/SR and/or the Race Director briefing) until the main field has passed the pit exit and Cars can be released to join the back of the line behind the Safety Car at the sole discretion of the IMSA Officials. For a restart, the pit exit closes from the time that the Safety Car enters the pit lane until the main field has passed the pit exit and Cars can be released to join the back of the main field at the sole discretion of the IMSA Officials. The pit exit may close momentarily to facilitate dispatch of the Safety Car if necessary.

46.2. N/A

46.3. N/A

46.4. N/A

46.5. N/A

46.6. (SSR) End of Neutralization & Restart:

46.6.1. (SSR) When the Race Director has determined that the racetrack is clear and acceptable for the continuation of Competition, the Safety Car is instructed to extinguish its flashing lights and where in use, the IMSA/MX-5 Cup Safety Light System or any on-track lights are also extinguished and yellow flags withdrawn, indicating that this is the final lap of this Safety Car intervention.

46.6.2. (SSR) The Safety Car may accelerate away and exits the racetrack at the location specified by the Race Director.

46.6.3. (SSR) The restart is led by the overall leader, or, if that Car (and any others) exits the racetrack, by the next Car remaining in the line behind the Safety Car.

46.6.4. (SSR) The Car immediately behind the Safety Car prior to the restart must maintain the previous slow speed of the Safety Car, or as instructed by the Race Director, until the designated restart location. All Cars must remain packed up, in the proper order, until the restart leader initiates acceleration and the green flag is displayed. Once the green flag is displayed, the Race resumes and overtaking is permitted. Any manipulation of this pace or procedure may be penalized for False Start (Art. 44.8).

46.7. (SSR) Race Control may at any time direct that Cars may overtake other Car(s) failing to achieve and/or maintain a pace commensurate with any aspect of the FCY process, as determined by the Race Director. Such determination is Conclusive.

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

ARTICLE 47 – RACE STOPPAGE & RESTARTS

47. RACE STOPPAGE & RESTARTS

47.1. Stoppage. Upon display of the red flag during a Race, scoring stops and Competitors must follow the procedure in Art. 27.4 and any applicable SSR. Overtaking is prohibited.

47.1.1. The pit lane entrance and exit are closed. Race Control may order Cars to enter the pit lane. If so directed, Cars that enter pit lane must proceed as directed by Race Control or IMSA/MX-5 Cup Officials. Cars in their Pit Box at the time of the stoppage must remain in their Pit Box until released by Race Control. Cars in the pits at the time of the stoppage may have their lap count adjusted so as to not unfairly advantage or disadvantage them based on their position relative to the control line. Drivers must remain in the Cars unless otherwise instructed by Race Control. In the case of severe weather, Team instructions are communicated by Race Control.

47.2. Service/Replenishment. Unless specifically authorized by the Race Director and announced to all Competitors, service or replenishment of any kind on any Cars is prohibited from the time the red flag is displayed until scoring resumes. This includes Cars already in the pit lane or Paddock. Permission to restart engines to maintain temperature may be announced and permitted by Race Control.

47.3. Restarting. Once appropriate, the Race Director orders the pit exit opened and Cars that were in the pits shall join the field at the back of the pack in the order they left the pits.

47.3.1. The Race Director restarts the Competition with Cars:

A. In their original starting positions, unless the entire running field has completed one (1) lap, or the overall leader has completed two (2) laps;

B. Otherwise, the Race Director lines up the Cars with the normally running Cars in Single File, in the order according to Timing and Scoring, of their last verified crossing of the control line at start/finish prior to the time the red flag was displayed, starting with the Car with the oldest crossing time.

47.4. Lap Count. In order to establish a uniform lap count, once the Cars are circulating prior to the restart, the Race Director may order a wave-by, until the overall leader, or leading Car circulating, is immediately behind the Safety Car. Once this wave-by is initiated, if that leading Car enters the pits or stops, the next Car circulating behind the Safety Car is selected.

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

47.5. Race Time. Overall Race time, but not Race laps, continues to be counted during the stoppage unless otherwise announced by the Race Director.

47.6. Scoring. Recommences upon the order of the Race Director to restart the Cars, and any formation lap(s) to the restart are scored.

47.7. (SSR) If listed in the SR, IMSA may elect to resume a stopped Competition on an alternate day.

47.8. A Race that is red flagged after completion of 50% or more of the Race and is not restarted under green flag conditions shall be scored as of the last completed green flag lap as though the checkered flag was displayed to the overall leader and the remaining cars at the conclusion of that lap.

47.8.1. Outstanding penalties from the last green flag lap and prior laps are applied post-race.

ARTICLE 48 – MINIMUM DURATION

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

ARTICLE 49 – CONCLUSION OF RACE

49. CONCLUSION OF RACE

49.1. Due to the unpredictability of the Race pace of the overall leader, Race Control determines with Timing and Scoring when the white flag is announced and displayed, signifying the last lap.

When announced by Race Control as "White Flag Next Time By", Starter displays a waving white flag to the overall leading Car as it next crosses the finish line, indicating the last lap.

The display of the checkered flag shall take place on the lap after the display of the white flag, and the Race is deemed to have concluded, regardless of the overall Race Time.

In the Event of a Late FCY, where only a single green flag lap is expected, Race Control may also announce "White Flag Next Time By" and the Starter shall display both the green and white flags to the overall leading Car as it crosses the finish line to signify the restart, and the last lap of the Race.

49.1.1. In Races of a timed length, the checkered flag is given first to the leading Car as it crosses the finish line at the expiration of the specified duration (as determined by IMSA), then to the other finishers as they cross the finish line.

A. At the display of the checkered flag, the pit exit is closed.

B. If the Car shown first in the overall scoring order has not crossed the finish line on the racetrack, the checkered flag will be displayed when the next highest placed Car crosses the finish line on the racetrack.

C. If the leading Car is not running at the time of the final lap, the checkered flag is displayed to the next highest running Car (not necessarily the winner) in the same manner. If the leading Car is disabled at the time of the final lap, the Race Director shall determine the time permitted for such Car to complete the final lap prior to the display of the checkered flag.

49.1.2. In Races of a given distance, the checkered flag is given first to the leading Car, then to the other finishers as they cross the finish line.

49.1.3. Should the checkered flag be inadvertently or otherwise displayed before the leading Car completes the scheduled number of laps or before the prescribed time has been completed, the Race is nevertheless deemed ended when the flag is displayed.

49.1.4. The checkered flag is displayed for a maximum of five (5) minutes.

49.1.5. It is not required to take the checkered flag on the racetrack to be eligible for a finishing position, championship points and/or Point Fund / Prize Money.

49.1.6. To be listed as "running" in the results, the Car must cross the finish line on the racetrack when the checkered flag is displayed.

49.1.7. Cars are ordered in the results according to the number of whole laps completed during the Race subject to any penalties applied. For Cars completing the same number of laps, the time when the Cars cross the finish line determines the order.

ARTICLE 50 – IMPOUND

50. IMPOUND

50.1. (SSR) When the Checkered Flag is displayed, all Cars, as directed by the IMSA/MX-5 Cup Officials, must proceed to Impound directly together with a Team representative if so directed, and under the supervision of the IMSA/MX-5 Cup Officials. A Car not driven directly and immediately to Impound is subject to penalty.

50.2. (SSR) A Team representative must be present at Impound to be informed of any decisions taken regarding possible technical checks. Team representatives are prohibited to enter Impound unless instructed by an IMSA/MX-5 Cup Official, and Drivers must depart directly after delivering the Car. During voluntary technical inspection, a maximum of three (3) Team representatives may be present in the inspection area with the Car during the scrutineering process unless otherwise instructed by an IMSA/MX-5 Cup Official. During involuntary technical inspection, zero (0) Team representatives are permitted unless otherwise instructed by an IMSA/MX-5 Cup Official.

50.3. (SSR) Team representatives in Impound (Post Qualifying or Race) must be attired consistent with Art. 21.3 (Competitor Uniforms) with a minimum of one (1) Team Member attired per Art. 21.1 HELMET AND ATTIRE TABLE.

50.4. (SSR) Team equipment is prohibited in Impound unless otherwise instructed by an IMSA/MX-5 Cup Official.

50.5. (SSR) Computers and/or electronic equipment are prohibited in Impound unless otherwise instructed by an IMSA/MX-5 Cup Official.

ARTICLE 51 – POST-RACE PROCEDURES / REQUIREMENTS

51. (SSR) POST-RACE PROCEDURES / REQUIREMENTS. Competitors must adhere to the Minute by Minute (MxM) comprising the Post-Race procedures/requirements and the instructions of IMSA/MX-5 Cup Officials. IMSA may give Event-specific directives as communicated in the Team Manager, Driver Briefings and/or HV Safety Briefings and unless otherwise directed or approved, only Drivers and authorized Team representatives are permitted on the podium for Victory Circle celebrations. Spraying photographers prohibited. Hats or branding not provided by IMSA/MX-5 Cup are prohibited during the IMSA led podium celebrations. Failure to follow instructions for Post-Race procedures, Impound and/or podium activities may be penalized.

ARTICLE 52 – WINNER

52. WINNER

52.1. The winner is the Car that has covered the greatest distance in the shortest official period of time once the duration of the Race expires or when the distance to cover is achieved. The position of the Cars on the starting grid is not taken into account.

52.2. For Races run in two (2) or more parts (red flag), the distances covered in each part are combined. In such case, the winner is the Car that has covered the overall greatest distance in the shortest official period of time.

ARTICLE 53 – TIES

53. TIES

53.1. In case of a tie in the final Driver championship point standings, the tie shall be resolved according to the highest ranked Driver's record of first place points finishes, and then if necessary, the number of second place points finishes, and so on down to the last championship points position for the Series. If a tie still remains, the tie shall be broken by the first to achieve the highest points finishing position in that season for that Series.

53.1.1. In case of a tie in other championship standings, the word "Driver" above is replaced with that of the specific championship (Team, Manufacturer, Tire, etc.) in question.

53.2. IMSA/MX-5 Cup decisions regarding championship points and/or Point Fund / Prize Money are Conclusive.

ARTICLE 54 – OFFICIAL RESULTS

54. OFFICIAL RESULTS

54.1. Only those results (Unofficial, Provisional and/or Official) published and posted by IMSA are deemed the official ones. IMSA may publish and distribute results electronically or by other means at a time after the conclusion of the Session(s), Race and/or Event.

54.2. All starting Cars are credited with a finishing position whether or not they are running when the checkered flag is displayed.

54.3. Directly following a Session, results are "Unofficial" until audits of timing and scoring are completed, and Technical Inspection is concluded. Directly following the completion of a Race, the "Unofficial" results reflect the running order on the racetrack. "Provisional" results are posted at the conclusion of on-site Technical Inspection and review of on-track incidents and are subject to audit or verification. "Official Results" are those issued in PDF format from the IMSA office (or Series office if designated by IMSA) after any final review, audit, verification, extended technical inspection and/or outstanding protests or appeals are concluded.

54.4. Cars receiving a penalty applied post-Race that alters the finishing position order shall result in all other affected Cars advancing accordingly. Any Car found out of compliance with the RULES may be placed at the back of the Class or penalized up to Removal from the results and all other finishers advanced accordingly.

54.5. IMSA/MX-5 Cup shall authorize payment of Point Fund / Prize Money only after the results of a Race are audited and published in final "Official Results" form.

ARTICLE 55 – RESULTS LISTINGS

55. RESULTS LISTINGS

55.1. (SSR) **These Results Listings are Established:**

55.1.1. (SSR) General (overall results).

ARTICLE 56 – INTERVIEW PERIOD / PRESS CONFERENCE

56. INTERVIEW PERIOD / PRESS CONFERENCE

56.1. (SSR) Post-qualifying: As may be required or per the Official Schedule, the Driver who has achieved the "pole position" in class or Series must attend an interview period/press conference in the designated media interview area or other location and/or activity as specified by IMSA.

56.2. (SSR) Post-Race: As may be required or per the Official Schedule, first place class or Series winners must attend the winner's interview period/press conference in the designated media interview area or other location and/or activity as specified by IMSA/MX-5 Cup as soon as the ceremony on the podium is completed and as instructed by the Officials. Other Drivers and Team members may be required to provide interviews as directed by IMSA/MX-5 Cup Officials.

ARTICLE 57 – PENALTIES

57. PENALTIES

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

57.1.1. IMSA/MX-5 Cup Officials may impose the penalties specifically set out in these RULES in addition to/instead of any other penalties available to them under the RULES. The authority to assess penalties is not limited to violations occurring during an Event.

57.2. PUBLICATION. IMSA/MX-5 Cup 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. Penalties are posted on the notice board at results.imsa.com.

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

57.3.1. **WARNING**: IMSA/MX-5 Cup may determine that a Competitor's actions warrant the issuance of a warning prior to imposing a penalty.

57.3.2. **REPRIMAND** (blame): IMSA/MX-5 Cup may assign blame/fault and issue a reprimand.

57.3.3. **PROBATION:** IMSA/MX-5 Cup may impose a definite or indefinite period of probation.

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

57.3.5. **TIME and/or LAP:** A time and/or lap penalty may be imposed during a Competition as the Race Director may deem appropriate by calling a Car into the pits and/or by holding a Car already in the pits, or by requiring a Car to execute a lap or laps at a reduced pace or other on-track penalty. A time and/or lap penalty may be imposed during and/or after a Competition by adding to a Car's finishing time and/or lap count. Lap times may be invalidated for a Car found to be in Technical Non-Compliance.

A. (SSR) For MX-5 CUP, the Race Director may apply a 10 second time penalty for any circumstance as may be appropriate. The time penalty is added to the Car's finishing time at the time of the crossing of the control line at the conclusion of the Race.

57.3.6. **POSITION:** A position penalty may be imposed by changing the in-Race, finishing result, and/or starting grid position of a Car.

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

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

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

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

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

57.3.12. **AUTHORITY:** This article shall in no way be construed to limit the authority or discretion of IMSA/MX-5 Cup or the Race Director/Supervisory Officials to assess additional, different, or no penalties for these or other violations of the IMSA RULES.

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

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

57.4.1. Post-Race penalties may be applied for circumstances not directly resulting from on-track incidents.

ARTICLE 58 – INFORMAL INQUIRY

58. INFORMAL INQUIRY

58.1. (SSR) Prior to filing a protest, Entrants or Affected Parties (see Art. 59.2.5) are encouraged to resolve any dispute informally. Immediately upon acquiring knowledge of any facts that could potentially be the subject of a protest, but in no case after the expiration of the time limit for any formal protest as established in Art. 59, Entrants or Affected Parties may verbally request an informal inquiry, which shall then be conducted in any manner deemed appropriate by the Race Director for Sporting matters, the MX-5 Cup Technical Director for Technical matters and the Vice President of Competition for Affected Party matters. There is no fee payable for such informal inquiry.

58.2. If the informal inquiry does not resolve the dispute, the time limitation for filing a formal protest shall commence at the time the informal inquiry is terminated, or as otherwise provided in Art. 59.

ARTICLE 59 – PROTESTS & APPEALS

59. PROTESTS & APPEALS

59.1. General Administration

59.1.1. **Final and Not Subject to Protest or Appeal (Conclusive).** The following matters and all actions, decisions, rulings and/or penalties made or taken with respect to such matters are Conclusive:

A. (SSR) Any action or decision (or alleged inaction) by IMSA/MX-5 Cup arising out of an Event except those directly related to a Car's technical compliance;

B. Any Race Procedure penalty;

C. Any decision with respect to timing and scoring;

D. A decision as to whether a matter is or is not Conclusive;

E. Revocation of credentials or parking privileges for such Event.

59.1.2. (SSR) **Publication.** IMSA/MX-5 Cup reserves the right to publicize penalties, protests, appeals and/or the decisions thereof and the persons, or entity referred to in the publication shall have no right of action against IMSA.

59.1.3. (SSR) **Bad Faith.** If IMSA/MX-5 Cup determines that the submitter of a protest and/or appeal has acted in bad faith, the Entrant shall be in violation of the RULES and may be penalized.

59.1.4. Protests and Appeals must be lodged in accordance with the RULES, with Protests preceding Appeals (Art. 59.2 and Art. 59.3).

59.2. ENTRANT PROTEST

59.2.1. (SSR) **Entrant Protest.** The right to protest rests with an Entrant taking part in the Event in question. An Entrant taking part in the Event in question may protest a decision, act or omission of IMSA, MX-5 Cup, an Official, Competitor, or other person connected with the Event, as permitted in these RULES.

59.2.2. (SSR) **Notice of Entrant Protest.** The protest must be delivered to the Race Director for Sporting matters or the MX-5 Cup Technical Director for Technical matters. The Protest Materials must be titled as such and must include, in writing, the specific Regulation alleged to have been violated and specifically and concisely documenting the entirety of the Entrant's basis (case) for the protest. Additional submissions shall not be accepted following the time limits listed in Art. 59.2.4. except as may be expressly requested by the Supervisory Officials. The protest must be signed by the Entrant or Team Representative making the protest.

59.2.3. **Entrant Protest Fee.** The complete Protest Materials must be accompanied by the protest fee of $2,500 payable to IMSA. The protest fee may be retained or returned, in whole or part, at the discretion of IMSA.

59.2.4. **Time Limits of Entrant Protests.** Time limits for Entrant protests are as follows:

A. **A protest regarding Race Equipment** must be received prior to the start of the first Official Session for the relevant Event.

i. **For a Race Equipment protest regarding a Car's eligibility**, the Entrant must provide, in addition to the protest fee, an additional protest inspection fee of $3,000. The protest inspection fee is returned only if the protest is found to be valid. Any Entrant who does not permit inspection of their Car is subject to immediate Removal from the Event.

B. **A protest regarding a RULES violation during a Session** must be received within thirty (30) minutes after the end of the applicable Session.

C. **A protest regarding a penalty or action by IMSA** must be received within thirty (30) minutes of the notification of such penalty or action. The delivery date & time listed on the penalty form defines the start of the 30-minute window.

D. **Extension.** The Race Director or the Technical Director (as may be appropriate) may, at his sole discretion, extend any protest time limit.

59.2.5. **Affected Party Protest.** A Manufacturer, Constructor and/or Tire Partner (Affected Party) may protest a penalty solely imposed upon that Manufacturer, Constructor and/or Tire Partner and only if such penalty did not derive from or was not also imposed on an Entrant/Team.

59.2.6. **Notice of Affected Party Protest.** The protest must be delivered to the Vice President of Competition. The Protest Materials must be titled as such and must include, in writing, stating the specific Regulation alleged to have been violated and specifically and concisely documenting the entirety of the Entrant's basis (case) for the protest. Additional submissions shall not be accepted following the time limits listed in Art. 59.2.4. except as may be expressly requested by the Supervisory Officials. The protest must be signed by the Affected Party making the protest.

59.2.7. **Affected Party Protest Fee.** The Affected Party complete Protest Materials must be accompanied by the protest fee of $2,500 payable to IMSA. The protest fee may be retained or returned, in whole or part, at the discretion of IMSA.

59.2.8. **Time Limit of Affected Party Protests.** The Time limit for an Affected Party protest is:

A. **A protest regarding a penalty or action by IMSA** exclusively to an Affected Party must be delivered to the Vice President of Competition at Headquarters within one (1) business day of the notification of such penalty or action. The delivery date & time listed on the penalty form defines the start of the response window.

59.2.9. **Protest Review.** The Vice President of Competition shall deliver the Protest fee and materials to the Supervisory Officials. The Supervisory Officials first determine whether the matter in question is subject to protest under the RULES. Such decisions are Conclusive.

59.2.10. **Protest Hearing.** If the matter is found to be protestable, the Supervisory Officials shall identify the parties involved and facilitate the timely procurement of all documents, data and/or other evidence deemed necessary at their discretion to render a fair decision. The Supervisory Officials shall endeavor to hear the protest as soon as practical and may act within a quorum of three (3). A Supervisory Official factually involved shall recuse themselves from participation in the protest hearing. The Supervisory Officials shall establish the most appropriate procedure for hearing the protest and inform all parties of such procedure prior to the hearing. The Supervisory Officials, or parties to the protest at their own expense, may call witnesses or present evidence, but the protestant must present their own case and must not be represented at the hearing by another individual or attorney. Other persons must not be present at the protest hearing except those permitted by the Supervisory Officials. Failure of the protestant to appear as requested or otherwise fail to respond to any investigatory request of the Supervisory Officials may result in the dismissal of the protest with prejudice.

59.2.11. **Protest Decision.** In deciding the outcome, the Supervisory Officials may take any action deemed appropriate in the interest of IMSA or the sport of automobile racing including but not limited to, revising the results, imposing penalties, or taking no action at all, but under no circumstances shall they order an Event or any portion thereof to be rerun. A copy of the decision is sent to all parties to the appeal after the decision becomes final. All parties concerned are bound by the decision, subject only to the rights of appeal as provided in the RULES.

59.2.12. **Withholding Awards.** With the exception of post-Race podium ceremonies, the distribution of championship points and/or Point Fund / Prize Money occurs after the period for receiving protests has elapsed. When a protest that would affect distribution of championship points and/or Point Fund / Prize Money has been lodged, distribution of any championship points and/or Point Fund / Prize Money affected are withheld and the results provisional until the matter is resolved. If required, awards including but not limited to Event trophies, Manufacturer or sponsor provided awards, commemorative items, must be returned as directed by IMSA. Failure to return award(s) as directed may result in penalties, suspension, and/or revocation of IMSA Membership. IMSA reserves the right to re-award any such returned award(s) to the Competitor(s) upon the publication of the Official results.

59.3. APPEAL. Provided the applicable protest procedures have been properly exercised, the Entrant or Affected Party shall have the right to appeal any decision or penalty issued against that Entrant or Affected Party, except as otherwise prohibited.

59.3.1. **Notice of Intent to Appeal.** Notice of intent to appeal must be delivered to a Supervisory Official within one (1) hour from notice of the protest decision.

59.3.2. **Formal Notice of Appeal.** Formal written notice of an appeal must be delivered to the President at Headquarters no later than 5:00 pm eastern, the second business day after the notice of the protest decision or penalty. The written notice of appeal, signed by the appellant, must specify the grounds for appeal.

59.3.3. **Appeal Fee.** The formal written notice must include the appeal fee of $5,000, payable to IMSA, half of which is retained by IMSA regardless of any decision.

59.3.4. **Appeal Review.** The President, in his sole discretion, determines whether any appeal is reasonable, complies with the RULES, and if it shall be heard by the Supervisory Officials. Such decisions are Conclusive.

59.3.5. **Appeal Hearing.** If the matter is permitted, the Supervisory Officials shall endeavor to hear the appeal as soon as practical and may act within a quorum of three (3). A Supervisory Official factually involved shall recuse themselves from participation in the appeal process. The Supervisory Officials shall establish the most appropriate procedure for hearing the appeal and inform all parties of such procedure prior to the hearing. The Supervisory Officials, or parties to the appeal at their own expense, may call witnesses or present evidence, but appellant must present their own case and must not be represented at the hearing by another individual or attorney. Other persons must not be present at the appeal hearing except those permitted by the Supervisory Officials. Failure of the appellant to appear as requested or otherwise fail to respond to any investigatory request of the Supervisory Officials may result in the dismissal of the appeal with prejudice.

59.3.6. **Appeal Decision.** In deciding the outcome, Supervisory Officials may take any action they deem appropriate in the interest of IMSA or the sport of automobile racing including, but not limited to, revising the results, imposing penalties, or taking no action at all but under no circumstances shall they order an Event or any portion thereof to be rerun. A majority of the Supervisory Officials must agree to modify the decision of a protest. A copy of the decision is sent to all parties to the appeal after the decision becomes final. All parties concerned are bound by the decision as provided in the RULES.

59.4. APPEAL to the CHIEF APPELLATE OFFICER - Entrant or Affected Party (E/AP). Provided that the applicable protest and appeal procedures have been properly exercised, E/AP shall have the right to further appeal to the Chief Appellate Officer (CAO).

59.4.1. **E/AP Notice and Fee to the CAO.** Notice of intent to appeal to the CAO must be delivered to the President within one (1) hour of the receipt of the Supervisory Official's appeal decision. Formal written notice must be delivered to the CAO at Headquarters no later than 5:00pm eastern the third business day after notice of the decision of the Supervisory Officials. The written notice, signed by the appellant, stating the grounds for appeal, must include the appeal fee of $5,000 payable to IMSA, which is retained by IMSA regardless of any decision.

59.4.2. **Disposition of E/AP Appeal.** The CAO may choose to hear or not to hear an appeal, or may choose to review the written documentation and base his decision on the evidence presented at the initial appeal. The CAO's decision as to whether or not an appeal is heard is Conclusive. All parties are informed of the time and place of a CAO's hearing. The CAO, or appellant at their own expense, may call witnesses or present evidence, but the appellant must present their own case and must not be represented at the CAO's hearing by another individual or attorney. Other persons must not be present at the CAO's hearing except those permitted by the CAO. Failure of the appellant to appear when requested or respond to any investigatory request of the CAO may result in the dismissal of the appeal to the CAO with prejudice.

A. The CAO can be replaced by IMSA should the current designated person not be available or have a conflict of interest in the specific appeals determined by the President or CEO of IMSA.

59.4.3. **E/AP Decision.** The CAO may vacate, assess additional, decrease or increase penalties previously imposed and may vacate, modify or uphold protest and initial appeal decisions, but, under no circumstances, order an Event or any part thereof to be re-run. A copy of the final decision is sent to all parties of the appeal to the CAO after the decision becomes final. All parties concerned are bound by the decision given, as provided in the RULES.

59.5. APPEAL to the CHIEF APPELLATE OFFICER - Membership Appeals (M.A.). A person or entity declined a Membership or who has their Membership suspended or involuntarily terminated shall have the right to appeal directly to the CAO.

59.5.1. **M.A. Notice and Fee to the CAO.** Formal written notice must be delivered to the CAO at Headquarters no later than 5:00pm eastern the third business day after notice of the decision affecting the Membership. The written and signed notice, stating the grounds for appeal, must include the appeal fee of $1,000 payable to IMSA. This fee may be retained or returned, in whole or part, at the discretion of IMSA.

59.5.2. **Disposition of M.A. Appeal.** The CAO may choose to hear or not to hear an appeal, or may choose to review the written documentation and base his decision on the evidence presented at the initial appeal. The CAO's decision as to whether or not an appeal is heard is Conclusive. All parties are informed of the time and place of a CAO's hearing. The CAO, or appellant at their own expense, may call witnesses or present evidence, but the appellant must present their own case and must not be represented at the CAO's hearing by another individual or attorney. Other persons must not be present at the CAO's hearing except those permitted by the CAO. Failure of the appellant to appear when requested or respond to any investigatory request of the CAO may result in the dismissal of the appeal to the CAO with prejudice.

A. The CAO can be replaced by IMSA should the current designated person not be available or have a conflict of interest in the specific appeals determined by the President or CEO of IMSA.

59.5.3. **M.A. Decision.** The CAO may vacate, modify or uphold the Membership decision of IMSA. A copy of the final decision is sent to all parties of the appeal to the CAO after the decision becomes final. All parties concerned are bound by the decision given, as provided in the RULES.

ARTICLE 60 – SERIES SUPPLEMENTARY REGULATIONS ATTACHMENTS

60. SERIES SUPPLEMENTARY REGULATIONS ATTACHMENTS

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

APPENDIXES

APPENDIX A -- EQUIVALENCE FORMULAE

1 Bar = 14.504 p.s.i.
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
1 kW = 1.34102 hp
Cylinder volume (displacement) = π x (1/2 bore)^2 x stroke
Engine displacement = Cylinder volume x number of cylinders

MAZDA MX-5 CUP SERIES SUPPLEMENTARY REGULATIONS ATTACHMENTS

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ATTACHMENT 7 – SPECIAL AWARDS

1. ATTACHMENT 1 – STANDARD MINIMUM PENALTIES ABBREVIATED TABLE

1.1. Except when the Race Director/Supervisory Officials determine there to be extenuating circumstances, these standard minimum penalties are assessed for the RULES violations listed in the table below.

1.2. Penalties do not carry over to qualifying or the Race, and outstanding penalties may be assessed as financial or other penalties. Penalties not served during the Race due to the expiration of time available may be converted to time/lap added or financial penalties as may be appropriate for any Car at the end of the Race.

1.3. The Race Director assesses these standard minimum penalties. Repeat infractions may result in greater or cumulative penalties at the discretion of the Race Director/Supervisory Officials.

1.4. This Attachment shall in no way be construed to limit the authority of IMSA or the Race Director/ Supervisory Officials to assess additional or different penalties for these or other violations of the IMSA RULES.

1.5. DESCRIPTIONS IN TABLE ARE ABBREVIATED AND FOR REFERENCE ONLY; REFER TO SPECIFIC ARTICLE TEXT FOR ACTUAL REGULATORY LANGUAGE AND ADDITIONAL INFORMATION. Key: W=Warning, D-T=Drive Through, S&G=Stop & Go Black Flag Penalty.

#	VIOLATION	SOURCE	PENALTY
PIT LANE			
P1	Speeding in pit lane (greater speed incurs greater penalty)	32.3 (60 KPH)	Warning/D-T/S&G/Stop + Additional Time
P2	Belts undone/door opened prior to stop	35.1.1 (A-D)	Drive Through
P3	Person(s) over wall before Car stops	33.3.3 & 33.3.4	Drive Through
P4	Equipment over wall before Car stops	33.3.3 & 33.3.4	Drive Through
P5	Person(s) over wall not properly attired	21.1 & 21.3	Warning/Drive Through
P6	Too many persons working/over wall	34.1	Drive Through
P7	More than permitted number over wall, considered working on Car	34.1 & 34.4	Drive Through
P8	Using more than two (2) wheel guns	36.1.2	Drive Through
P9	Working under Car without approved stands	33.3.10	Drive Through
P10	Run over hose, tool, part, person in own or other box	33.3.8 & 33.3.9	Drive Through
P11	Propelling parts	33.3.7	Warning/D-T if hit by Car
P12	Exit pits with equipment attached	33.3.11	Drive Through
P13	Leave pit box with belts loose	35.1.2.A	Warning/Drive Through
P14	Push start in pits (unless approved)	35.6	Stop + Restart
P15	Reverse in pit lane	33.4.1 & 35.1.3.A	Stop + 60 Seconds
P16	N/A		
P17	Failure to abide by instructions - red flag/light at pit exit	45.7	Stop + 60 Seconds
P18	N/A		
P19	Tire rotation in the air	36.2	Warning/Drive Through
REFUELING			
R1	N/A		
R2	N/A		
R3	N/A		
R4	N/A		
R5	N/A		

#	VIOLATION	SOURCE	PENALTY
ON-TRACK			
T1	Brakelights/Headlights/Taillights not working	22.3.3	Stop/Repair
T2	Driver pushing Car	30.1.5	Stop + 120 Seconds
T3	Anyone working on Car but Driver except at Pit Box	31.3	Stop + 120 Seconds
T4	Fuel Replenishment except in Paddock	37.1	Stop + 120 Seconds
T5	Drive counter-Race except to remove from unsafe location	30.1.2	Stop + 120 Seconds
T6	2X Red or Checkered Flag	27.4.3 & 27.12	5 Min. hold each 2X+ or 10 Min. Impound (Car & Driver)
T7	False Start	44.8	+10 Sec. to Race Time/D-T
T8	Pass under yellow	27.2 & 27.3	Correct/+10 Sec. to Race Time/D-T
T9	Shortcut	30.1.1	+10 Sec. to Race Time/D-T
T10	Not stop at chicane(s) when missed (shortcut)	30.1.1	+10 Sec. to Race Time/D-T
T11	Blocking	30.2.2	+10 Sec. to Race Time/D-T
T12	Incident Responsibility	30.2.3	+10 Sec. to Race Time/D-T
T13	Unjustifiable Risk	30.2.4	Discretion
T14	N/A		
T15	Driver more than ten (10) meters away from Car	31.1 & 31.2	Discretion/Retired
T16	Door(s) missing	22.3.5	Stop/Repair
T19	Transponder Non-Functional	22.3.7	Warning/Stop/Repair
DURING A PENALTY			
D1	Must not stop at pit during “Drive Through” penalty	33.5.1.A	Repeat D-T
D2	Must not stop at pit during “Stop and Go” penalty	33.5.1.A	Repeat S&G
D3	No Driver contact during “Stop and Go”	33.5.1.C	Repeat S&G
ADDITIONAL BASELINE PENALTIES			
B1	Un-served PLSL and other penalties that cannot carry over to qualifying or Race	ATT1, Par. 1.2	Warning/$500/Discretion
B2	Change qualifying tires before pre-Race deadline.	43.6	Back of grid start
B3	Change qualifying tires after pre-Race deadline.	43.6	Drive Through
B8	Pit lane blend line violation	32.1	Warning/Drive Through
B9	N/A		
B10	Unserved penalty after four (4) crossings	27.8.3	Stop + 60 Seconds added
B11	Late or absent from mandatory briefings	9.4.15 & 9.4.16	Warning/$500

2. ATTACHMENT 2 – N/A

3. ATTACHMENT 3 – TIRES

3.1. General

3.1.1. IMSA reserves the right to regulate tires and the eligibility of certain tires and tire manufacturers, and may do so at any point in the season, and may modify or waive any part of this Att. 3 at its sole discretion. Decisions of IMSA pursuant to this Att. 3 are Conclusive.

3.1.2. All tires used in a Session must be specifically designed for automobile racing and must be approved by their manufacturer for such use.

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

3.1.4. When requested by IMSA, Tire Manufacturer(s) and Entrants shall make available, to IMSA's satisfaction, relevant tire performance data (including but not limited to wear, degradation, and related parameters) obtained during IMSA Events.

3.2. Tire Manufacturers

3.2.1. The only permitted tire manufacturer for Dry-type tires is Michelin. The only permitted tire manufacturer for Wet-type tires is Michelin.

3.2.2. For a tire manufacturer to be approved with a particular brand of tire:

A. That brand must be sold for automotive use in the United States of America.

B. Meet such other minimum requirements as required by IMSA.

3.2.3. Tire manufacturer must provide to IMSA, prior to distributing any tires, an inventory of all tires they have brought to an Event. IMSA reserves the right to inspect and inventory any manufacturer's tire supply to ensure compliance with this Attachment. Except with written permission from IMSA, a tire manufacturer must not bring tires not intended for use at that Event. For such waiver, tires not intended for use at that Event must be securely stored, with access controlled by IMSA. It is the manufacturer's responsibility to ensure that all tires are stored in secured containers with access limited only to the manufacturer's representatives and IMSA Officials.

3.2.4. IMSA may grant Tire Manufacturer access for track scanning and/or measurement.

3.3. Tire Specifications

3.3.1. Tires must conform to the specifications of the specified Technical Regulations.

3.3.2. Recapped tires prohibited.

3.3.3. Tires must be declared by their manufacturer to be either Wet tires or Dry tires. A Car must run either an all Wet Tire Set or an all Dry Tire Set at any given time.

3.3.4. Tires designed specifically for the purpose of qualifying are prohibited.

3.3.5. All tires must be clearly identified and marked with the following information:

A. The tire manufacturer's brand, which must be visible and on the side of the tire intended to face the outside of the Car.

B. Identification unique to each tire type with regards to construction, tread, rubber compound and tire size. The tire manufacturer is not required to disclose the meaning of this identification regarding construction, tread, and rubber compound or tire size.

C. These identification marks must be manufactured in a manner that they remain visible at all stages of the tire's life in normal racing use. These do not need to be visible while the tire is in use and may be on the bead or on the inside of the tire.

3.3.6. **Wet Tires.** Prior to providing any wet tires intended to be used in Competition to Teams, tire manufacturers must provide to the IMSA/MX-5 Cup Technical Director, a list detailing what tire types are intended to comprise a Wet Tire Set for each class of Car supplied by the tire manufacturer. The type is defined by the tire's compounding, construction, tread pattern, depth and size. Tire manufacturers must register the tread pattern with IMSA by providing a full-scale diagram of the tread showing at least three (3) repeats of the tread via a digital medium or on a transparency or transparent paper. They must also specify the nominal tread depth, as manufactured, and the nominal ratio of contact areas as a percentage of total area, which must conform to Par 3.3.7 of this Attachment.

3.4. Entrant Tire Allocations

3.4.1. Wet tires are not counted in a Car's allocation. Maximum wet sets available for purchase may be listed in the Schedule/SR.

3.4.2. Use of tires in excess of the allocations is considered Technical Non-Compliance for the Event and subject to penalties available per Art. 57.

3.5. Tire Selection, Mounting & Marking

3.5.1. **Selection.** For wet tires, IMSA/MX-5 Cup Officials may select tires at random from each tire manufacturer's supply of a particular type to fill Competitor's orders. The method of selection is at the Official's discretion, and tires are selected from the tire manufacturer's entire Event inventory. Tire manufacturers must not provide tires not approved by the IMSA/MX-5 Cup Officials.

3.5.2. **Mounting;** Tire manufacturer service hours of operation commence at 8:00am and end at 4:30pm on the day prior to the first Event day. On all Event days, mounting commences two (2) hours prior to the first Session and ends at the later of; two (2) hours after the last Session, or 5:00pm. The Officials may change these times and notify the Competitors either in the SR or by announcement at the Event. Additional accommodations may be made, by exception.

3.5.3. **Marking.**

A. Official tire marking required by IMSA and/or Michelin shall occur at the respective tire manufacturer's mounting area only.

B. Should tire marking be required, tires where the Official's markings have been worn or damaged must be immediately returned to the Officials for re-marking.

C. It is prohibited to change, deface or forge the Official's tire markings, embedded RFID chips or the tire manufacturer's markings. Any such attempt shall result in withdrawal of the tires by IMSA/MX-5 Cup from the Event and imposition of any other penalty deemed appropriate.

D. Tracking of tires by RFID or bar code may be utilized in place of tire stamping or marking.

3.6. Tire Usage

3.6.1. Entrants must not transfer tires marked for use by one Car to another Car, even if the same Entrant has entered the other Car.

3.6.2. Tracking of tires by RFID or bar code may be utilized in place of tire stamping or marking.

3.6.3. Used tires damaged in the course of the Event are not replaced except that a Team may change up to one (1) tire per Event per Car to be replaced in case of adverse circumstances.

3.6.4. Tires must only be purchased from the official Michelin Race Tire Distributor at the Event, but may be pre-ordered. The specified (spec) tires of the Series are:

A. Dry Tires: TBA.

B. Wet Tires: TBA.

3.6.5. Tires for the Series must only be obtained from the authorized distributor.

A. A minimum of one (1) new complete Car set of the same specification (wet or dry) must be purchased per Race from the Michelin track-side support group.

3.6.6. Tires used during any Official Session must be the spec tire of the Series.

3.6.7. **Prohibited:** Tire modification; Use of a traction compound or any substance that might alter the physical properties of a tire as supplied by its manufacturer; "Grooving" Dry tires to create intermediate style Wet tires; Tire warmers or any other means of artificially warming tires; Any method of regulating tire pressure on-track. Any action, other than ordinary on-track use, designed to alter the tires as supplied. Only nitrogen or compressed air must be used to inflate tires. Anything not specifically permitted is prohibited.

A. Entrants must not transfer tires marked for use by one Car to another Car, even if the same Entrant has entered the other Car.

3.6.8. **Permitted:** Cleaning rubber "pick-up" from used tires via heat gun and scraper.

3.6.9. **Operational Requirements:** Tire manufacturers may issue bulletins stating the following operational requirements:

A. Minimum cold and/or hot pressures;

B. Minimum and/or maximum front and/or rear camber settings;

C. Noncompliance may result in penalties.

D. **Access:** Officials of IMSA and the tire manufacturer shall have free access into the Competitor's pit and Paddock space at all times to validate the operational requirements including tire pressures and alignment settings.

3.6.10. **Location:** If marked by their manufacturer for a specific position on the Car, tires must only be used in those position(s) for which they are marked (such as LF, RF, LR, RR). Dismounting a tire and remounting it with the outboard sidewall facing inboard is prohibited. The colored brand logo and FIA barcode designates the outboard sidewall.

3.6.11. **Radio Frequency Tire Identification (RFID)**

A. RFID readers are located at the exit of pit lane and all Cars must pass through the RFID readers when entering the track. Alternate locations for the RFID readers as announced by IMSA.

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, as invoiced by tire partner and/or IMSA.

4. ATTACHMENT 4 – FUEL

4.1. Cars participating at an Event, including any "Promoter Test Day" (if applicable), or any IMSA-directed Testing, must use the approved fuel ("Official Fuel") for the engine type as listed by the Entrant in the Vehicle Registration Form.

4.1.1. Competitors are responsible for ordering fuel from the IMSA Official Fuel Supplier, with a link to the order form at imsacompetitors.com or as otherwise specified.

4.1.2. The following Official Fuels are authorized by IMSA:

A. **Mazda MX-5 Cup**: Sunoco 260 GT

4.1.3. All Competitors must use only these Official Fuels as dispensed from the IMSA Official Fuel Supplier, typically in sealed, fifty-four (54) gallon lined steel drums or five (5) gallon pails. Additives are prohibited.

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

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

4.1.6. Competitors are specifically directed not to leave any fuel at the racetrack after the Event, unless prior arrangements have been made. Abandoning fuel drums in the Paddock post-Event is subject to penalty.

5. ATTACHMENT 5 – LOGOS / NUMBER PANELS / DECALS



2026 MAZDA MX-5 CUP SERIES
TEAM ASSET BRAND COMPLIANCE

The purpose of this document is not only to provide series guidelines that set and maintain a consistent look for team assets across the series, but it also provides guidance and knowledge of Mazda brand standards and how the Mazda brand needs to work visually on all team assets with other various team/partner brands.

NEW & MANDATORY FOR 2026

In an effort to help teams maintain Mazda/Series brand compliance–all liveries, fire suits and team apparel with Mazda/Series Branding must be submitted and approved by the series before going into production. Liveries must be submitted on the series template, and series approved by the deadline dates on Page 07.

THESE PROCESSES AND PROCEDURES WILL REQUIRE 100% COMPLIANCE FROM ALL TEAMS/ENTRIES. For details, please read all updates carefully to become fully aware of all of them and avoid any potential fines. See Page 06 for Artwork Compliancy Fine info. You may contact Keith Dalton or Ben Porter with any questions.

The Mazda MX-5 Cup Series expects and encourages all our teams to be creative with their team liveries and assets, but we do ask that teams follow these guides and keep them in mind throughout the design process. The Mazda MX-5 Cup Series is a platform for drivers, teams, sponsors as well as Mazda. As the owner of the series, Mazda expects all involved to properly help maintain the Mazda visual brand integrity.

WHELEN MAZDA MX-5 CUP PRESENTED BY: MICHELIN

2026 LIVERY TEMPLATES & APPROVAL PROCESS UPDATES

2026 LIVERY TEMPLATE UPDATES

- **MOTUL** decal added, placement in front of side mirrors
- **SERIES LOGO** decal is now black, resized and placement moved^
- **IMSA LOGO** removed from running boards^ (decal still on bumper)
- **BRAILLE LOGO** moved to running boards^ (no decal near rear wheel)
- **WHELEN "W"** decal has ® replacing TM, and has been resized^

  - DISCARD ALL PREVIOUS 2025 SERIES DECALS WITH ^ ABOVE.
- **RED WHELEN "W"** decal should only be used over white – or light background colors, when the white option is not legible. WHITE Whelen "W" decal should be used on all other backgrounds.
- **Series supplied Name/Number font, Helvetica Condensed Bold, must be used.** Located in folder with AI file, and outlined in template.
- **SPEC SHEET** is now included with decal dimensions listed in template.
- Questions? Please contact series designer Ben Porter, contact info P28.

2026 SUBMISSION/APPROVAL PROCESS

- **ALL ENTRIES are required to submit working livery design files on the 2026 SERIES TEMPLATES** for approval. **NO EXCEPTIONS.**

  - Older templates (prior to 2026), vendor templates, modified templates, layered PSDs or flattened JPGs will not be accepted.
- **ANY LIVERY CHANGES between events requires a new submission/approval**. This includes any element, from background graphics to logos.
- If design/wrap vendors wish to include their logo on the livery (with team's permission), it must be included in approved file, not added after.
- Rejected designs will be sent back with feedback for items that need to be addressed. Revised files will need to be resubmitted.
- Once approved by the series, **FINAL FILES MUST BE PRODUCED BY VENDORS AS-IS: NO ALTERATIONS, NO EXCEPTIONS.**
- **FINAL LIVERY DEADLINES are one week before event load-in date** (CTMP is 2). See livery schedule dates on P7, far right column.

TEAMS ARE ENCOURAGED TO FOLLOW THE REQUIREMENTS ABOVE TO AVOID POTENTIAL FINES OR PENALTIES

CLICK TO DOWNLOAD:
DARK OPTION



All templates are editable/layered AI print ready files at 10% size, which can be sent to print vendors to be produced and installed.

CLICK TO DOWNLOAD:
LITE OPTION



Safe Area Guides are built into templates to ensure background graphics do not compete visually with series sponsor logos.

SERIES SUPPLIED DECALS

Series decals can be supplied by the series at no cost to teams. Decals must be used as supplied without substitutions (outside of templates) and placed on cars in accordance with the guidelines in this document.

VISOR GRAPHIC & WHELEN PLATE - 1 EACH PER CAR



	MAIN # BOARD 2 PER CAR		MX-5 CUP LOGO 2 PER CAR
	REAR # BOARD 1 PER CAR		WHELEN LOGO 2 PER CAR
mazda	MAZDA LOGO 4 PER CAR	SUNOCO RACE FUELS	SUNOCO LOGO 2 PER CAR
MICHELIN	MICHELIN LOGO 2 PER CAR		MICHELIN MAN 2 PER CAR
MOTUL	MOTUL LOGO 2 PER CAR		ARROW DECAL 2 PER CAR
IMSA	IMSA LOGO 1 PER CAR		

RUNNING BOARD LOCKUP SET (1 PER SIDE - BLACK OR WHITE)



NAME & NUMBER GUIDES

Name decals on windshield and door are to be produced by teams in accordance with the guidelines below. Numberplate decals will be provided the series. Both name/number decals will be subject to pre-race inspection with pass/fail results.

NUMBER BOARD NUMBER

8.0" [00

Both sides of car (centered on number board). 8.0" tall - Helvetica Condensed Bold. Black only.



DOOR DRIVER NAME

Top of doors (both). Above door handle. 1.5" tall. Helvetica Condensed, bold. White, black or silver and IN ALL CAPS.



WINDSHIELD NUMBER AND DRIVER NAME



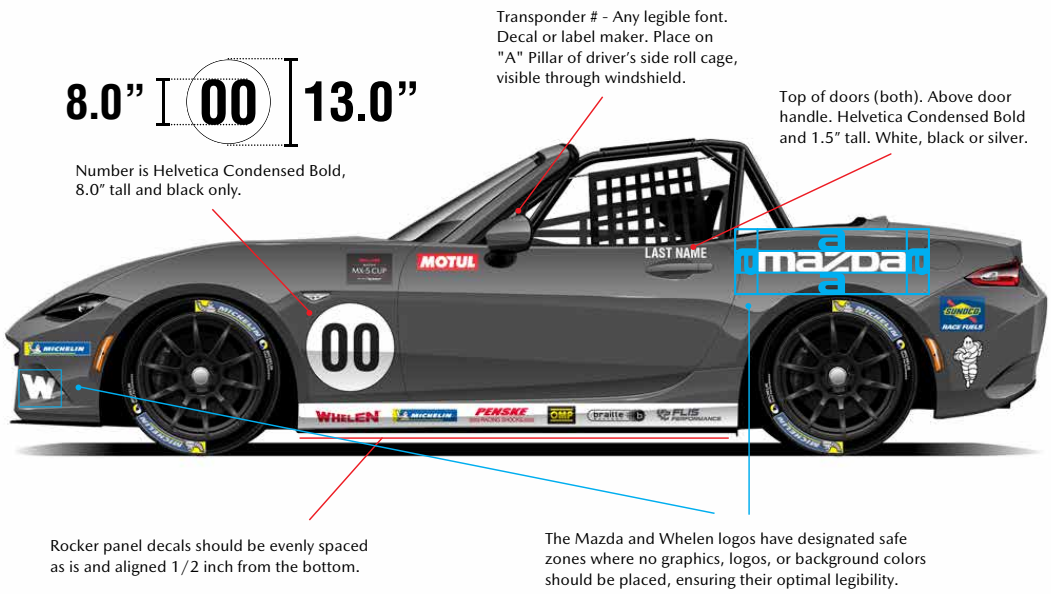
NUMBER FONT: Helvetica Condensed Bold and 6.0" tall. **LAST NAME:** Helvetica Condensed Bold and 1.5 " tall. 1.0" between name and number, both aligned left. White only, numbers may be perforated white.

REAR BUMPER NUMBER

Font for number is Helvetica Condensed, bold. 4.25" tall. Black only.



DECAL PLACEMENT - SIDE OF CAR

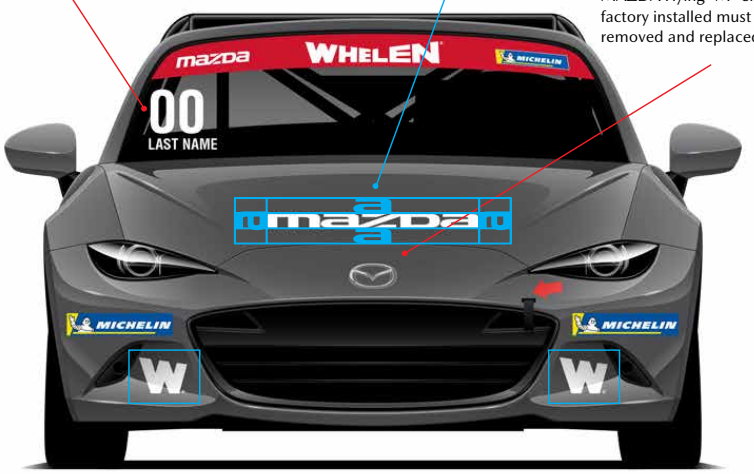


DECAL PLACEMENT - FRONT OF CAR

NUMBER FONT: Helvetica Condensed Bold and 6.0" tall.
LAST NAME: Helvetica Condensed Bold and 1.5 " tall.
1.0" between name and number, both aligned left.
White only, numbers may be perforated white.

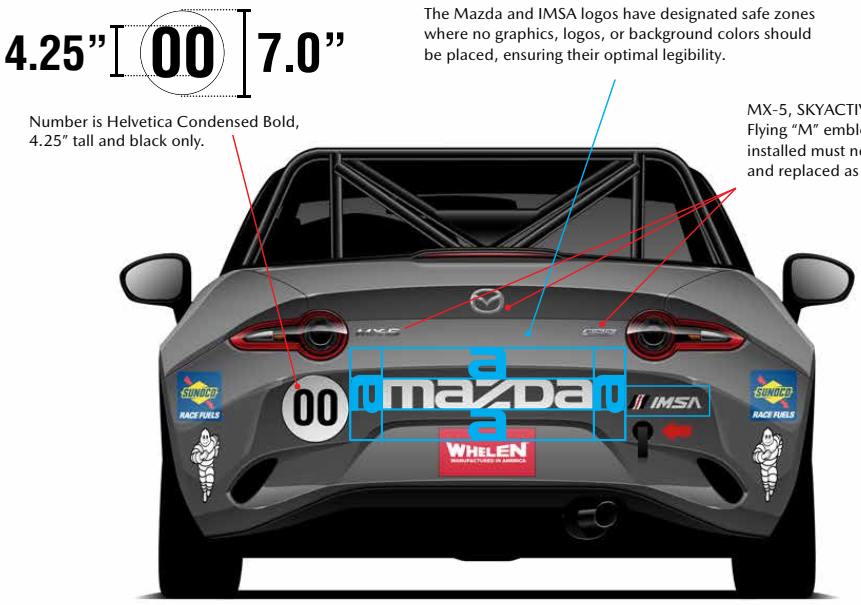
The Mazda and Whelen logos have designated safe zones where no graphics, logos, or background colors should be placed, ensuring their optimal legibility.

MAZDA Flying "M" emblem as factory installed must never be removed and replaced as required.

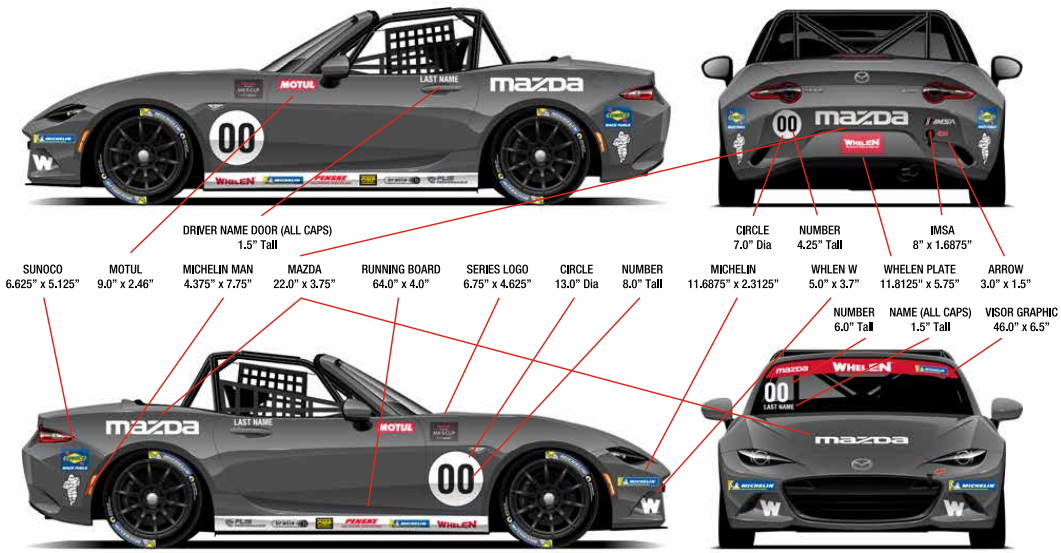


The Mazda and Whelen logos have designated safe zones where no graphics, logos, or background colors should be placed, ensuring their optimal legibility.

DECAL PLACEMENT - REAR OF CAR



SERIES DECAL SPEC GUIDE



SERIES DECALS ARE TO BE REPRODUCED AT LISTED SIZES ONLY.
MANIPULATING FILES IN ANY MANNER IS STICTLY PROHIBITED.


MAZDA MOTORSPORTS SCRIPT LOGO GUIDELINES
PRIMARY LOGO
Color Options: Black, White & Silver
SAFE AREA
Do not place other elements
within the 'Mazda A' safe area
BRAND COLORS
WHITE
C:0 M:0 Y:0 K:0
R:255 G:255 B:255
HEX: FFFFFF
BLACK
C:0 M:0 Y:0 K:100
R:0 G:0 B:0
HEX: 000000
CHROME FOIL VINYL
May be used on primary livery logos when used
properly with contrasted backgrounds

MAZDA MOTORSPORTS SCRIPT LOGO MISUSE

The Mazda Motorsport Script logo is a custom designed mark. To maintain its integrity, always use approved artwork and always follow the guidelines given in this document. The examples shown here illustrate inappropriate uses of the logo marks.

Never: Distort the logo.



Never: Add, remove or alter elements of the logo.



Never: Add unnecessary stroke to the logo.



Never: Crop or clip logo.



Never: Rotate the logo.



Never: Enclose the logo in a shape



Never: Attempt to recreate the logo.



Never: Change the colors of the approved logos.



Never: Allow logo to lay over Body Panel Seams



Never: Add glows, shadows or other effects to the logo.



Never: Place over colors that compromise it's clarity.



Never: Place on backgrounds that compromise clarity.



MX-5 CUP SERIES LIVERY VIOLATION SAMPLES

The examples below illustrate livery violation focuses for 2026 relating to improper installation of Mazda and/or series partner logos. Teams should reference the series livery guide pages to ensure that all designs comply with MX-5 Cup Series guideline standards.



(1) Whelen "W's" are down to low and not centered in space – they need to be moved up.
(2) Michelin logos are not on the correct angle and need to be leveled out.



(1) Red Whelen "W's" should be primarily used over white, unless legibility is an issue.
(2) Mazda logo "A" Safe Area compromised by placement too close to hood seam.



(1) Mazda logo "A" Safe Area compromised by placement too close to hood seam.



(1) Mazda logo "A" Safe Area is compromised by graphics that are too close.



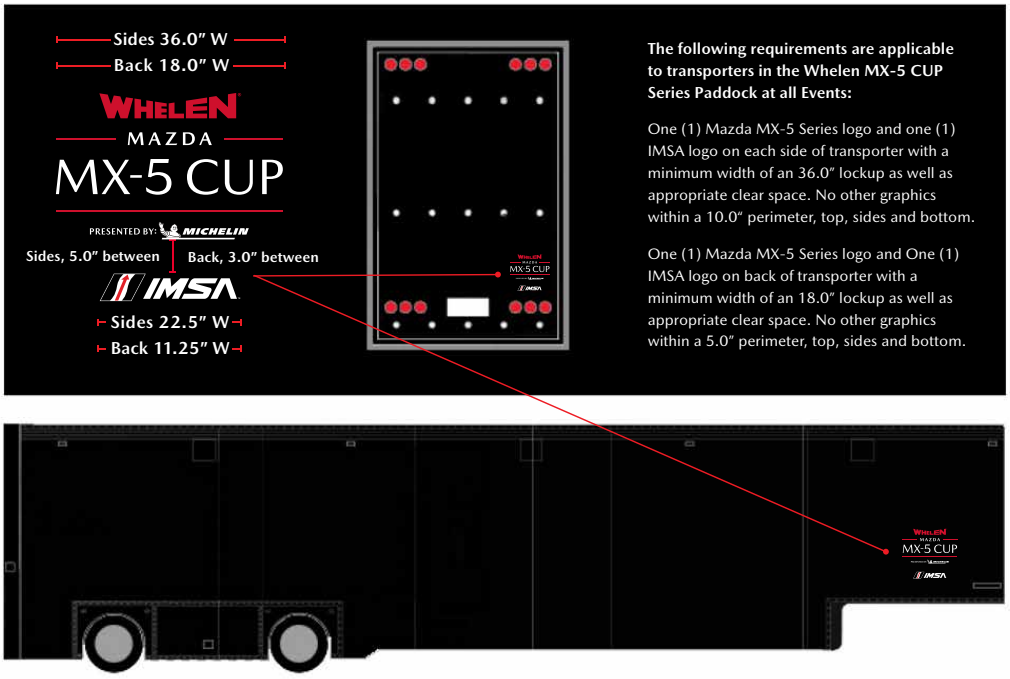
(1) Series logos (Sunoco/Braille/Michelin lockup) placed on incorrect angle – all series logos must be placed/angled in accordance with the series template.



(1) Unnecessary stroke added to Mazda logo. (2) Mazda logo on background that compromises clarity (3) Incorrect placement of Mazda logo over hood seam.

LIVERY GUIDELINE QUESTIONS/CONCERNS? Contact Ben Porter to verify proper team livery brand guides and to maintain the Mazda MX-5 CUP Series standards.

REQUIRED TRAILER GRAPHICS - BLACK BASE

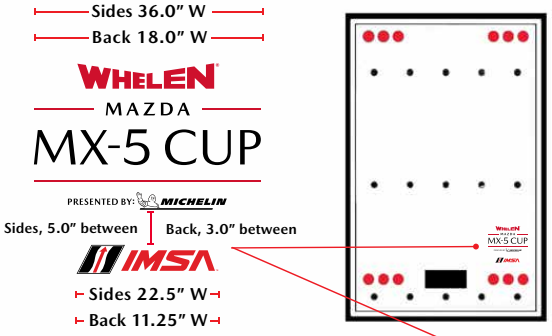


The following requirements are applicable to transporters in the Whelen MX-5 CUP Series Paddock at all Events:

One (1) Mazda MX-5 Series logo and one (1) IMSA logo on each side of transporter with a minimum width of an 36.0" lockup as well as appropriate clear space. No other graphics within a 10.0" perimeter, top, sides and bottom.

One (1) Mazda MX-5 Series logo and One (1) IMSA logo on back of transporter with a minimum width of an 18.0" lockup as well as appropriate clear space. No other graphics within a 5.0" perimeter, top, sides and bottom.

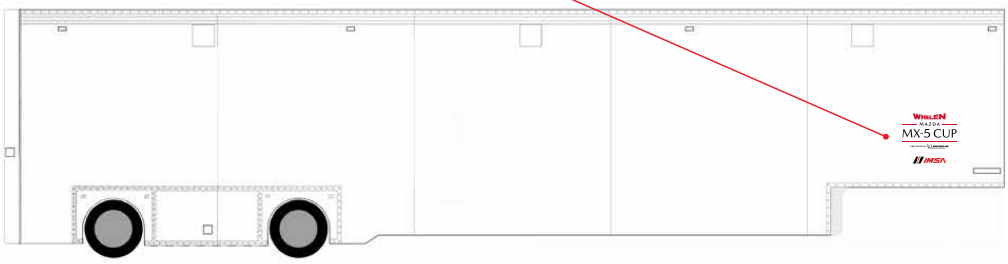
REQUIRED TRAILER GRAPHICS - WHITE BASE



The following requirements are applicable to transporters in the Whelen MX-5 CUP Series Paddock at all Events:

One (1) Mazda MX-5 Series logo and one (1) IMSA logo on each side of transporter with a minimum width of a 36.0" lockup as well as appropriate clear space. No other graphics within a 10.0" perimeter, top, sides and bottom.

One (1) Mazda MX-5 Series logo and One (1) IMSA logo on back of transporter with a minimum width of an 18.0" lockup as well as appropriate clear space. No other graphics within a 5.0" perimeter, top, sides and bottom.



2026 FIRE SUIT/TEAM SHIRT UPDATES

- New Mazda Badge(s) replaces old Mazda vertical logo (both sleeves)
- Motul logo added – left sleeve (patches to be supplied for application)

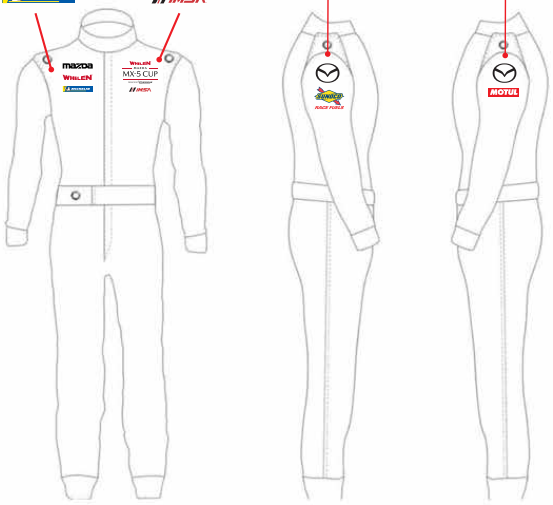
Existing fire suits will remain approved for use in 2026. Any new suits produced in 2026 must meet the updated standards.

RIGHT CHEST

LEFT CHEST

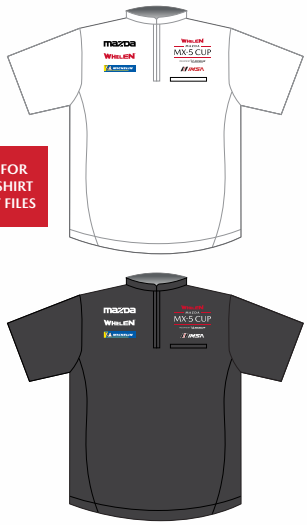
RIGHT SLEEVE

LEFT SLEEVE



FULL SUBLIMATION CREW SHIRT

SLEEVES, LOWER FRONT AND ENTIRE BACK OPEN FOR TEAM/PARTNER LOGOS/GRAPHICS



CLICK FOR SUIT + SHIRT LAYOUT FILES

LOGOS REPRESENTING BRANDS WHICH COMPETE WITH SERIES SPONSORS/PARTNERS ARE PROHIBITED. (I.E. HONDA, FIRESTONE, SHELL)

SERIES PROVIDED TEAM FLAG TEMPLATE & INFO



VERTICAL LOGO LAYOUT SAMPLE

AREA AVAILABLE FOR TEAM LOGO

CLICK HERE FOR FLAG TEMPLATE

HORIZONTAL LOGO LAYOUT SAMPLE

ALL TEAMS are required to order, purchase and display their own team flag package– which includes both stand and custom flag.

AMI Graphics is the series vendor.
Contact: Garrett Wensberg
Cell: 603.664.0189

CLICK HERE: garrett@amigraphics.com

SERIES PROVIDED HERO CARD TEMPLATES

Below is the new hero card template design provided by the Whelen Mazda MX-5 CUP Series. The template is created in Adobe Illustrator and has areas to insert driver/car photos as well as driver/team content. There are layers to remain locked and editable layers that can be customized. Below are the templates and required specs:

CUSTOMIZATION ELEMENTS AND REQUIREMENTS:

01-Driver Image Box
02-Team Name Area
All-caps format only
03-Driver Name Area
Formatting: all-caps only, name on one line, adjust font size if needed to fit the space
04-Driver Name
Formatting: all-caps only, name on one line, adjust font size if needed to fit the space. Left/Right and Name/Photo placement layer options in AI file
05-Fade layer width adjustment layer in AI file
06-Car photo box
07-Copy content area (1 and 2 column options)
08-Team sponsors logo area
09-Social Handles/Website area
3 handles available for drivers/teams @mazdamx5cup handle required as-is

- All locked layers to remain unaltered
- All other customizable elements are to remain in place as-is
- Notes layer to be turned off when printed
- Trim size: 7" x 10"

TEMPLATE FRONT



TEMPLATE BACK



CLICK TO DOWNLOAD TEMPLATE

WHELEN
MAZDA
MX-5 CUP
PRESENTED BY: MICHELIN

ALL SERIES ASSETS PRODUCED BY TEAMS FROM THIS GUIDE MUST BE SUBMITTED TO, AND APPROVED BY KEITH DALTON AND BEN PORTER

For brand/livery compliance questions or patches/decals requests, please contact:

KEITH DALTON
KDALTON@ANDERSENPROMOTIONS.NET
863.381.1942

andersen PROMOTIONS

For additional design services including liveries and other team assets, please contact:

BEN PORTER
BEN@REDLINEACE.COM
317.760.4903

Redline Ace RACING GRAPHICS

6. ATTACHMENT 6 – N/A

7. ATTACHMENT 7 – SPECIAL AWARDS

7.1. SPECIAL POINTS AWARDS

7.1.1. Ten (10) additional points are awarded for achieving the pole position.

A. The ten (10) additional points for achieving pole position are not awarded if the starting grid is determined by "Other Means" (Art. 40.2.10).

7.1.2. Ten (10) additional points are awarded for the most laps led.

A. In the case of a tie for the most laps led, the Competitor that finishes the highest in the running order is declared the winner.

7.1.3. Ten (10) additional points are awarded for the fastest Race lap.

A. In the case of a tie for the fastest Race lap, the Competitor that first achieves the fastest Race lap is declared the winner.

7.2. ROOKIE AWARD

7.2.1. **Rookie Description:**

A. ~~A Driver is classified as a Rookie Driver in the Series if the Driver has participated in~~ A Driver with limited prior racing experience (and no more than six (6) ~~professional closed-wheel road racing series races (including~~ Mazda MX-5 Cup~~) in their career~~ races total) may be accepted as a Rookie for Mazda MX-5 Cup.

7.2.2. **Eligibility for Rookie Award:**

A. Entrant must check the box on 'Manage Entries' in MERG indicating Driver's desire to be considered for Rookie status.

B. A Driver applicant must provide a complete resume of their racing experience no later than the Event Confirmation Deadline listed in the SR for the Event at which the Driver first requests to be recognized as a Rookie.

i. The racing resume must be sent to Keith Dalton: kdalton@andersenpromotions.net.

C. The IMSA/Mazda MX-5 Rookie Committee reviews the submitted material and any other resources available to the Committee. IMSA/Mazda MX-5 shall make the sole and final determination of Rookie eligibility, which is Conclusive.

D. IMSA/Mazda MX-5 may accept a late application for Rookie status and may indicate publicly that a Driver's Rookie status is pending.

i. If a late application is granted Rookie status for a given Event, the Driver is announced as a Rookie, even after the conclusion of the Event, and assigned Rookie points as reflected in the Official Results for that Event.

ii. A Driver who has not applied for Rookie status prior to the first Official Session of an Event shall not be granted Rookie status retroactively for that Event or any other.

E. Omission and/or falsification of materials submitted for Rookie status shall result in the removal of Rookie status and may result in additional penalties.

7.2.3. **Standings.**

A. Rookie of the Year is awarded to the highest-ranking Rookie Driver in the Mazda MX-5 Cup Driver championship points at the conclusion of the season.

7.2.4. Tiebreakers per Art. 53.

7.2.5. All other IMSA RULES apply to the Rookie Award.

7.3. SPIRIT OF MAZDA AWARD

7.3.1. Presented to the Competitor that exhibits Mazda's seven core attributes:

A. Integrity
B. Self-initiative
C. Basic and flawless execution
D. Tomoiku
E. Continuous Kaizen
F. One Mazda
G. Challenger Spirit

7.4. TAKUMI AWARD

7.4.1. The Takumi Award recognizes the performance of Drivers who have spent decades mastering their craft. These Drivers are looked upon with great respect for their dedication to Whelen Mazda MX-5 Cup Presented By Michelin racing.

Drivers eligible for the Takumi Award are those aged 40 and up. The highest-finishing Takumi Driver in each Race is recognized during the podium ceremonies. At the end of the season, the highest-placed Takumi Driver in the Mazda MX-5 Cup championship is delared the Takumi Champion.

The Japanese word "Takumi" translates to "artisan" or "skilled" and is a highly regarded title. Mazda Motorsports is honored to have such Drivers participate in Mazda MX-5 Cup and knows these individuals are an inspiration to anyone chasing a dream.

7.5. SUNOCO CLEAN IMAGE AWARD

7.5.1. The Sunoco Clean Image Award, defined as the Team with the "cleanest" and "most impressive" at-track footprint, is presented to the Team that has raised the level of professionalism in the Mazda MX-5 Cup Paddock by virtue of their Paddock presentation. The award is presented at the season end championship awards ceremony.

7.6. BRAILLE BATTERY CONTINGENCY AWARD

7.6.1. Eligibility:

A. Braille G30 battery must be installed in Car.

B. Braille Battery decals must be on Car per Att. 5.

C. Competitor must register participation with Mazda MX-5 Series.

7.6.2. Awards per Race:

A. 1st Place - $300.
B. 2nd Place - $200.

7.7. PENSKE SHOCKING PERFORMANCE AWARD (PER RACE)

7.7.1. Penske Racing Shocks awards the Penske Shocking Performance Award to the Driver with the most improved Race finish position from the official starting position.

7.7.2. Award: $500 per Race.

7.7.3. In the case of a tie for the most positions advanced, the Competitor that finishes the highest in the Race is declared the winner.

7.8. PENSKE SHOCKING PERFORMANCE & ROOKIE OF THE YEAR AWARDS (YEAR END)

7.8.1. Penske Racing Shocks awards the following end-of-season awards:

A. The Rookie of the Year winner (per Par. 7.2).

i. Penske Racing Shock Credit of $5500 for one (1) set racing shocks.

B. The Driver with the largest number of Penske Shocking Performance awards from the season (per Par. 7.7).

i. Penske Racing Shock Credit of $5500 for one (1) set racing shocks.

C. The Penske End of Year Podium Awards are awarded to the following Mazda MX-5 Cup season championship finishing positions:

i. 1st Place - $2,100.
ii. 2nd Place - $1,400.
iii. 3rd Place - $1,050.
iv. 10th Place - $ 700.