2027 IMSA SPORTING REGULATIONS
& SERIES SUPPLEMENTARY REGULATIONS

of the

IMSA WEATHERTECH SPORTSCAR CHAMPIONSHIP

Sanctioned by

INTERNATIONAL
MOTOR SPORTS
ASSOCIATION

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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 2027 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. **Article (Art.)** means an individually identified (numbered or lettered) section of the IMSA Sporting Regulations and/or the Series Supplementary Regulations.

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

1.3. **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.

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

1.5. **Challenge Series/Single-Make** means one or more of the Series Sanctioned by IMSA that have their own SSR.

1.6. **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.

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

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

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

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

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

1.12. **Constructor** means an officially recognized IMSA Official Partner pursuant to a separate agreement with IMSA.

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 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, Races, pre- and post-Race activities 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. GT means Grand Touring Cars collectively, comprising GTD PRO and GTD Cars and classes.

1.21. GTD means a Grand Touring Daytona Car or the Grand Touring Daytona class.

1.22. GTD PRO means a Grand Touring Daytona Pro Car or the Grand Touring Daytona Pro class.

1.23. GTP means a Grand Touring Prototype Car or the Grand Touring Prototype class.

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

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

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

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

1.28. 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.

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

1.30. LMDh means a Le Mans Daytona h Car or the Le Mans Daytona h specification.

1.31. LMH means a Le Mans Hypercar or the Le Mans Hypercar specification.

1.32. LMP2 means a Le Mans Prototype 2 Car or the Le Mans Prototype 2 class.

1.33. 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.

1.34. 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.

1.35. 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.

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

1.37. Official means an IMSA representative as authorized in these RULES.

1.38. 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.

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

1.40. P2 means a LMP2 Car.

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

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

1.43. 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.

1.44. 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.

1.45. 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.

1.46. Prototype means Prototype Cars collectively, comprising GTP and LMP2 Cars and classes.

1.47. 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.

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

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

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

1.51. 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.

1.52. Removal means being removed from the results.

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

1.54. 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.

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

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

1.57. Scrutineer means a technical inspector.

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

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

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

1.61. 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.

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

1.63. 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.

1.64. 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.

1.65. 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.

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

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

1.68. Technical Regulations means the technical specifications of the Series.

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

1.70. Tire Partner means an officially recognized IMSA Proud Partner pursuant to a separate agreement with IMSA.

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

1.72. 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.

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. Applicants who are 16, 17 or 18 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, 17 or 18 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. 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 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.

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 documentation of permission to Race with IMSA granted by their national sporting authority (ASN).

3.7.4. IMSA Driver Memberships may be issued to Drivers whose qualifications require further evaluation. As a condition of entry, these Drivers recognize that their Membership may be subject to specific conditions or requirements. Such Memberships are considered provisional and subject to suspension or revocation at any time, and such decision by the Officials is Conclusive.

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 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.

A. (SSR) **Hybrid GTP HV Safety Officer.** An Entrant must nominate a HV Safety Officer (See Art. 13).

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 no later than the Event entry deadline. This review may take up to two (2) weeks. 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 no later than the Event entry deadline. This review may take up to two (2) weeks. If IMSA determines in its sole discretion that the Team (or part thereof) may be transferred, an additional administrative fee up to Fifteen Thousand Dollars ($15,000.00) must be paid to IMSA. 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.

3.8.9. (SSR) Premium Entries are available either for the full-season IMSA WeatherTech Championship or for the Endurance Cup. Premium entries in either the full-season IMSA WeatherTech Championship or the Endurance Cup, are considered committed to enter and participate in all scheduled Events for the entire season in their respective championship.

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

A. (SSR) Standard entries are not guaranteed and subject to specific Event space availability.

3.8.11. (SSR) There is a one-time IMSA Premium or Standard Entry Package fee that includes bundled benefits, 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, 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 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 and is subject to penalty and/or fines (paid per Art. 57.3.4).

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, 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, 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, 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 receive serialized seasonal 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 choosing 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.

A. (SSR) For Event Confirmation Declarations received after this deadline, a fee of $1,000 per Driver is charged. This $1,000 fee recurs every seven (7) days until received. Drivers licensed for competition and listed as TBD in MERG are not subject to this fee.

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.

4.4.2. (SSR) Cars entered for the Rolex 24 At Daytona Event must enter and participate at the ROAR before the 24 Event.

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, Brian Wilson, bwilson@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 or Cancellation.** IMSA is the sole judge of whether an Event Entry Application is accepted, refused, or cancelled 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 or cancelled by IMSA shall be promptly informed of that fact by IMSA and the applicable Event entry fee may be 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.

4.7.1. (SSR) IMSA will acknowledge entries, classify, and select entries with consideration given per the below criteria at IMSA's sole discretion:

A. (SSR) Previous full-season Premium Entrant participation;

B. (SSR) New full-season Premium Entrant participation;

C. (SSR) Previous season Standard Entrant;

D. (SSR) New Standard Entrant;

E. (SSR) Historical IMSA Entrant consideration.

4.7.2. IMSA may cancel an accepted Event Entry at any time prior to the start of the Event at its sole discretion. Such cancellation 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 (Car #).** 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. Requests for competition number changes must be submitted no later than the Event entry deadline. During an Event, Entrant must use the competition number to identify a particular Car and it 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 use at the sole discretion of IMSA.

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.

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-Out 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 Car and Crew 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 Vice President of Competition 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 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, 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. **Basis for Reasonable Suspicion.** Reasonable suspicion may be based on observation of objective signs, symptoms, or behaviors that, whether considered individually or collectively and in light of the surrounding circumstances, may indicate impairment or the use of a Prohibited Substance or alcohol, including, without limitation:

i. Observable impairment of coordination, balance, or motor skills;

ii. Slurred or incoherent speech;

iii. Unusual agitation, confusion, disorientation, or impaired judgement;

iv. Significant change in alertness, responsiveness, or ability to sustain attention;

v. Physical signs consistent with intoxication or substance impairment;

vi. Conduct that presents a potential safety risk to the IMSA Member or to others; or

vii. Any other specific, articulable observation that reasonably indicates possible impairment or Prohibited Substance use.

C. **Standard of Determination.** A determination of reasonable suspicion shall be based upon scientific, objective, and articulable observations. No single behaviour or physical characteristic, standing alone, shall automatically establish reasonable suspicion.

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

E. 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.

F. 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.

G. 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.

H. 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 Collectors 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. MRO Notifications. When required by this policy, the MRO is to make reasonable efforts to notify Members. Reasonable efforts may include the 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. **Split Specimen Procedures -** Once the 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 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.

7.11.3. **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.

7.11.4. **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.

7.11.5. **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.

7.11.6. **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 – IMSA WEATHERTECH SPORTSCAR CHAMPIONSHIP

8. (SSR) The IMSA WeatherTech SportsCar Championship (WeatherTech Championship)

8.1. (SSR) The WeatherTech Championship is an annual calendar of Races determining Driver, Manufacturer, Constructor, Tire Partner and Team Champions, as well as Trueman/Akin awards, the IMSA Michelin Endurance Cup (IMEC), and other special awards outlined in Att. 7.

8.2. (SSR) 2027 Calendar of WeatherTech Championship Races:

Daytona International Speedway, FL*⊕	(GTP/LMP2/GTD PRO/GTD)
Sebring International Raceway, FL*	(GTP/LMP2/GTD PRO/GTD)
Grand Prix of Long Beach, CA	(GTP/GTD)
WeatherTech Raceway Laguna Seca, CA	(GTP/GTD PRO/GTD)
Detroit Grand Prix, MI	(GTP/GTD PRO)
Watkins Glen International, NY*	(GTP/LMP2/GTD PRO/GTD)
Canadian Tire Motorsport Park, ON (CAN)	(LMP2/GTD PRO/GTD)
Elkhart Lake's Road America, WI*	(GTP/LMP2/GTD PRO/GTD)
VIRginia International Raceway, VA	(GTD PRO/GTD)
Indianapolis Motor Speedway, IN	(GTP/LMP2/GTD PRO/GTD)
Michelin Raceway Road Atlanta, GA*	(GTP/LMP2/GTD PRO/GTD)

⊕ Teams (Cars with assigned number, not Drivers) entered for the 2027 Rolex 24 at Daytona must participate at the 2027 ROAR Before the 24 (Art. 4.4.2).

8.2.1. (SSR) Races may vary in duration. For Races of a given distance, an additional time limitation may be imposed by the Race Director prior to the start of the Race. The scheduled duration (time and/or distance) is specified in the SR.

A. * Denotes Races comprising the IMSA Michelin Endurance Cup.

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 or fuel storage carts
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) HV Operating Protocol Review:

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 HV Safety Officer and such distribution must include Drivers and 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**.

9.4.18. 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

A. (SSR) Use of Wet Tires during Practice sessions prohibited unless declared by the Race Director.

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) as determined by IMSA, which determination is Conclusive.

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. It is prohibited for a Driver to change Cars declared or determined to be for championship points purposes (Art.12.5).

B. (SSR) After qualifying, and until fifteen (15) minutes prior to the publication of the Official Starting Grid, changes to a nominated Driver combination approved by IMSA as above require that the Car must start the Race from the back of the starting grid for its class (and Driver(s) must meet the Driver requirements as approved by the Race Director). **Penalty** for changes after this deadline: Drive-Through.

11.2.2. (SSR) A registered Driver, properly nominated by an Entrant, is only eligible to participate in the Car listed on that Entry. A Driver entered in two (2) Cars in the same class, or two (2) Cars in different classes requires individual registration for each Car.

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) Entrant Memberships (both FIA and IMSA).

B. (SSR) Driver Memberships (both FIA and IMSA) - FIA Grade C minimum.

C. (SSR) For Entrants and Drivers from countries outside the United States: written permission to race with IMSA granted by their national sporting authority (ASN).

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) Nomination of the Car's Driver Combination: Team Representative must nominate (list on the entry) a minimum and/or maximum number of Drivers as required or permitted as follows:

11.4.1. (SSR) An individual Driver may be nominated for a maximum of two (2) Cars.

11.4.2. (SSR) Reserve Drivers are prohibited.

11.4.3. (SSR) Bronze Drivers must apply to IMSA for participation in GTP/GTD PRO via email to pwalter@imsa.com and bwilson@imsa.com.

A. (SSR) Bronze Drivers accepted for participation in GTP/GTD PRO shall have a Minimum Drive-Time consistent with LMP2/GTD (Art. 12.13.1).

11.4.4. (SSR) Driver combinations for 24 Hour Races:

A. (SSR) GTP/GTD PRO: The minimum number of Drivers required is three (3). The maximum number of Drivers permitted is four (4).

B. (SSR) LMP2/GTD: Four (4) Drivers are required.

i. (SSR) LMP2/GTD: A maximum of one (1) Platinum and (1) Gold rated Driver, or a maximum of (2) Gold Drivers are permitted.

ii. (SSR) LMP2: A minimum of one (1) Bronze rated Driver is required.

11.4.5. (SSR) Driver combinations for 10 - 12 Hour Races:

A. (SSR) GTP/LMP2/GTD PRO/GTD: Three (3) Drivers are required.

i. (SSR) LMP2: A maximum of one (1) Platinum or one (1) Gold rated Driver is permitted.

ii. (SSR) GTD: A maximum of one (1) Platinum or one (1) Gold rated Driver is permitted.

iii. (SSR) LMP2: A minimum of one (1) Bronze rated Driver is required.

11.4.6. (SSR) Driver combinations for 6 Hour Races:

A. GTP/GTD PRO: The minimum number of Drivers required is two (2). The maximum number of Drivers permitted is three (3).

i. (SSR) LMP2/GTD: Three (3) Drivers are required.

ii. (SSR) LMP2: A maximum of one (1) Platinum or one (1) Gold rated Driver is permitted.

iii. (SSR) GTD: A maximum of one (1) Platinum or one (1) Gold rated Driver is permitted.

iv. (SSR) LMP2: A minimum of one (1) Bronze rated Driver is required.

11.4.7. (SSR) Driver combinations for Races less than 6 Hours:

A. (SSR) GTP/LMP2/GTD PRO/GTD: Two (2) Drivers are required.

i. (SSR) LMP2: A maximum of one (1) Platinum or one (1) Gold rated Driver is permitted.

ii. (SSR) GTD: A maximum of one (1) Platinum or one (1) Gold rated Driver is permitted.

iii. (SSR) LMP2: A minimum of one (1) Bronze rated Driver is required.

11.5. (SSR) FIA Driver Ratings. FIA Driver ratings are required for the IMSA WeatherTech Championship. Drivers are assigned a Platinum, Gold, Silver or Bronze rating via the FIA Driver Categorisation procedure (separate application from the FIA driver license). As such, any Driver intending to compete must submit an application and receive a rating prior to participation at any WeatherTech Championship Event via the FIA Driver Categorisation website: http://www.fia.com/fia-driver-categorisation (listing updated periodically online by the FIA). Allow three (3) weeks to receive a rating. If a Driver is permitted to participate at a Race prior to receiving a FIA Driver Rating, the Driver shall be considered rated Gold until a formal FIA rating is delivered. 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.

ARTICLE 12 – DRIVE-TIME, POINT DISTRIBUTION & CHAMPIONSHIPS

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

12.1. (SSR) Driver Eligibility Requirements

12.2. (SSR) Drivers Nominated for a Car Must Drive. Each Driver nominated in a Car must drive the Car in a Race. A Driver is considered to have "driven" a Car if registered the corresponding Driver ID on taking the start of the Race on the track or crossing the pit exit timing loop after the start of the Race.

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

12.4. (SSR) Driver Entered in One (1) Car: The Driver must meet all drive-time requirements and comply with all other Sporting and Driver eligibility and participation requirements in the Car.

12.5. (SSR) Driver Entered in Two (2) Cars in Same Class: Drivers in more than one (1) Car in the same class are eligible to be awarded points only in the Car declared for championship points. A Driver may be nominated in a maximum of two (2) Cars in same class but is only eligible to score championship points in one (1) Car by complying with the following:

12.5.1. (SSR) The Team Representative must, no later than the conclusion of Sporting Checks, declare via MERG (Art. 13.2), to the Race Director and/or Senior Director, Racing Operations) the Car in which the Driver is eligible to score championship points. If not declared, the Driver is assigned a Car for championship points eligibility at the sole discretion of the Race Director. Drivers nominated in only one (1) Car and later added to another Car are eligible for championship points only in the first Car in which they were nominated.

12.5.2. (SSR) The Driver must meet all drive-time requirements and comply with all other Sporting and Driver eligibility and participation requirements in the Car in which they are declared for championship points.

12.5.3. (SSR) The Driver must also meet all drive-time requirements in the 2nd Car in order to maintain that Car's eligibility for points. Drivers nominated in more than one (1) Car shall have their maximum drive-time calculated cumulatively for the purposes of maximum drive-time. Exceeding maximum drive-time incurs the penalty for all Cars in which the Driver is nominated, irrespective of the Car declared for championship points.

12.6. (SSR) Driver Entered in Two (2) Cars in Different Classes: Drivers in more than one (1) Car in different classes are eligible to be awarded points in both Cars. A Driver in different classes may be nominated in a maximum of two (2) Cars by complying with the following:

12.6.1. (SSR) The Driver must meet all drive-time requirements and comply with all other Sporting and Driver eligibility and Participation requirements in each Car.

12.6.2. (SSR) Drivers nominated in more than one (1) Car shall have their maximum drive-time calculated cumulatively for the purposes of maximum drive-time. Exceeding drive-time incurs the penalty for all Cars in which the Driver is nominated.

12.7. (SSR) Podium for Driver Entered in Two (2) Cars: Drivers are recognized in any podium and/or posted finishing orders/results in each Car in which they participated and met the requirements, even if not their declared championship points Car.

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) Driver Participation

12.9.1. (SSR) **Night Laps.** Drivers as specified below must complete a minimum of three (3) laps during the scheduled night practice Session when the Race is run partly by night to be eligible to drive in the Race at night. The entirety of the scheduled night practice session is considered to take place in darkness. Laps may start and/or finish in the pits but must include, at minimum, two (2) crossings of the Start line on the racetrack that are not required to be consecutive. Drivers prohibited from taking part at night must not drive during any Race period declared dark. The official time of darkness (and daylight, for a 24 Hour Race) is published in the Schedule/SR. Night laps from any session or test (including the ROAR) that are not the Official Night Practice for that respective Race are invalid for this requirement.

A. (SSR) Bronze rated Drivers must complete the Night Laps.

B. (SSR) Silver rated Drivers that have raced at night at that specific track at least once in the preceding two (2) years are exempt from the night lap requirement as determined by IMSA and communicated by Competition Memo at the Event.

C. (SSR) Non-exempt Silver rated Drivers that do not complete the night lap requirement must not compete during periods of darkness, except with the express permission of the Race Director.

D. (SSR) Gold and Platinum rated Drivers are exempt from the night lap requirement.

12.10. (SSR) Minimum Pace. During the Race, 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) Timing and Scoring of Drive-Time

12.11.1. (SSR) The drive-time for all Drivers starting the Race on the racetrack commences when Timing and Scoring starts the timing system when the first Car crosses the starting line at the completion of the scheduled formation (pace) lap(s), which is also the commencement of the official start time of the Race (Art. 44.9), regardless of whether the Race starts under green flag, yellow flag, and/or behind the Safety Car.

12.11.2. (SSR) Drive-time is not counted when the Car is in the pit lane or Paddock. When a Car enters the pit lane during the Race, the drive-time stops when the Car crosses the designated pit-in scoring loop. For a Car that misses the designated pit-in scoring loop, drive-time is stopped at the previous crossing of the Start/Finish line. Drive-time starts (or re-starts) for the Driver exiting pit lane when the Car crosses the designated pit-out scoring loop (also for a pit lane start (Art. 44.1)). The Driver in the Car when it enters the pits is credited for completing that lap, regardless of where that Pit Box is located on pit lane. **Penalty** for Driver change in a closed pit that is not considered Emergency Service (Art. 46.3.1.A or Art. 46.3.3.A): Stop plus sixty (60) seconds.

12.11.3. (SSR) If a Car is disabled on-track, the drive-time ends for the Driver in the Car at the last recorded crossing of the S/F line. If a disabled Car is recovered and returned to the Paddock, the Car is not credited for completing that lap. If a Car returned to the Paddock rejoins the Race, drive-time starts (or re-starts) for the Driver exiting pit lane when the Car crosses the designated pit-out scoring loop.

12.11.4. (SSR) Drive-time (but not necessarily the Race) ends when the published time for the Race expires, or, if a distance is specified, at the moment when the leading Car crosses the control line (either in the pit lane or on the racetrack) first after completing the distance (See also Art. 12.11.5). Should a distance and a time be specified, the drive-time ends at the moment when the first of these is completed as herein.

12.11.5. **(SSR) Drive-Time During Red Flag.** If drive-time is stopped during a red flag period during a Race (announced by Race Control):

A. (SSR) Drive-time is stopped for all Cars at a common point and restarted (if applicable) for all Cars at a common point, as announced by Race Control.

B. (SSR) Competitors should consider that conditions may restrict or prohibit a return to yellow or green flag conditions following a red flag period.

C. (SSR) Minimum Driver achievements (requirement to drive, etc.) may be adjusted as determined by IMSA, which adjustment is Conclusive.

D. (SSR) For a Race that is red flagged after completion of 50% or more of the original scheduled length of the Race and is not restarted under green flag conditions, see also Art. 47.8.

E. (SSR) Outstanding penalties from the last green flag lap and prior laps are applied post-Race.

12.11.6. (SSR) If drive-time is stopped during a red flag period (announced by Race Control), the minimum drive-time is reduced as below and the adjustment(s) announced by Race Control directly before the Race is resumed or abandoned.

A. (SSR) For a red flag period starting and ending during the first half of the Race, the minimum drive-time is reduced by 50% per the table in Art. 12.11.6.C.

B. (SSR) For a red flag period starting or ending during the second half of the Race, or cumulative red flag time lasting longer than one-quarter of the originally scheduled Race time, the minimum drive-time is reduced by 100%.

C. (SSR) A Driver in the Car who exceeds Maximum Drive-Time during a red flag stoppage must be changed at earliest opportunity following resumption of the Race.

D. (SSR) **Red Flag Drive-Time Table.**

	EVENT	GTP			LMP2			GTD PRO			GTD		
		Min DT (hrs & m)	Red Flag Revised min DT		Min DT (hrs & m)	Red Flag Revised min DT		Min DT (hrs & m)	Red Flag Revised min DT		Min DT (hrs & m)	Red Flag Revised min DT	
1	Rolex 24 At Daytona	2hrs	1hr	*	4hrs 30m	2hrs 15m	*	2hrs	1hr	*	4hrs 30m	2hrs 15m	*
2	Sebring 12 Hrs	1hr	30m	*	3hrs	1hr 30m	*	1hr	30m	*	3hrs	1hr 30m	*
3	Long Beach	5m	2m	*							35m	17m	*
4	WRLS	10m	5m	*				10m	5m	*	45m	22m	*
5	Detroit GP	5m	2m	*				5m	2m	*			
6	Watkins Glen	30m	15m	*	1hr 30m	45m	*	30m	15m	*	1hr 30m	45m	*
7	CTMP				60m	30m	*	10m	5m	*	45m	22m	*
8	Road America	30m	15m	*	1hr 30m	45m	*	30m	15m	*	1hr 30m	45m	*
9	VIR							10m	5m	*	45m	22m	*
10	Indianapolis	10m	5m	*	60m	30m	*	10m	5m	*	45m	22m	*
11	MPLM	45m	22m	*	2hrs 30m	1hr 15m	*	45m	22m	*	2hrs 30m	1hr 15m	*
			50%			50%			50%			50%	

* For a red flag period starting or ending during the second half of the Race, or cumulative red flag time lasting longer than one-quarter of the originally scheduled Race time, the minimum drive-time is reduced by 100%.

12.11.7. (SSR) Computation of lap count or drive-time is at the sole discretion of IMSA and Conclusive.

12.12. (SSR) Drive-Time Penalty Order Priority

12.12.1. (SSR) Cars are placed at the back of the class for drive-time requirement violations and are ordered as follows (and all other Cars/Drivers elevated in the finishing positions), Race time is defined as the final total time of the Race less any red flag and/or Race clock stoppage time from the original scheduled length of the Race:

A. (SSR) First, regardless of minimum drive-time status or how many Drivers have "driven" the Car (Art. 12.2), Cars completing less than 90% of the Race time remain in their finishing order except if exceeding Maximum Drive-Time (see Art. 12.12.1.B);

B. (SSR) Second, Over Maximum Drive-Time, the Car with the Driver most exceeding Maximum Drive-Time placed lowest;

C. (SSR) Third, Cars completing 90% or more of the Race time where a Driver did not achieve the Minimum Drive-Time, the Car with the Driver least achieving the drive-time placed lowest.

12.13. (SSR) Minimum Drive-Time

12.13.1. (SSR) Each Driver must individually drive the Car for a Minimum Drive-Time as listed in the Event SR or Car penalized in the Drive-Time Penalty Order Priority (Art. 12.12).

A. (SSR) Bronze Drivers accepted for participation in GTP/GTD PRO shall have a Minimum Drive-Time consistent with LMP2/GTD (Art. 11.4).

12.14. (SSR) Maximum Drive-Time

12.14.1. (SSR) Drivers must not exceed the Maximum Drive-Time of four (4) hours in any six (6) hours and/or any other limit listed in the SR.

A. (SSR) Red flag time is not counted in the four (4) in six (6) calculation.

12.14.2. (SSR) Drivers nominated in more than one (1) Car have their maximum drive-time calculated cumulatively for Races of six (6) hours or greater scheduled Race length. Exceeding maximum drive-time incurs the penalty for all Cars in which the Driver is nominated, irrespective of the Car declared for championship points.

12.15. (SSR) Trueman (LMP2) / Akin (GTD) Drive-Time Requirements. Refer to ATTACHMENT 7.

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 in the GTP, LMP2, GTD PRO and GTD classes based on the total number of championship points earned during the season.

12.18. (SSR) Team Championship Points

12.18.1. (SSR) IMSA recognizes a Team champion (assigned competition number and its Entrant) in the GTP, LMP2, GTD PRO and GTD class based on the total number of championship points earned by a Car during the season.

12.19. (SSR) Manufacturer, Tire Partner Championship Points

12.19.1. (SSR) Each Manufacturer and/or Tire Partner must be an Official Automotive Partner and receives championship points for its highest finishing position in each class in each Race. The positions of subsequent finishing Cars from the same Manufacturer and/or Tire Partner are not considered in the results and all other Cars elevated in the finishing positions accordingly.

12.19.2. (SSR) IMSA recognizes a Car Manufacturer champion in the GTP, GTD PRO and GTD classes.

A. (SSR) A Manufacturer must register only a single Car Model per class for Manufacturer championship points eligibility at any one time during a season. A single Manufacturer Car Model is only eligible for Manufacturer championship points registration once during a season, except as permitted by IMSA in case of extraordinary circumstance, which determination is Conclusive. A Car Model Manufacturer championship points eligibility registration request must be received by IMSA no later than the Event Confirmation Deadline (Art. 4.3.5) and must be approved by IMSA.

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) Qualifying Points. (See Art. 13 and Art. 40).

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 unless the grid is set by "other means" (Art. 40.4), 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) YEAR END POINT FUND / PRIZE MONEY

12.21.1. (SSR) IMSA shall establish a Year End Point Fund for each class. To be eligible for the Year End Point Fund, the Premium Entry must participate in all scheduled Events for the applicable class, finish within the top five (5) of the Series Team championship points standings, and comply with the Premium Entry agreement.

ARTICLE 13 – TEAM INFORMATION & NOTIFICATIONS

13. TEAM INFORMATION & NOTIFICATIONS

13.1. (SSR) Instant Messenger System (IM): Competitors must at all times that their Car is participating in a Session or Race, establish and maintain the IM connection using the Race Control Notification System **(**RCNS) between their pit and Race Control. 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) **Pass Under Yellow.** Passes under yellow must be reported only via IM, not through the pit lane Officials.

13.1.3. (SSR) **Behind The Wall.** Requests to "go behind the wall" must be made only through the pit lane Officials, not via IM.

13.1.4. (SSR) **Driver ID.** Competitors must message Timing and Scoring for any Driver ID related questions. Timing and Scoring does not answer questions about other Competitors.

13.1.5. (SSR) **Discord.** Discord is used exclusively to communicate HV status information for GTP Cars. See Att. 8.

13.1.6. (SSR) **Other IM Departments.** Competitors may message Timing & Scoring, Engineering, Technical Director and/or Michelin as may be appropriate for their inquiry.

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) **Name Race Starting Driver** (see also Art. 40.3)**.** If a Car does not participate in qualifying, or qualifying is abandoned, the Team Representative must submit the name of the Race starting Driver via MERG within thirty (30) minutes of the originally scheduled end of the final qualifying class segment. Failure to submit a Race starting Driver as required shall cause the starting Driver to be determined alphabetically by last name.

A. (SSR) **LMP2.** Must be a Bronze rated Driver.

13.2.3. (SSR) **Change Race Starting Driver** (see also Art. 43.5)**.** Requests to change the starting Driver must be made using MERG. MERG is active for submission from the time of the originally scheduled end of the final segment of qualifying until fifteen (15) minutes prior to the posting time of the Official Starting Grid. Changes to the Starting Driver are irreversible after submission. Changes to the Race Starting Driver require the Car to forfeit its qualifying points, and the Car is moved to the back of the grid in its class (Art 43.4) unless the grid is set by "other means" (Art. 40.4). **Penalty** for Starting Driver changes after MERG is closed: Drive-Through.

A. (SSR) **Penalty** for incorrect starting Driver (but with the correct rating): Stop plus thirty (30) seconds.

i. (SSR) **Penalty** for LMP2 non-Bronze starting Driver: Stop plus five (5) minutes.

13.2.4. (SSR) **Engine Change.** (See also Art. 40.5) For any Car requiring an engine change after qualifying, the Team Representative must give written notice via MERG no later than two (2) hours prior to the Race start. For Races of six (6) hours or less, such Car(s) must start from the back of the starting grid in its class unless the grid is set by "other means" (Art. 40.4). Qualifying points adjusted commensurately per class. **Penalty** for late notification: Drive-Through.

13.2.5. (SSR) **Chassis Change.** (See also Art. 23.6 and Art. 23.7) Should a chassis (tub or monocoque) need replacement after Pre-Event Inspection, the Team Representative must request approval via MERG. Change requests must be submitted no later than four (4) hours prior to the Race start. The work must be completed with the approval of the Technical Director and as directed under the supervision of the Scrutineers. 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 in its class unless the grid is set by "other means" (Art. 40.4), and qualifying points per class adjusted commensurately. **Penalty** for late notification: Drive-Through.

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** (See also Art. 40.6.2)**.** Submissions to change the starting Driver, or other, 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 unless the grid is set by "other means" (Art. 40.4).

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. In order 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 5 MHz spacing. All Car communication must operate or be rebroadcast in analog mode on 12.5 kHz 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 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.

14.3. 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 for the Event. 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.

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 their first on-track session at their first Event, and again in the case of changes to the frequency(ies). Such radio must be designated as the Car Radio and its serial number recorded. The Car Radio is subject to verification in Technical Inspection or at any time.

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 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) OBC specifications are as defined in the specific Series and Class Technical Regulations and/or as approved by IMSA.

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 contact Nancy Green, IMSA Media Licensing (ngreen@imsa.com) to complete a Footage License Agreement for in-car video/audio (Event deadlines are at imsa.com/licensing at the 'Rate Cards and Deadlines' link). The Footage License Agreement is exclusive to the use of 2027 footage.

16.1.2. The physical installation of a private ICC for any Session must be approved by Paul Walter, Senior Director of Racing Operations (pwalter@imsa.com) except where the installation is in accordance with the Car's homologation (GTP, LMP2, LMP3). Installations are limited to inside the cockpit on closed Cars and within a limited proximity of the cockpit on open Cars unless otherwise approved. Approval of camera installation does not supersede the requirement for a completed Footage License Agreement.

A. (SSR) GTD PRO and GTD camera installations must comply with the Technical Regulations.

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.

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 and its broadcast partner.

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, EVENT OPERATIONS AND LOGISTICS

G. MANAGING DIRECTOR, 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 LIASION

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 (designees). 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, 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 in order to verify its eligibility.

E. Refer disputes and protests to the Supervisory Officials.

F. Determine, upon 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 Senior 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 (Logistics Director)

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. DIRECTOR, IMSA CHAMPIONSHIP AND CHALLENGE SERIES (Series Manager)

18.9.1. The Director, 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 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. 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. Shannon Glasshoff, sglasshoff@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. (SSR) OTHER OFFICIALS

18.20.1. (SSR) IMSA may establish such other Officials as deemed appropriate.

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 and Load-Out 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 the pit wall until scheduled or notified by an IMSA Official that pit equipment setup may commence.

19.1.2. Teams in Series not part of the WeatherTech Championship and/or Michelin Pilot 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 at its sole discretion and based on the championship points order established following the preceding Event or as may be specified in the SR for the first Race Event of the calendar. Multi-Car Entries are placed in adjacent pit boxes in order as determined by the Car with the higher total of Team championship points. 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. Should a Multi-Car Entry choose to change the order between their assigned boxes (based on the championship points order established following the preceding Event), such request must be communicated to IMSA in writing, Brian Wilson, bwilson@imsa.com no later than seven (7) days prior to the next Event. In the case of back to back race weekends, the pit lane order from the first Event is utilized.

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

C. (SSR) IWSC Pit Lane Setup must cease activity from 15 minutes prior until 15 minutes after IMPC on-track activity.

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.

A. (SSR) **Food Service.** Food service at transporters is limited to personnel directly supporting the Team's race operations. All food service activities, including food preparation and cooking, must take place under the Team awning or within the area between the awning and the front of the tractor. Open flame is prohibited under the Team awning. Third-party food service must only be provided by track-authorized vendors satisfying all applicable track food service requirements (e.g., catering buyouts, insurance coverage, etc.). Teams must ensure their vendors have obtained required approvals in writing.

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 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, whose decisions shall be Conclusive. As a general policy, road automobiles, motorhomes, fifth-wheel and/or tag trailers are prohibited in the Paddock. 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 Car 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 WeatherTech Championship 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. From January 1, 2028, a maximum awning width of twenty one (21') feet for One (1) Car Teams is required. Unless otherwise required by IMSA, pop-up type, other temporary, or no awning is prohibited. Each single-Car WeatherTech Championship GTP Team is permitted one (1) additional tractor-trailer transporter and the associated space (12' x 90') to be contiguous to the assigned Paddock space. The additional tractor-trailer transporter must mirror the appearance of the primary tractor-trailer transporter. Unless otherwise required by IMSA, tractors must remain in position emulating connection to the trailer.

A. (SSR) Two (2) Car Teams are permitted a maximum of three (3) tractor-trailers in assigned Paddock space, up to a MAXIMUM of ninety feet (90') long and sixty feet (60') wide. From January 1, 2028, a maximum awning width of thirty (30') feet for Two (2) Car Teams is required.

B. (SSR) Three (3) Car Teams are permitted a maximum of four (4) tractor-trailers in assigned Paddock space, up to a MAXIMUM of ninety feet (90') long and ninety feet (90') wide. From January 1, 2028, a maximum awning width of thirty (30') feet for Three (3) Car Teams is required.

C. (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.

D. (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. Supplemental Trailers must be registered per Event through MERG prior to SR deadlines. Late or incomplete registrations may be denied. IMSA Logistics issues Event-specific unloading and reloading instructions to registered participants. Supplemental Trailers must park only in designated areas. Entrants must comply with all Supplemental Trailer instructions. Undeclared trailers are denied venue access. The Supplemental Trailer fee is $2,500 per Event (regardless of trailer 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 Long Beach and other 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. At Daytona, Teams are allocated space for one (1) transporter and designated work space per entered Car. 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 (Art. 10.1.1).

20.2.5. (SSR) A "Constructor and Manufacturer Paddock" parking area is designated at Events where space is available. Subject to an agreement with IMSA, each recognized Constructor or Manufacturer is permitted a space which is a MAXIMUM of ninety feet (90') long and fifteen feet (15') wide. This includes all transporters, liftgates, equipment, awnings, walkways, door openings, belly-box swings, slide-outs etc. Pop-up tents and/or awnings must not extend beyond the rear of the trailer with the liftgate in the closed position. No allocation is made for automobile, motorhome or other vehicle parking. The Constructor and Manufacturer Paddock space is not assignable. Unless otherwise approved by IMSA, each Constructor or Manufacturer is permitted and expected to utilize one (1) tractor-trailer transporter in its assigned space, complying with the regulations for the assigned space. IMSA branding per Attachment 5 is required and conflicting marks are prohibited.

A. (SSR) The "Constructor and Manufacturer Paddock" allocated space is forfeit if the Constructor instead elects to place their designated transporter within a two (2) Car Team's Paddock space up to a MAXIMUM of ninety feet (90') long and sixty feet (60') wide or a three (3) Car Team's Paddock space, up to a MAXIMUM of ninety feet (90') long and ninety feet (90') wide. Such Paddock space placement must be approved, and requests received at logistics@imsa.com no later than 21 days prior to the Load-In date for that Event.

B. For Long Beach, Detroit, and other Events announced by IMSA, the "Constructor and Manufacturer Paddock" may be limited to one (1) tractor-trailer transporter per industry partner.

20.2.6. (SSR) Team transporter drivers must use a CB radio on Channel 40 as directed by IMSA to facilitate load-in. Team transporters must display a placard in the tractor windshield during load-in. This placard, a minimum of 24" by 24", must include: Team name, width in feet of the trailer, width in feet of the awning, and deployed width in feet of any slide-outs. This information must be printed in letters a minimum of four (4) inches high.

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) WeatherTech Championship Teams that also compete in 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 WeatherTech Championship Team with another IMSA Series 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. At Daytona and Road Atlanta, the transporters of WeatherTech Championship Teams that also compete in other IMSA Series are separated.

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, Team requests are not considered.

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 IMSA 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, IMSA 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 the start time of the Open Grid / Fan Walk or as specified in the Schedule/SR, 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 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.

A. (SSR) Competitor cabling of any type must be fully contained within the Team's Paddock or pit box space with the exception of pit box cabling which must only cross the fire lane from the pit box to the back fence and be contained in an ADA cable tray. Cabling outside of or between these areas is prohibited.

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.

20.2.16. (SSR) Each Premium (Full Season and IMEC) Entry is provided the opportunity to request the branded Team Banner and Base Cover. Use MERG and the IMSA Equipment Order Form and contact Hailey Harbrecht hharbrecht@imsa.com regarding ordering/replacement. Teams must transport, maintain, and display the Team Banner at all Events. If the Team Banner hardware requires maintenance or repair, please ask about the lifetime warranty information and process.

A. (SSR) Team Banners and Base Covers must be appropriately displayed in the Team's Paddock space during the Event. **Penalty:** Minimum, $1000 Fine.

B. (SSR) Multiple Car Entrants must display each Team Banner and Base Cover per Team (Car).

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, 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 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 2027 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) Each Premium (Full Season and IMEC) Entry is provided the opportunity to request the required branded eight-foot (8') autograph period tablecloth on MERG using the IMSA Equipment Order Form. Driver autograph periods, unless otherwise specified by IMSA, are held at each Team's transporter. Autograph times are specified by IMSA on the Official Schedule.

20.4.2. (SSR) Autograph periods are mandatory and each Team must:

A. (SSR) During the posted time of autograph periods, have its Car(s) at the front of their awning, closest to the public, to facilitate photographs;

B. (SSR) Keep, maintain and use, the tablecloth provided by IMSA (use MERG and the IMSA Equipment Order Form and contact Hailey Harbrecht hharbrecht@imsa.com regarding replacement);

C. (SSR) Provide one (1) eight foot (8') table and enough chairs for the Team's Drivers;

D. (SSR) Provide sharpies, hero cards and/or other acceptable item(s) for Drivers to sign and offer to fans;

E. (SSR) Set up and have Drivers at their tables at or before the appointed start in Team branded apparel and tear down afterward.

20.4.3. (SSR) Teams must be set up on time, clean and presentable, and Drivers must remain throughout the period.

20.4.4. (SSR) Failure to adhere to Autograph Period requirements subject to **Penalty** and/or Fines per Art.57.

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 exclusively makes all pit lane assignments and no other party may give contrary direction.

20.5.3. (SSR) Equipment must fit entirely within a Competitor's allotted space, which is a minimum 20' (L) X 10' (D) and may vary dependent on the facility or as specified in the SR.

20.5.4. (SSR) IMSA WeatherTech Championship Teams may erect a custom tent and/or EZ-up style pit cover in their designated pit area(s). The entire tent/removable cover, including ropes, supports, etc. must fit entirely within the designated space of the allocated pit box. Teams must be prepared to share their space with other Series as determined by pit assignments.

20.5.5. Areas designed to accommodate people must not be fully enclosed.

20.5.6. (SSR) IMSA encourages each WeatherTech Championship Team to establish a sharing relationship with a corresponding IMSA Michelin Pilot Challenge Team, making their timing and video screens accessible and operational and accommodating fuel rigs for their respective Sessions. Any WeatherTech Championship Team(s) without a sharing arrangement with a corresponding Michelin Pilot Challenge Team, must remove their timing stand to the rear of their pit box at any time that the WeatherTech Championship is not on track for a Session as may be directed by IMSA. Additionally, such Team must remove their timing stand and fuel rig to the rear of their pit box (leaving at least a five-foot (5') access opening into the pit box or must remove equipment to their Paddock location) no later than one (1) hour prior to the start of any IMSA Michelin Pilot Challenge Race. Teams desiring to establish a sharing arrangement should contact their respective Series Manager. IMSA may, from time to time, place a Team from another IMSA Series in the same pit box as a WeatherTech Championship Team and require the WeatherTech Championship Team to accommodate such sharing.

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) All cabling and/or electric power cords outside the Team's pit area must be in ADA compliant low profile (<1" rise per 12" run) cable trays or, only where cables are less than 1/2 inch in diameter/height, may be taped to the ground. Routing of cables or airlines overhead the fire lane is prohibited.

D. (SSR) Each Team must provide a minimum of two (2) fire extinguishers (each a ten (10) pound ABC minimum) per Car.

E. (SSR) Any equipment, including any roof or tented structure, must not be higher than four (4) meters (13' 1.5") except radio antenna masts.

F. (SSR) Teams may receive alternative pit lane assignments or require removal of the tenting at racetracks where obstruction of the spectator view is impeded by their pit structure height.

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

H. (SSR) Illuminated signage prohibited.

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

J. (SSR) See Att. 8 for GTP and HV specific requirements.

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, securely fastened but cleanly removable, are permitted providing they do not exceed the assigned pit space and are subject to IMSA approval. Teams must remove such banners and any tape or markings at the conclusion of the Event.

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, wiring, signage, etc.).

C. (SSR) Be higher than three (3) meters (9' 10") above ground level (booms, hoses, wiring, signage, etc.).

D. (SSR) Be more than four (4) meters (13' 1.5"), beyond the forward (hot) 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) Unmanned Electronic Pit Signaling Boards (where permitted):

20.7.1. (SSR) Must not be larger than 40" x 30". (Either width or height)

20.7.2. (SSR) Must not be higher than 43" above the height of the pit/track signaling wall.

20.7.3. (SSR) Must not extend beyond the front plane of the pit/track signaling wall, or over the signaling area/pit lane barrier.

20.7.4. (SSR) Must not display in red (also applies to any signal used to stop the Car in its Pit Box). Must not display logos.

20.7.5. (SSR) Must only display text and numbers. Motion, flashing or blinking prohibited (also applies to any signal used to stop the Car in its Pit Box).

20.7.6. (SSR) Drilling into walls, surfaces, paving, concrete or otherwise is prohibited unless approved in writing by the Promoter and/or IMSA.

20.7.7. (SSR) Must be located opposite the Competitor's pits and/or in the designated signaling area, or at the direction of IMSA.

20.7.8. (SSR) Must be installed prior to the posted time for inspecting fuel rigs. IMSA may refuse any installation. The decisions of IMSA are Conclusive.

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) N/A

ARTICLE 21 – DRIVER & CREW ATTIRE, COMPETITOR UNIFORMS

21. DRIVER & CREW ATTIRE, COMPETITOR 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.

21.1.3. FIA homologated items are no longer valid for IMSA use after December 31 of the calendar year, ten (10) years after the manufacture date on the FIA label; or, after December 31 of the FIA label year of expiration. A manufacturer's item 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 use in IMSA after December 31, 2029.

21.1.4. Evaporative-loss Freon cool suits are prohibited.

21.1.5. (SSR) For refueling or fuel transfer in pit lane; the refueler, the vent operator where permitted, and the fire bottle operator must wear a fire-resistive rated, full-face helmet meeting FIA, SFI or Snell Memorial Foundation Special Application (SA) specifications (See also Art. 37).

21.1.6. (SSR) For refueling or fuel transfer in pit lane, anyone working on Cars "over the pit wall" must wear a helmet (See also Art. 37). SFI /3 or /1 suits require underwear.

21.1.7. (SSR) For the Cutoff/Deadman operator and 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.

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

21.2.1. (SSR) Glasses must be for the sole purpose of correcting eyesight and/or protecting from glare and electronic components are prohibited.

21.2.2. (SSR) Driver non-compliance with Art. 21 subject to a minimum $1,000.00 fine.

21.3. Competitor Uniforms: Crew must wear clean uniforms and other appropriate and safe attire at all times to present the best possible appearance to the public. Tank tops, 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 the pit wall.

21.3.1. (SSR) See Att. 8 For GTP and HV-specific requirements.

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 Technical Director or their designee(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. IMSA makes the final decision on the safety and eligibility of an accident-damaged Car at any time during the Event. Questionable Cars are subject to approval by the Technical Director.

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

A. (SSR) The two (2) homologated main brakelights must be functional. The Race Director may accept one (1) functioning brakelight due to damage or equipment failure.

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

B. (SSR) When required (SR), in periods of darkness, the two (2) homologated main headlights and two (2) homologated 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) homologated 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) homologated main brakelights (and/or both homologated main headlights and/or both homologated 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 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 homologated 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 homologated doors that are secured in place, functional, and closed when being driven in pit lane or on-track. A missing or open 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 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 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 racetrack or in the pit lane. Installation requirements and information are found in the Technical Regulations for each class.

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

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

A. (SSR) The Transponder and Driver ID system 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.

C. (SSR) Failure of the Driver ID system must be reported to Timing and Scoring immediately on discovery via IM (Art. 13.1).

22.3.9. (SSR) **Leader Lights / Lighted Number Panels.** In-Race failure of the Leader Light system and/or a Lighted Number Panel functioning at the start of a Race does not constitute a technical infraction.

22.3.10. (SSR) **Data Logger and Mandatory Scrutineering Sensors.** Failure to adhere to the Data Logger and data collection requirements as stated in the Technical Regulations and applicable appendices for each Class at any IMSA Sanctioned Event is prohibited. Any malfunction must be repaired immediately upon discovery, prior to the Car resuming competition. Providing inaccurate, misrepresentative or misleading data may be subject to any penalty available per Art. 57.

A. Noncompliance may result in the following **Minimum Penalties:**

i. Stop and hold plus five (5) minutes.

ii. Un-served Penalties from Practice carry over to the following Practice/ Qualifying/Warm-Up session.

iii. A Penalty assessed during qualifying may result in qualifying times disallowed.

iv. An un-served Race Penalty or a Penalty assessed after the Race is added to the Car's Race finishing time and may include a lap count penalty.

22.3.11. (SSR) **Controlled Powertrain Parameters.** Multiple powertrain parameters are controlled by IMSA. Requirements and information are found in the Technical Regulations for each class.

A. (SSR) Correction Factor for GTP, GTD PRO, GTD.

i. (SSR) Ambient atomoshperic conditions are determined to calculate the powertrain correction factor listed in the GTD, LMDh, and LMH technical regulations. The Event specific correction factor is issued with an IMSA Technical Bulletin.

B. (SSR) Failure to adhere to the Controlled Powertrain Parameters requirements is prohibited and may result in the following **Minimum Penalties:**

i. First violation: Warning/Reprimand (not guaranteed, depending on timing/severity of violation).

ii. Second violation: Drive-Through.

iii. Third and consecutive violations: Stop plus ten (10) seconds.

iv. Un-served Penalties from Practice carry over to the following Practice/Warm-Up session.

v. A Penalty assessed during qualifying may result in qualifying times disallowed.

vi. An un-served Race Penalty or a Penalty assessed after the Race is added to the Car's Race finishing time and may include a lap count penalty.

22.3.12. (SSR) N/A

22.3.13. (SSR) **On-Track Monitoring.** Car data is monitored during all on-track activity by Telemetry or alternative data communication methods per the Technical Regulations of each class.

A. (SSR) In case of an issue with data communication, IMSA may require a Competitor to provide data or data media (memory cards or sticks) from the Car during pit-stops.

B. (SSR) Failure to adhere to the On-Track Monitoring requirements is prohibited. Any malfunction must be repaired immediately upon discovery, prior to the Car resuming competition. Noncompliance may result in the following **Minimum Penalties:**

i. Stop plus five (5) minutes.

ii. Un-served Penalties from Practice carry over to the following Practice/Warm-Up session.

iii. A Penalty assessed during qualifying may result in qualifying times disallowed.

iv. An un-served Race Penalty or a Penalty assessed after the Race is added to the Car's Race finishing time and may include a lap count penalty.

22.3.14. (SSR) **GTP, GTD PRO, GTD Stint Energy Maximum and Replenishment.**

A. (SSR) Failure to adhere to the Stint Energy requirements is prohibited and may result in the following Minimum Penalties:

i. (SSR) First violation: Stop + one hundred (100) seconds.

ii. (SSR) Second violation: Stop + two hundred (200) seconds.

iii. (SSR) Third and consecutive violations: Stop + three hundred (300) seconds.

B. (SSR) An un-served Race Penalty or a Penalty assessed after the Race is added to the Car's Race finishing time and may include a lap count penalty and/or any penalty available per Art. 57.

22.4. General Technical Presentation.

22.4.1. IMSA, 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 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.

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. 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, except in the form of thin illuminated films (less than one (1) millimeter proud of the surface of the bodywork). 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, 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 including Removal from the results, and/or any penalty available per Art. 57.

A. (SSR) At all times during IMSA-sanctioned Events it is the Entrant's responsibility to ensure the configuration of the Car represents the components of the Specification; including:

i. (SSR) As-Homologated configuration;

ii. (SSR) Homologation Extension Form configuration;

iii. (SSR) Technical Regulations

iv. (SSR) Technical Bulletins.

B. (SSR) IMSA, at its sole discretion, may consider the Parts manual and/or the As-Delivered condition for additional detail of parts or equipment not adequately detailed in the Homologation. Inclusion of parts or equipment in the Parts manual and/or the As-Delivered condition does not explicitly permit their use and is used for IMSA's reference purposes only.

ARTICLE 23 – CARS ELIGIBLE

23. (SSR) CARS ELIGIBLE

23.1. (SSR) Prototype Classes:

A. (SSR) GTP Class

B. (SSR) LMP2 Class

23.2. (SSR) Grand Touring Classes:

A. (SSR) GTD PRO Class

B. (SSR) GTD Class

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) In each season, a Team is permitted a maximum of one (1) change of Model (the Car specification as identified by a unique Homologation number) subject to the sole discretion of IMSA. Team Representative must give written notice of the change request via MERG no later than the Event entry deadline. It is prohibited to change the Constructor and/or Model without the express permission of IMSA.

23.5. (SSR) In each season, a Team is permitted a maximum of one (1) change of Class within Category, subject to the sole discretion of IMSA. Team Representative must give written notice of the change request via MERG no later than the Event entry deadline. It is prohibited to change the Class without the express permission of IMSA. The Team points shall not transfer in the case of a change of Class except if undertaken in accordance with the entirety of Art. 3.8.

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. Any such replacement must be approved by IMSA and the replacement Car must successfully clear Pre-Event Inspection and Scrutineering and be issued the IMSA Technical Conformity Sticker per Art. 24.4.

23.7.1. (SSR) Should a chassis (tub or monocoque) need replacement after Pre-Event Inspection, the Team Representative must request approval via MERG (Art. 13.2). Change requests must be submitted no later than four (4) hours prior to the Race start. 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 in its class unless the grid is set by "other means" (Art. 40.4), and qualifying points per class adjusted commensurately.

A. (SSR) Where a Qualifying Race serves to set the Race starting grid for a later and separate Event (such as between the ROAR and Rolex 24 at Daytona, see also Art. 1.18 and Art. 1.20), the deadline for changes without penalty per Art. 23.7.2 shall be the close of Sporting Checks for the Race Event (such as the Rolex 24 at Daytona). Changes to a chassis (tub or monocoque) and/or Car after this deadline shall require the Car to go to the back of the starting grid in its class unless the grid is set by "other means" (Art. 40.4), and qualifying points per class adjusted commensurately.

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

24. PRE-EVENT INSPECTION, SCRUTINEERING & TECHNICAL INSPECTION

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

24.2. IMSA may, for inspection purposes, seal or impound Race Equipment entered and competing in an Event. IMSA 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).

24.3.3. (SSR) Hybrid GTP Cars must be presented in an HV SAFE condition (See Att. 8) and with telemetry operational.

24.4. (SSR) IMSA Technical Conformity Stickers

24.4.1. (SSR) IMSA 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 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 Officials.

24.7. (SSR) Cars in the Impound area (Art. 50) and selected for inspection are weighed with no Driver on board and fuel tank(s) drained unless otherwise instructed by IMSA Officials.

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 Chief Scrutineer. 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 Technical Department or as instructed by the Chief Scrutineer. Individual checks may be performed at other times by Competitors by reservation, on a first come first served basis, or as permitted by the Chief Scrutineer.

24.9.2. (SSR) Each Team is limited to a maximum of three (3) voluntary inspections during each Event. This limitation does not include Pre-Event Inspection or involuntary inspection such as Impound after Official Qualifying Sessions or Race(s).

24.10. Anything not explicitly permitted in the RULES is prohibited. Inquiries related to clarification of 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. 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".

25.4.3. **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.

25.4.4. **Engage / Disengage Driver ID / Function.** 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.

A. It is the Competitor's responsibility to ensure that their Driver ID system 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 correct Driver ID. Failure of the correct Driver ID registering may result in incorrect Driver time credit. A non-functioning Driver ID system requires proactive notification to Timing & Scoring of Driver changes and participation and may include additional penalties.

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

25.4.6. 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 Promoter 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:** Except during qualifying (Art. 29.2.1) and/or as permitted elsewhere in these regulations, 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.

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, 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 box 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 (GTP ALSO REFER to ATTACHMENT 9)

28.1. (SSR) Eligibility (All Types of Testing):

28.1.1. (SSR) Independent Testing by any IMSA Member participating in the WeatherTech Championship without IMSA's prior knowledge and approval is prohibited (Entrant, Team, Manufacturer, Constructor and/or Tire Partner).

A. (SSR) This includes all forms of Testing with a currently homologated vehicle, whether on-track or off.

B. (SSR) All forms of Testing with a currently homologated vehicle must only be undertaken by a Team possessing a current IMSA Entrant Membership / License.

C. (SSR) A Team is defined as an assigned Car number.

28.1.2. (SSR) For any "new" Premium or Standard Entry ("new" means not entered in any 2025 and/or 2026 WeatherTech Championship Event) these regulations apply from the first of:

A. (SSR) Submission date to IMSA of Entry Forms for their first WeatherTech Championship Race or Sanctioned Test (Event) including retroactively, the prohibition on Testing during the fourteen (14) days per Art. 28.6.

28.1.3. (SSR) **IMSA Test Categories**:

A. (SSR) IMSA Sanctioned Tests are sanctioned and operated by IMSA and run under IMSA Sporting and Technical Regulations.

B. (SSR) IMSA Licensed Tests are operated by a licensed third-party under the operator's guidelines. Participation is restricted to IMSA Teams, with eligibility confirmed by IMSA and verified by the operator during registration. Licensed Tests are not conducted under IMSA Sporting and Technical Regulations, except for participation requirements and testing provisions expressly identified by IMSA as applicable.

C. (SSR) Participation in IMSA Sanctioned or Licensed Tests does not deduct from the Team Test Day allocation. A third-party public test is not a Licensed Test unless designated by IMSA.

28.2. (SSR) Limitations (On-Track and Off-Track):

28.2.1. (SSR) Testing must only be conducted on the IMSA approved series- / tire manufacturer specific tire(s). Series- / tire manufacturer- specific tires for unregistered or unapproved testing are prohibited.

28.2.2. (SSR) Regulations are in effect for the full Calendar Year (January 1st to December 31st inclusive) and remain in effect after the date of a Team's last WeatherTech Championship Race (in the same calendar year).

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

28.3. (SSR) LMP2, GTD PRO, GTD Blackout Periods (On-Track):

28.3.1. (SSR) Blackout Periods do not include participation in IMSA Sanctioned Tests, Licensed Tests, or Race Events.

28.3.2. (SSR) (SSR) Testing on or after a cutoff date and through the final day of that Event draws from the allocation.

28.3.3. (SSR) Racetrack Blackouts and 120-Day Testing Restrictions:

A. (SSR) Private Testing at Daytona International Speedway, Sebring International Raceway, and Michelin Raceway Road Atlanta is prohibited during the blackout periods identified in Art. 28.4, except as permitted per Art. 28.3.1 and 28.3.3.

B. (SSR) Participation in 3rd-party tests during circuit or holiday blackout periods is prohibited. IMSA Licensed Tests are governed by Art. 28.3.1.

C. (SSR) Subject to Class-specific restrictions and blackout periods, a Team may Test at a track at which their respective Class does not participate in a WeatherTech Race Event in that season without drawing from the Test Day allocation.

D. (SSR) Subject to Class-specific restrictions and blackout periods, a Team may Test at a track at which their respective Class does participate in a WeatherTech Race Event in that season without drawing from the Test Day allocation as follows:

i. (SSR) Prior to the 120-Day Cutoff Date per Art. 28.4;

ii. (SSR) From the Monday following that Event until, but not including, the next applicable 120-Day Cutoff Date.

28.3.4. (SSR) LMP2 Teams may Test one (1) Day at Sebring between February 1 and March 9, 2027, inclusive, during the circuit blackout. This day deducts from the Team Test Day allocation.

28.4. (SSR) LMP2, GTD PRO, GTD 120-Day Testing Table:

28.4.1. (SSR) Definitions of Restrictions in the 120-Day Testing Table:

A. (SSR) Blackout: Testing prohibited from the 120 Day Cutoff date through the final day of Official on-track activity except IMSA Sanctioned and/or Licensed Tests.

B. (SSR) Team Allocation: Testing draws from the allocation from the 120 Day Cutoff date through the final day of Official on-track activity, subject to Class-specific restrictions and all other limitations. *Sebring LMP2 exception: Art. 28.3.3.

EVENT		120 Day Testing Table		
		120 Day Cutoff Date	Race Date	Restriction
A	ROAR Before The 24	Sep. 26 2026	Jan. 24 2027	Blackout
1	Rolex 24 At Daytona	Oct. 3 2026	Jan. 31 2027	Blackout
2	Sebring 12 Hrs	Nov. 20 2026	Mar. 20 2027	Blackout*
3	Long Beach	Dec. 18 2026	Apr. 17 2027	Team Allocation
4	WRLS	Jan. 2 2027	May 2 2027	Team Allocation
5	Detroit GP	Feb. 5 2027	Jun. 5 2027	Team Allocation
6	Watkins Glen	Feb. 27 2027	Jun. 27 2027	Team Allocation
7	CTMP	Mar. 13 2027	Jul. 11 2027	Team Allocation
8	Road America	Apr. 3 2027	Aug. 1 2027	Team Allocation
9	VIR	Apr. 24 2027	Aug. 22 2027	Team Allocation
10	Indianapolis	May 22 2027	Sep. 19 2027	Team Allocation
11	MPLM	Jun. 11 2027	Oct. 9 2027	Blackout

28.5. (SSR) 14 Day Limitations. Private Testing at an Event site during the fourteen (14) days prior to and including the final day of official on-track activity for that WeatherTech Championship Event (Race or Sanctioned Test) is prohibited.

28.5.1. (SSR) **3rd Party Test Exception.** Teams may participate (Cars) in third-party organized public test days at such track.

A. (SSR) Teams must register such days as Private Testing which detract from the Team's allocation.

B. (SSR) Use of WeatherTech Championship tires in such circumstances is permitted.

C. (SSR) A Team must specifically request such third-party organized public test in the note section on the Testing Registration Form.

D. (SSR) Participation in third-party tests is prohibited after the Sunday preceding an IMSA WeatherTech Championship Event (Race or Sanctioned Test) at that track.

28.5.2. (SSR) **3rd Party Race Exception.** Teams may compete (Cars) in verifiable races at such track with other sanctioning bodies.

A. (SSR) Use of WeatherTech Championship tires in such circumstances is prohibited.

B. (SSR) Participation in other sanctioning body races is prohibited after the Sunday preceding an IMSA WeatherTech Championship Event (Race or Sanctioned Test) at that track.

28.6. (SSR) 14 Day and 3rd Party Test/Race Sunday Cutoff Table:

EVENT		14 Day and 3rd Party Test/Race Sunday Table		
		14 Day Private Testing Cutoff Date	3rd Party Test / Race Sunday Prior Cutoff Date	Race Date
A	ROAR Before The 24	Jan. 10 2027	Jan. 17 2027	Jan. 24 2027
1	Rolex 24 At Daytona	Jan. 17 2027	Jan. 24 2027	Jan. 31 2027
2	Sebring 12 Hrs	Mar. 6 2027	Mar. 14 2027	Mar. 20 2027
3	Long Beach	Apr. 3 2027	Apr. 11 2027	Apr. 17 2027
4	WRLS	Apr. 18 2027	Apr. 25 2027	May 2 2027
5	Detroit GP	May 22 2027	May 30 2027	Jun. 5 2027
6	Watkins Glen	Jun. 13 2027	Jun. 20 2027	Jun. 27 2027
7	CTMP	Jun. 27 2027	Jul. 4 2027	Jul. 11 2027
8	Road America	Jul. 18 2027	Jul. 25 2027	Aug. 1 2027
9	VIR	Aug. 8 2027	Aug. 15 2027	Aug. 22 2027
10	Indianapolis	Sep. 5 2027	Sep. 12 2027	Sep. 19 2027
11	MPLM	Sep. 25 2027	Oct. 3 2027	Oct. 9 2027

28.6.1. (SSR) A Team participating in such 3rd Party Test or 3rd Party race up to the prior Sunday limit must fully participate in the staging and load-in process as scheduled in the respective Event SR.

28.7. (SSR) Holiday Periods

Holiday Blackout Dates	Dates are Inclusive
Easter	March 26 - March 30
Memorial Day	May 29 - June 2
Independence Day	July 2 - July 6
Labor Day	September 4 - September 8
Thanksgiving	November 23 - November 27
Christmas Day to New Year's Day	December 23 - January 3
End Of Season	Fourteen (14) Days following the day of the last Race of the Season

28.8. (SSR) Assessment, On-Track Testing:

28.8.1. (SSR) One (1) Test day equals: one (1) Team (Car number), Testing with any number of Drivers for more than one (1) hour in a twenty-four (24) hour period.

28.8.2. (SSR) Should a Team, for good cause, not Test on a day previously registered with IMSA, they may notify IMSA and upon verification, the Team is re-allocated that day.

28.9. (SSR) Registration of Testing (On-Track and Off-Track):

28.9.1. (SSR) All Testing must be registered with IMSA no later than five (5) days in advance.

28.9.2. (SSR) Teams must submit a Testing Registration Form at imsacompetitors.com.

28.9.3. (SSR) Tests are updated and available at: Online Testing Blotter at imsacompetitors.com.

28.9.4. (SSR) Registration of testing at non-Championship tracks or during the post-Event period prior to the 120 days is for informational purposes only and does not require an approval response.

28.9.5. (SSR) Dispensation may be given to new Manufacturers entering any class upon approval by IMSA.

28.9.6. (SSR) All Testing requests are at the sole discretion of IMSA and may require the presence of IMSA Official(s) and/or Tire Manufacturer representatives at Team's expense.

28.10. (SSR) Team Test Days (On-Track Allocation):

28.10.1. (SSR) A Team must not Test more than the maximum number of days in the Team Testing Day Allocation in a calendar year:

28.10.2. (SSR) If a Team changes classes in a Calendar year, the allocation resets for that Team in the new class (once per class).

28.10.3. (SSR) Test days are not assignable or transferable.

28.10.4. (SSR) A Team entered for 2027, with no 2026 Test days remaining and testing during 2026 for 2027, must draw from the 2027 Test Day allocation.

28.11. (SSR) Class-Specific Testing Regulations

28.11.1. (SSR) IMSA Members must only test with a chassis designated for participation in the current year's Championship using only the Series-specific tires/ tire manufacturer. Such Car must be identified with the specific IWSC Championship Number plates and mandated decals (ATT. 5).

28.11.2. (SSR) If using tires that are not the Series-specific tires / tire manufacturer, test vehicles must not display the specific IWSC Championship Number plates and mandated decals (ATT. 5).

28.11.3. **(SSR) LMP2/GTD PRO/GTD Class-Specific Testing Allocation Table:**

A. (SSR) Teams may conduct Team Testing outside the 120-day cutoff per Art. 28.4

CLASS	ALLOCATION	NOTES
LMP2	Eight (8) Days	Wind Tunnel and/or Straight-line Testing are prohibited. All other Off-Track Testing must be approved by IMSA
GTD PRO	Zero (0) Days	Testing within the 120-day table only at Sanctioned or Licensed Tests.
GTD	Two (2) Days	The Team's Bronze Driver may Test on two (2) additional days which may include up to one (1) hour of non-Bronze Driver participation. A Bronze Driver Test must be submitted as "Bronze Driver Testing" and must specify Bronze Test Day #1 and/or Bronze Test Day #2 on the Testing Registration Form. All other Testing regulations apply.

28.12. (SSR) Penalties

28.12.1. (SSR) Teams are exclusively responsible for tracking their allocations regardless of receiving an approval reply on a submitted Testing Registration Form. Failure to properly register a Test with IMSA and/or Testing in excess of an allocation may result in penalties. Decisions by IMSA as to whether any provision of the Testing Regulations has been violated and the assessment of penalties is Conclusive.

28.12.2. (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 per Art. 57.

28.13. (SSR) Tire Manufacturer Tests

28.13.1. (SSR) IMSA may permit Tire Manufacturer Test days and such day(s) shall not count against a Team's (Car #) allocation.

28.13.2. (SSR) All other limitations and blackout periods may apply.

28.14. (SSR) Special Events

28.14.1. (SSR) Commercial and Sponsor special events:

A. (SSR) With prior registration and with written approval from IMSA, Cars may be run for commercial, sponsor, public relations occasions without Test days charged.

B. (SSR) IMSA reserves the right to require an IMSA designated observer at Team's expense.

28.15. (SSR) Mandatory Tests

28.15.1. (SSR) Certain Tests as specified by IMSA may be mandatory and if so, participation requirements are 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).

29.1.1. (SSR) **Penalty** for participation in a Practice Session by an incorrectly rated Driver, Stop plus five (5) minutes.

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 preceding Session unless otherwise specified in the MxM.

29.2.1. (SSR) Except during qualifying, 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. During qualifying, Cars must only proceed to and return to their Pit Box (Art. 40.2.2.).

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, 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. Except during qualifying (Art. 40.2.2), 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 determined responsible for an incident resulting in a red flag stoppage in a Practice Session may be penalized by deletion of the Car's fastest timed lap from Qualifying.

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 in their Car's class.

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 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 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, 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.

G. See Att. 8 for HV specific considerations.

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. See Att. 8 for HV specific considerations.

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. In order 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.

31.4.1. **(SSR) Impact Warning (Blue) Light.** For a Car and Driver if the Impact Warning (Blue) light is illuminated:

A. (SSR) If the Car is recovered by IMSA Track Services, the Driver is taken to the Infield Care Center (ICC).

B. (SSR) If the Car continues on track after the illumination of the Impact Warning (Blue) light: At the direction of IMSA, the Driver must report to the pit box without passing the pit entry more than one (1) time and be taken to the ICC. **Penalty:** Stop plus 30 Seconds, added to the ICC requirement. The Car may continue with a different Driver.

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 Officials in the pit lane as the principal spokesperson for the Team on officiating matters and must wear identification when provided by IMSA.

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'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. In such case, the outer (hot) plane of the pit wall is defined as a virtual or painted line dividing the portion of the pit lane reserved for the Team's equipment from that reserved for working on the Car.

33.3.3. Except when work is performed on the Car, all personnel must remain behind (cold side) the pit wall. **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 for the lap on which the Car is preparing to pit, equipment or tools must not be rested on the pit wall. Except for the lap on which the Car is preparing to pit, sitting or standing on the pit wall is prohibited. Outside tires removed from the Car must immediately be returned to the pit wall. At the conclusion of the pit stop, all equipment or material, (including tires) must be immediately returned to the pit wall. All personnel must promptly return to the cold side behind the pit wall except to clean up spills and tools. **Penalty:** Drive Through.

A. (SSR) During a pit stop, a Crew Member who breaks the hot plane of the pit wall with their upper body beyond the waist (belt line) is considered working on the Car (see also Art. 35.3.2).

33.3.5. Cars must be stopped and/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 Officials. Positioning a Car, equipment, tires, and/or personnel that interferes with another Competitor properly within their Pit Box, pit area and/or designated space is prohibited. **Penalty:** Drive Through.

A. (SSR) During a pit stop, a Car may be placed beyond the limits of its Pit Box, forward or rearward, no more than to the front or rear axle centerlines respectively, when the adjacent Car is not in the pit lane. A Car so placed must not interfere with other Cars properly in their own Pit Box in the sole judgment of IMSA Officials. Positioning a Car, equipment, tires, and/or personnel to interfere with another Competitor properly within their Pit Box, pit area and/or designated space is prohibited. **Penalty:** Drive Through.

33.3.6. It is prohibited to place objects or tires (attended or otherwise) which, in the sole opinion of the IMSA Officials, hinder the entry or exit of other Cars into their Pit Boxes. **Penalty:** Drive Through.

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).

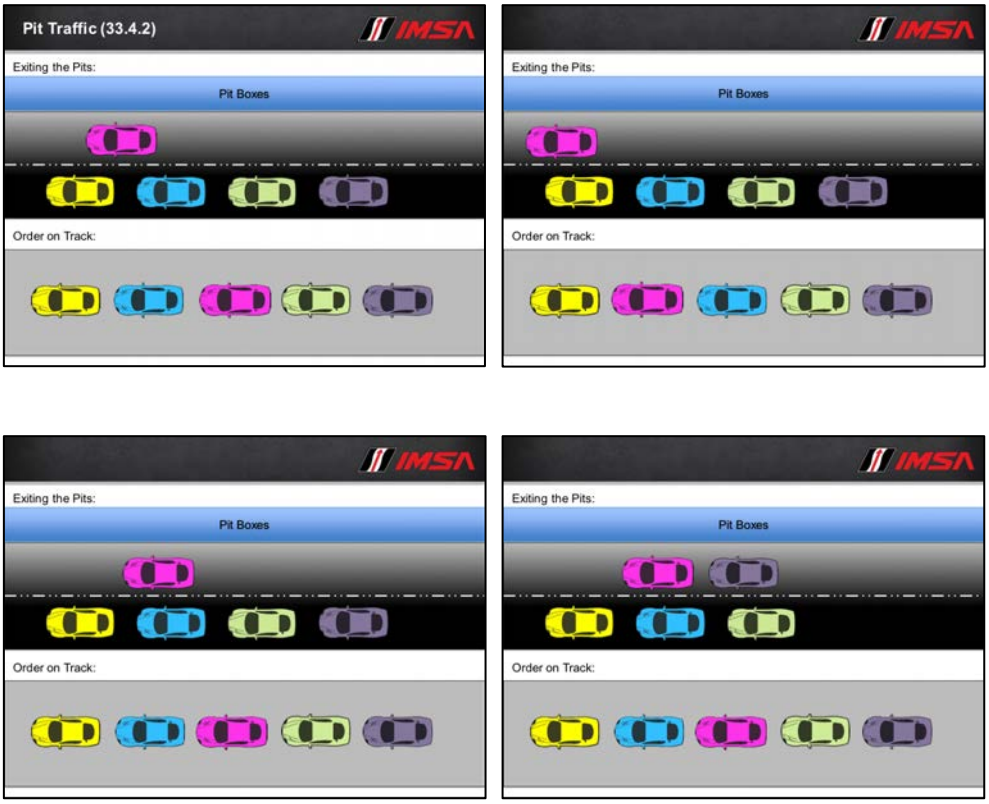
33.3.13. Where permitted, all signaling must be done from the designated signaling area. A maximum of two (2) persons per Car are permitted at the outer wall that separates pit lane from the track (Signaling Area) depending on track layout or limitations. IMSA may further limit this number. Crossing pit lane must be done under the direction and supervision of IMSA 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. Drivers entering their Pit Box must not directly cross from the fast lane to their pit box and must reduce 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 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 the 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. 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. For a Drive-Through, Car must pass directly through the pit lane without exceeding the PLSL and rejoin the Race without stopping at its Pit Box;

B. For any 'Stop' penalty, Car must proceed directly to the Penalty Box without stopping at its Pit Box;

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

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

E. 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" when refueling is in process and/or for maintenance or repairs:

34.1.1. (SSR) Four (4) persons (mechanics) including refueling, air jack, tire changes and service.

A. (SSR) One (1) "fire bottle" attendant (must only attend the fire extinguisher bottle).

B. (SSR) One (1) Driver Assistant (only for Driver assistance per Art. 38.2).

34.1.2. (SSR) Not counted in the six (6) personnel permitted "over the wall" are:

A. (SSR) One (1) separate (as required per approved Car specification) overflow device (fuel vent) operator (must only attend overflow device).

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

C. (SSR) One (1) Industry Support "brake" technician (only perform checks).

D. (SSR) One (1) Industry Support "Hybrid" 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, 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, four (4) 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 four (4) persons maximum permitted to work on the Car.

34.5. (SSR) During Official Sessions not including the Race, these same requirements are in effect, except that a Team is not restricted to four (4) persons maximum servicing the Car.

34.6. (SSR) Personnel in the pit lane must be properly attired (Art. 21 and Art. 37).

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 except as permitted in the regulations or SR (Scheduled Fuel Drops, Night Practice, Warm Up).

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 four (4) persons maximum or Officials. Use of reverse gear prohibited and may be penalized.

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

35.1.5. (SSR) The initial acceleration of a Car from a stop must only be the result of direct and immediate actions of the Driver except as noted in Art. 35.6. Automated control strategies are prohibited, including but not limited to launch related control strategies involving the fuel coupling, air jack, and/or other sensors.

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) Crew Members and/or Tools acting on the Car or Driver operated from behind the pit wall are prohibited.

35.3.3. (SSR) Tools, devices or other equipment that may generate sparks, are prohibited in the Pit Box during refueling.

35.4. (SSR) Four (4) 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;

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 change the memory card of the IMSA data logger;

F. (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 four (4) 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 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 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 four (4) 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 four (4) persons permitted to carry out work on a Car does not apply when the Car is "behind the wall". HV service work is prohibited in the pit box. For Cars that must go to HV quarantine area(s), the only work permitted is to change the Car from a non-green to a green-only condition (see Att. 8).

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. If rejoining from behind the wall during a FCY period while the pits are closed or closed to that class, a Car must only receive "Emergency Service" (Art. 46.3.1.A and Art. 46.3.3.A) prior to rejoining on-track and must then comply with the requirements of the FCY and the Emergency Service obligation (drive-through). The pits are not considered "open" for such Car(s) until the last of the same class of Cars behind the Safety Car has stopped in its pit box. If no Car from the same class enters the pit lane, the pits are considered "open" for such Car(s) when the last Car in the same class crosses the S/F line.

ARTICLE 36 – WHEEL/ TIRE CHANGES

36. WHEEL/TIRE CHANGES:

36.1. (SSR) Are only permitted:

36.1.1. (SSR) On the Starting Grid until the "10-minute" notification. Tires must not be removed from Cars on the grid except if actively changing from or to Wet tires if prevailing weather conditions warrant, or as approved by IMSA. Additional tires and/or tire changing equipment must not be on the grid except if actively changing from or to Wet tires, or as approved by IMSA (battery powered wrenches permitted). More than a single tire type change is prohibited;

36.1.2. (SSR) In the assigned Pit Box: by the four (4) persons maximum, with no more than two (2) pneumatic devices (wheel guns) or two (2) torque wrenches over the cold plane of the pit wall at any one time (electric powered wrenches prohibited during refueling, Art. 35.3.3);

36.1.3. (SSR) In the Paddock, “behind the wall”;

36.1.4. (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 is prohibited.

ARTICLE 37 – REFUELING

37. REFUELING

37.1. (SSR) Refueling Equipment:

37.1.1. (SSR) **Tank.** One (1) autonomous supply tank, per the Technical Regulations, must be used per Car.

A. (SSR) The fuel tank assembly, including the automatic self-closing ball valve (Cutoff or Deadman) and the hose assembly must not extend beyond the hot (outer) plane of the pit wall when not in use.

B. (SSR) The vessel must display an IMSA-specified Car number panel (Att. 5) of the Car utilizing that particular tank, facing the hot pit lane. In the case of tank sharing between Series, the Car number and its respective Series must be displayed during fuel rig inspection and use.

C. (SSR) An individual Car number per Series must only be used on one (1) vessel.

D. (SSR) It is prohibited to refuel with, store fuel in, and/or add fuel to the autonomous tank except when permitted in the pit lane.

E. (SSR) Refueling with, storing fuel in, and/or adding fuel to, the autonomous tank is prohibited in the Paddock unless directed by IMSA Officials.

F. (SSR) The vessel must be installed to the satisfaction of IMSA Officials regarding safety and stability.

37.1.2. (SSR) **Boom.** A member (boom) for supporting the refueling lines may be part of the autonomous tank, however:

A. (SSR) Boom must not exceed four (4) meters (13' 1.5") in length and all structures or fixtures, including any refueling hoses and wires, extending over pit lane (when permitted) must be at minimum two (2) meters (6' 7") above the racetrack surface and a maximum of three (3) meters (9' 10");

B. (SSR) Boom must only support the hose for a Car utilizing an approved offside vent or fuel filler, lighting for the illumination of the pit stop and the download cable (air hoses prohibited);

C. (SSR) The boom must display IMSA-specified Car number panels (Att. 5), in line with the boom and visible from either direction. Number panel must be a minimum of twelve inches (12") on its shortest side.

D. (SSR) Additional lighting and/or branding is subject to IMSA approval.

37.1.3. (SSR) **Grounding.** All metal parts of the refueling installation, from the coupling to the main supply tank and its tower, must always also be connected to ground (earth) at tracks where available.

A. (SSR) It is recommended to connect the Car electrically to ground (earth) before the connection of the fuel tank filler and/or vent and throughout refueling.

37.2. (SSR) Fuel Storage. Apart from the autonomous supply tank, 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, 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 Pit Box or Paddock space as permitted or required elsewhere in these RULES. Crew must comply with Art. 21 and Art. 37.3.

37.4. (SSR) Refueling In Sessions or Race.

37.4.1. (SSR) **Throughout.** Personnel over the wall must be properly attired (Art. 21 and Art. 37.3). Gloves may be removed when not refueling. Working under the Car during refueling and/or refueling with the Car above or on stands, dollies or quick lifts is prohibited. Throughout refueling, Competitor must ensure that:

A. (SSR) One (1) attendant holding a fire extinguisher that is ready for use, with the pin removed, is over the wall and beside the Car;

B. (SSR) One (1) attendant is operating the automatic self-closing ball valve (Cutoff/Deadman) on the outlet of the autonomous tank and that the valve is functional. The self-closing valve must not be fitted with any device permitting or forcing it to stay in the open position.

C. (SSR) For Cars with an approved offside refueling point, the refueler may cross over the pit wall and take up position on the outside of the Pit Box prior to the Car stopping in its Pit Box. The refueler must not engage the refueling probe until the Car has come to a complete stop in its Pit Box.

i. (SSR) it is the responsibility of the Team with the offside position to be aware when the Car or Cars pitted in the two (2) following pit boxes are pitting, and if before the Team's Car, the fuel person must wait. It is prohibited to drive inside the fuel person. The fuel person must not remain in a position of obstruction to the Cars pitted in the two (2) prior pit boxes as those Cars depart their pit boxes. IMSA interprets the offside fuel position as "equipment" in the sense of determining responsibility for placement and/or penalty with respect to impeding another Car's pit stop.

D. (SSR) For Cars with an approved offside overflow device (vent), the overflow device operator may cross over the pit wall and take up position on the outside of the Pit Box prior to the Car stopping in its Pit Box. The overflow device operator must not engage the overflow device until the Car has come to a complete stop in its Pit Box.

i. (SSR) it is the responsibility of the Team with the offside position to be aware when the Car or Cars pitted in the two (2) following pit boxes are pitting, and if before the Team's Car, the vent person must wait. It is prohibited to drive inside the vent person. The vent person must not remain in a position of obstruction to the Cars pitted in the two (2) prior pit boxes as those Cars depart their pit boxes. IMSA interprets the offside vent position as "equipment" in the sense of determining responsibility for placement and/or penalty with respect to impeding another Car's pit stop.

37.4.2. (SSR) It is prohibited to refuel the Car by means other than gravity. Any attempt to speed up the fuel flow by modification of the autonomous tank specifications is prohibited.

37.4.3. (SSR) The autonomous fuel rig must remain at atmospheric pressure and ambient temperature.

37.4.4. (SSR) It is prohibited to transfer fuel into or from the autonomous tank during any Open Grid/Fan Walk or any time the Car is in the Pit Box.

A. (SSR) Hose(s) attached to the autonomous tank must be clearly visible. All attached hoses must not be covered by any autonomous fuel tank shrouding.

37.4.5. (SSR) Refueling is permitted at any time during a pit stop. The engine may be running and the Car may be raised only on its airjacks. Refueling is prohibited when working under the Car or when the Car is raised on stands, dollies or quick lifts.

A. (SSR) Data download permitted.

B. (SSR) Electric powered wrenches prohibited (Art. 35.3.3).

37.4.6. (SSR) Pumpout is permitted in the pit lane only as below.

A. (SSR) Immediately prior to a Session, from the time that Cars arrive in their pit box until the time of the green flag to start the Session.

B. (SSR) Between Sessions, only if both the preceding and following Sessions are for the same Series.

C. (SSR) Pump out is prohibited during a red flag stoppage.

D. (SSR) Pump out operations must cease when directed by an IMSA Official.

37.4.7. (SSR) Leakage/Excessive Fuel Spill: Prohibited.

37.5. (SSR) Practice. During Practice Sessions (except Night Practice or as specified in the SR), refueling is permitted by means of the autonomous fuel rig or approved un-pressurized container not exceeding 25 liters (6.6 gallons) capacity, vented to atmosphere and with a leak-proof coupling connecting it to the Car.

37.5.1. (SSR) Specific to each Car, personnel over the wall must comply with Art. 21 and Art. 37.3 while the Car is being refueled. Non-attired persons must not enter the pit box of a Car during active refueling. Gloves may be removed when not refueling.

37.5.2. (SSR) Refueling during qualifying (from first display of the green flag for that segment for a class or classes) is prohibited.

37.6. (SSR) Night Practice and Warm-Up (When Schedued).

37.6.1. (SSR) For any Event, including sanctioned tests, personnel over the wall for all Cars must comply with Art. 21 and Art. 37.3 regardless of active refueling. Gloves may be removed when not refueling.

A. (SSR) Fueling in the pit lane must only be done using the IMSA approved autonomous tank specific to that Car.

37.7. (SSR) In Race.

37.7.1. (SSR) Personnel over the wall for all Cars must comply with Art. 21 and Art. 37.3 regardless of active refueling. Gloves may be removed when not refueling.

37.7.2. (SSR) Fueling in the pit lane must only be done using the IMSA approved autonomous tank specific to that Car.

A. (SSR) Cars not on the starting grid must not be refueled until the ten (10) minute notification.

37.7.3. (SSR) For Cars with an approved offside overflow device, the overflow device operator may cross over the pit wall and take up position on the outside of the Pit Box prior to the Car stopping in its Pit Box. During a Race, the overflow device operator must not touch the overflow device until the Car has come to a complete stop in its Pit Box.

37.7.4. (SSR) For Cars with an approved offside refueling point, the refueler may cross over the pit wall and take up position on the outside of the Pit Box prior to the Car stopping in its Pit Box. During a Race, the refueler must not touch the refueling probe until the Car has come to a complete stop in its Pit Box.

37.7.5. (SSR) Supplying the Car with fuel and/or energy replenishment during the Race is prohibited unless in Pit Box, utilizing the refueling system.

A. (SSR) It is the responsibility of the Entrant to report sensor fault(s) to IMSA. IMSA may, under such circumstances, utilize alternate sensor(s) or other means to calculate energy replenishment as determined by the Technical Director.

37.8. (SSR) Minimum Refueling and Refueling Time Calculation (LMP2 only).

37.8.1. (SSR) An Entrant must not demonstrate a full refueling time less than the Minimum Full Refueling Time listed in the Technical Regulations.

37.8.2. (SSR) Any quantity of fuel up to the Maximum capacity as specified in the Technical Regulations may be added during a pit stop in the Race.

37.8.3. (SSR) The Minimum Full Refueling Time is calculated using IMSA sensors and the following formula:

$$\text{Calculated Full Fill Time} = \frac{\text{Assigned Capacity x Transfer Time}}{\text{Volume Transferred}}$$

37.8.4. (SSR) In the case of a fill less than 100% of the Assigned Capacity, the Minimum Refueling Time shall be extrapolated using the refueling data measured during the applicable pit stop.

37.8.5. (SSR) Calculated Full Fill time must not be less than as published in the Technical Regulations.

37.8.6. (SSR) Failure to adhere to the Minimum Full Refueling Time is prohibited. Noncompliance may result in the following **Minimum Penalties:**

A. (SSR) First violation: Drive-Through.

B. (SSR) Second and consecutive violations: Stop plus ten (10) seconds.

37.8.7. (SSR) Un-served Penalties from Practice carry over to the following Practice/Warm-Up session.

37.8.8. (SSR) An un-served Race Penalty or a Penalty assessed after the Race is added to the Car's Race finishing time and may include a lap count penalty.

37.9. (SSR) Fuel Consumption Reporting. Competitors must be prepared to report their fuel consumption to IMSA and be prepared to install IMSA specified measuring equipment and report the results.

37.9.1. (SSR) **Autonomous Fuel Supply Tank Monitoring.** Each Car must purchase and fit a fuel tank monitoring system. Installation requirements and information are found in the Technical Regulations for each class.

A. (SSR) Failure to adhere to the autonomous fuel supply tank monitoring system requirements is prohibited. Any malfunction must be repaired immediately upon discovery, prior to the Car resuming competition and with notification to IMSA Officials. Noncompliance may result in the following **Minimum Penalties:**

i. Stop plus five (5) minutes.

ii. Un-served Penalties from Practice carry over to the following Practice/Warm-Up session.

iii. A Penalty assessed during qualifying may result in qualifying times disallowed.

iv. An un-served Race Penalty or a Penalty assessed after the Race is added to the Car's Race finishing time and may include a lap count penalty.

37.10. (SSR) N/A

37.11. (SSR) Fuel Capacity Audit Procedure.

37.11.1. (SSR) LMP2 Entrants must demonstrate a fuel capacity equivalent to or less than defined in the Technical Regulations.

37.11.2. (SSR) Fuel Capacity Audit Procedure as defined below must begin no more than ninety (90) minutes after the time of the checkered flag of the Race, unless otherwise approved by the Technical Director.

A. (SSR) Car must be filled to capacity by fuel delivered from the Teams' autonomous fuel supply tank with a complete and visible vent as determined by the Technical Director (or appointed designee). The designated IMSA Official may require the Entrant to activate and operate all fuel pumps during all or part of the filling of the Car.

B. (SSR) Once it has been determined by a designated IMSA official that the Car is full, main power to Car must be switched on, with all fuel pumps activated, to remove fuel from the Car.

C. (SSR) Fuel may be pumped out of the Car via the engine side dry-break into measurement container(s) and recorded.

i. (SSR) This process continues until the Car fuel pumps are ineffective in removing the remaining fuel inside the fuel cell.

D. (SSR) The Team must have available all necessary means for the removal of as much fuel as possible via the in-tank fuel pumps.

E. (SSR) A visual inspection may be performed by IMSA officials to ensure the fuel cell and fuel collector are empty.

F. (SSR) Remaining fuel not evacuated from the Car via the in-tank fuel pumps may be removed by other means (syringe, vacuum device, etc.) and added to the total.

G. (SSR) Total fuel volume removed from the Car is calculated to determine fuel capacity.

H. Excessive spill during the test may require a repeat of the test.

ARTICLE 38 – DRIVER CHANGES IN RACE

38. DRIVER CHANGES IN RACE

38.1. (SSR) Driver changes within the nominated Driver combination for a Car are permitted only when the Car is stopped at its Pit Box or in its Paddock.

38.2. **(SSR) Driver Assistant.** During a pit stop, one (1) person (may be the Driver leaving the Car) is permitted only to give the Driver assistance (such as drink bottle, cool suit, radio, ID plug, helmet hose, fasten/tighten the safety harness), to change the data card, and to close the door(s), regardless of Driver change or not. Any one (1) of the four (4) persons maximum (service and repairs) may otherwise perform this function. The Driver Assistant is not required to wear gloves. Any equipment designed to aid driver ingress or egress is prohibited.

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) GTP. Must use only any Tire Set from the GTP Qualifying / Race tire allocation in Qualifying. Tires may be changed during the Session. Must use only Dry or only Wet tires.

40.1.2. (SSR) LMP2. Must use only any Tire Set from the LMP2 Qualifying / Race tire allocation in Qualifying. Tires may be changed during the Session. Must use only Dry or only Wet tires.

40.1.3. (SSR) GTD PRO/GTD. Must use only any Tire Set from the GTD PRO/GTD Event tire allocation in Qualifying. Tires may be changed during the Session. Must use only Dry or only Wet tires.

40.1.4. (SSR) Unless declared by the Race Director, Competitors may select the Dry OR the Wet tires as track conditions warrant.

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.

40.1.5. (SSR) Cars with faster qualifying times are gridded ahead of slower Cars in their own class, regardless of tire type used.

40.1.6. (SSR) If the Race Director declares that racetrack conditions require the use of Wet tires, all Competitors must use only Wet tires. Such requirement of Wet tires, or not, by the Race Director is Conclusive.

40.2. (SSR) Qualifying Segments

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 segment. Each segment is scheduled for fifteen (15) minutes. The GMGFT for each qualifying segment is ten (10) minutes.

40.2.2. (SSR) **Must Not Line Up.** During qualifying, Cars must not line up at the pit exit and must go only to their pit box at the start of the segment, or for any segment stoppage, until the green flag is again displayed or the segment is concluded. **Penalty:** Drive-Through as below.

A. (SSR) Cars that line up at the pit exit must serve any penalty immediately and prior to registering official lap times.

40.2.3. (SSR) Only one (1) Driver is permitted to drive the Car during a qualifying segment. The Driver of the Car during the qualifying segment must start that Car in the Race or its assigned grid position and qualifying points are forfeit and the Car moved to the back of the grid in its class (Art. 43.4).

A. (SSR) GTP - A single segment to award both starting position and qualifying points. Any Driver.

B. (SSR) LMP2 - A single segment to award both starting position and qualifying points. Must be a Bronze Driver.

i. (SSR) LMP2. Non-Bronze Qualifying Driver **Penalty:** Cease participation in qualifying, invalidate all qualifying times, forfeit qualifying points, Car moved to the back of the grid in its class (Art. 43.4).

ii. (SSR) LMP2. Non-Bronze Race starting Driver. **Penalty:** Stop plus five (5) minutes.

C. (SSR) GTD PRO - A single segment to award both starting position and qualifying points. Any Driver.

D. (SSR) GTD - A single segment to award both starting position and qualifying points. Any Driver.

40.2.4. (SSR) MOTUL Pole Award information per Att. 7.

40.2.5. (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 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 in their Car's class.

40.2.6. (SSR) Should a qualifying segment be interrupted, the green flag clock is also stopped. The green flag clock restarts at the time that qualifying segment is restarted and shall continue until the scheduled time for the segment has elapsed, the GMGFT has elapsed, or until prevailing circumstances prevent continuation in the sole judgment of the Race Director.

40.2.7. (SSR) In any circumstance, should less than the GMGFT have been available during any segment, the grid order for that segment is established by "other means" (Art. 40.4) and qualifying points are not awarded. The grid order for any class that achieved the GMGFT is set in the order of the fastest times achieved during that segment.

40.2.8. (SSR) The time period for qualifying on the Schedule/SR includes a time gap between each segment. 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 segment from the next. The decision to use or not use the time gap is Conclusive.

40.2.9. (SSR) **Touching the Car is prohibited** once it has left its Pit Box the first time during a qualifying segment until instructed by IMSA Officials at Impound or when released to Paddock. The Driver must remain in the Car until the Car arrives in Impound or in its Paddock location or as instructed by Race Control. Except for Art. 40.2.9.E, which may be performed at Team discretion, a Competitor must request permission from an IMSA 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 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) Raise the Car for the purpose of changing the Tire Set, and changing the Tire Set within the GTP/LMP2 qualifying/Race allocation or the GTD PRO/GTD Event allocation or Wet-type tires (pressure adjustment while tires are on Car is prohibited).

F. (SSR) Other than the above, if a Car is touched after leaving the Pit Box and before so instructed, or at Impound, or released to Paddock, all qualifying times are forfeit and the Car must cease participation in the segment. Car is moved to the back of the grid in its class, unless the grid is set by "other means" (Art. 40.4), for qualifying points and Race start.

G. (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.

40.3. (SSR) If the Car does not participate in qualifying, or qualifying is abandoned, qualifying points are not awarded and the Team Representative must nominate, within thirty (30) minutes of the end of the final qualifying class segment, the starting Driver for the Race via MERG (Art. 13.2). Failure to submit a starting Driver as required shall cause the starting Driver to be determined alphabetically by last name. **Penalty** for incorrect starting Driver: Stop plus thirty (30) seconds. **Penalty** for incorrectly rated starting Driver: Stop plus five (5) minutes.

40.3.1. (SSR) GTP, GTD PRO and GTD. May be any Driver.

40.3.2. (SSR) LMP2. Must be a Bronze Driver.

40.3.3. (SSR) In the event that multiple Cars in a class do not participate in qualifying, they are ordered at the back of the grid in their class in Team championship points order unless the grid is set by "other means" (Art. 40.4).

40.3.4. (SSR) Tire choice for the start of the Race is at the discretion of the Team but must be part of the Car's designated allocation.

40.4. (SSR) Other Means To Set The Grid. Should qualifying be abandoned or "other means" be required to set the grid, each class shall be gridded together in the order GTP, LMP2, GTD PRO and GTD, and qualifying points are not awarded. Within each class, the Cars are ordered by the following priority:

40.4.1. (SSR) The Car with the most Team championship points in that same class 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 Team championship points in that same class for the current season, the Car shall be gridded by the Car with the most Team championship points in that same class from the previous season. Already tie-broken, then Art. 40.4.3.

40.4.3. (SSR) Should a Car not have Team championship points in that same class for the current or previous season, the Car shall be gridded by the Car with the most Team championship points earned in any class from the previous season. Tiebreaker by class order per Art. 40.4, then Art. 40.4.4.

40.4.4. (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. 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 Race start. For Races of six (6) hours or less, such Car(s) must start from the back of the starting grid in its class. Qualifying points adjusted commensurately per class. **Penalty** for late notification: Drive-Through.

40.6. (SSR) Qualifying Points

40.6.1. (SSR) Qualifying Points are awarded for the results of the qualifying segment (Art. 40.2.), per class, at a corresponding rate of 10% of the amounts per position shown in the table listed in Art. 12.20.

40.6.2. **(SSR) Qualifying Points Order.**

A. (SSR) Cars that have Technical infractions are placed last at the back of the class unless the grid is set by "other means" (Art. 40.4), in the order/time received, advancing all other Cars in the Qualifying points order. These Cars remain last regardless of changes per Art. 40.6.2.B.

B. (SSR) Above Cars in Art. 40.6.2.A, Cars with an elective, non-forfeit change (engine/chassis change) are placed at the back of the class, in the order/time received, advancing all other Cars in the Qualifying points order.

i. (SSR) Qualifying points are distributed based on these new positions.

ii. (SSR) Cars that did not participate in Qualifying do not receive Qualifying points and are placed at the back of the class, ahead of Cars in Art. 40.6.2.A, in the order of Team Championship points, subject to successive elective changes.

iii. (SSR) Cars forfeiting Qualifying points (Race starting Driver change) are placed at the back of the class, in the order/time received concurrent with Art. 40.6.2.B above, and Qualifying points deleted. Other Cars are not advanced in the Qualifying points order.

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 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) if approved by the Race Director. Any such Car unable to depart the grid for the formation lap(s) (or the reconnaisance lap, where applicable) must start the Race from the pit lane and is subject to the pit lane start penalty (Art. 44.1).

42.3. (SSR) Grid Presentation.

42.3.1. (SSR) Each Premium (Full Season and IMEC) Entry is provided the opportunity to request the required branded Team Grid Walk Sign and Grid Walk Hardware (use MERG and the IMSA Equipment Order Form and contact Hailey Harbrecht hharbrecht@imsa.com regarding order/replacement).

A. (SSR) Grid signs must be displayed during the Open Grid / Fan Walk. **Penalty:** Minimum $1000 Fine.

B. (SSR) Using the wheel stand option, the grid sign must be placed under the Car's front tire farthest from the working pit wall and/or as specified in the MxM. Wheels must be straight and the sign perpendicular to the pit lane.

C. (SSR) Teams must transport, maintain and display the grid signs for all Events.

D. (SSR) GTP specifics per Att. 8.

ARTICLE 43 – RECONNAISSANCE LAPS & STARTING GRID

43. RECONNAISSANCE LAPS & STARTING GRID

43.1. (SSR) Reconnaissance Lap(s): Permitted as listed on the MxM.

43.1.1. (SSR) **Departure from the False Grid or Pit Lane (per the MxM) to the Starting Grid.** Cars must be fitted with the intended Race Starting Tires, and the Race starting quantity of fuel prior to departing the False Grid or Pit Lane (per the MxM) to the Starting Grid at the time stated on the MxM. Except per Art. 43.2.1, refueling on the Starting Grid is prohibited until after the Race start per Art. 43.2.2. and tire changing is restricted per Art. 36.1.1.

43.2. (SSR) Service On Grid.

43.2.1. (SSR) Directly on arrival on the starting grid, the Team may top off the fuel tank with ambient temperature fuel up to the maximum permitted fuel capacity of the Car only by means of a single approved un-pressurized container not exceeding 25 liters (6.6 gallons) capacity, vented to atmosphere and with a leak-proof coupling connecting it to the Car, prior to the Car being pushed back into its echelon grid position. Specific to each Car, personnel over the wall must comply with Art. 21 and Art. 37.3 while the Car is being refueled.

43.2.2. (SSR) For the Open Grid - Fan Walk, the Team may service the Car until the ten (10) minute notification. Battery powered wheel guns are permitted (see Art. 36.1.1). Refueling is prohibited.

43.3. (SSR) Starting Grid Configuration. The starting grid is drawn up in a staggered two-column formation and ordered by class in the order GTP, LMP2, GTD PRO, GTD, in the order of the best times achieved during qualifying and/or as per Art. 40.4, with a pole sitter represented in the GTP class (or GTD PRO at GT-only Events).

43.3.1. (SSR) If the starting grid is determined by "other means" (Art. 40.4), the Cars are ordered by class in the order GTP, LMP2, GTD PRO, GTD.

43.3.2. **(SSR) Absent.** If any Car(s) are absent prior to and/or on departure for the formation lap(s), the grid closes up with the Car(s) moving up by position, not within the column (see also Art. 43.7.1 and Art. 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 in their respective class and 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) Race Starting Driver. The Driver that qualifies the Car must start the Car in the Race. Requests to change starting Driver must be submitted in writing via MERG (Art. 13.2) to the Race Director no later than fifteen (15) minutes prior to the posting time of the Official Starting Grid (Art. 43.7).

43.5.1. (SSR) If approved, **Penalty:** Car must start the Race from the back of the starting grid in its class (Art 43.4), and shall forfeit its qualifying points.

43.5.2. (SSR) **Penalty** for changes after this deadline: Drive-Through and loss of qualifying points.

43.5.3. (SSR) **Penalty** for incorrect starting Driver: Stop plus thirty (30) seconds.

43.5.4. (SSR) **Penalty** for incorrectly rated starting Driver: Stop plus five (5) minutes.

43.6. (SSR) Race Starting Tires.

43.6.1. (SSR) GTP. Tires must be either Dry tires per Art. 40.1.1 (four (4) tires from the Qualifying/Race allocation) OR Wet tires as track/weather conditions warrant, at Competitor discretion.

43.6.2. (SSR) LMP2. Tires must be either Dry tires per Art. 40.1.2 (four (4) tires from the Qualifying/Race allocation) OR Wet tires as track/weather conditions warrant, at Competitor discretion.

43.6.3. (SSR) GTD PRO, GTD. Tires must be either Dry tires per Art. 40.1.3 (four (4) tires from the Event allocation), OR Wet tires as track/weather conditions warrant, at Competitor discretion.

43.6.4. (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 completed one (1) green flag lap on the track, that Car is free to change tires. If a Car starts from the pit lane, it must complete one (1) green flag lap on the track 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.

43.7. (SSR) Posting Time of the Official Starting Grid: No later than fifteen (15) minutes prior to the start time of the reconnaissance lap(s) or no later than one hour and forty five minutes (1:45) prior to the start time of the Race for Events without reconnaissance lap(s).

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 in the pit lane after the pit exit is closed for the Formation Lap(s) (or the reconnaisance lap, where applicable), 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) 10-Minute Notification: All tires must be fitted and work complete. **Penalty:** Pit Lane Start (Art. 44.1).

44.2.2. (SSR) 5-Minute Notification: Clear Grid of all personnel except Officials and required Team personnel.

44.2.3. (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(s) 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) For a Split Start, the process above is applied to each designated group of Cars independently.

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 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 four (4) 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) or cars 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.

D. (SSR) For the first lap following the Race start or any restart, repeated changes of direction for the purpose of warming or scrubbing tires is prohibited.

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 if the pits are open, or enter a closed pit lane to receive Emergency Service per Art.46.3.1.A or Art. 46.3.3.A, 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 are deemed closed at the time of the announcement of Full Course Yellow (FCY) by Race Control, regardless of the function of the pit closed light. The racetrack is deemed to be under FCY conditions at the time of the announcement by Race Control, regardless of the function of the IMSA FCY Light System, 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. (SSR) Pass-Around:

46.2.1. (SSR) The pit entrance is closed from the beginning of the Safety Car intervention until the Safety Car has picked up the overall leader and main field and any Pass-Around is initiated or as announced by Race Control. Disabled Cars unable to maintain the speed of the Safety Car or pack up as directed must move aside and permit able Cars to overtake.

46.2.2. (SSR) If deemed appropriate, the Race Director shall authorize the Pass-Around for any Car that has its class leader behind it in the order circulating behind the Safety Car. The order and eligibility is established at the time that Race Control announces to “Prepare for the Pass-Around”. Once announced, a Car’s eligibility or ineligibility for the Pass-Around shall not change, regardless if the class leader (and any subsequent Car) stops, exits the racetrack, and/or takes an improper Pass-Around. It is the Competitor’s responsibility to determine if their Car is eligible for the Pass-Around.

Penalty for Pass-Around when ineligible: Stop and Hold for time equal to two (2) Race laps (as determined by Race Control).

46.2.3. (SSR) Pass-Around Cars must throughout the procedure remain in Single File in the order initially established behind the Safety Car unless otherwise instructed by Race Control. Tire scrubbing is prohibited where Cars are in two (2) columns during the Pass-Around.

A. (SSR) Pass-Around Cars must, only when instructed, overtake the Safety Car on the right, and circulate as quickly as possible consistent with safety (reducing speed at any incident site) to rejoin the field at the rear of the Car(s) remaining behind the Safety Car without entering the pit lane. The Safety Car does not physically direct Cars to overtake. Cars not following the instructions of Race Control in a timely manner may lose their positions to Cars responding as instructed. Cars may not be packed up prior to the pit opening sequence.

46.3. (SSR) Standard and Short Full Course Yellow:

46.3.1. (SSR) **STANDARD FCY.** The Race Director instructs Officials to re-open the pits for the "Standard FCY". Only GTP and LMP2 Cars are permitted to pit on the first lap after the pits are declared open. Only GTD PRO and GTD Cars are permitted to pit on the subsequent lap. Any Car is permitted to pit on laps after the first two class-specific opportunities to pit are concluded.

A. (SSR) **Std. FCY Emergency Service.** A Car disabled as the result of an incident, a flat or deflating tire (not flat spot) or similar mechanical handicap, running out of fuel, exceeding maximum Stint Energy, changing to a set of Wet tires in inclement weather (or where a Driver would exceed the maximum drive-time), in the sole opinion of the Race Director, may, after requesting and receiving permission from an IMSA Official (not IM), enter a closed pit lane (or not open for that class) and receive assistance only to remedy the immediate concern.

i. (SSR) Non-LMP2 Cars must replenish no more than six (6) seconds of Stint Energy as measured by IMSA's sensors.

ii. (SSR) LMP2 Cars must refuel no more than six (6) seconds as measured by IMSA's sensors.

iii. (SSR) Such "Emergency Service" Car(s) are then obligated to make a drive-through (although any service may be performed) on the lap after the pits are open for GTD PRO and GTD Cars per Art. 46.3.1 (Penalty: Stop plus ten (10) seconds for non-compliance with the obligation).

iv. (SSR) Cars that take Emergency Service fuel/Stint Energy must pit for fuel/Stint Energy at the first permitted opportunity, prior to performing the drive-through.

v. (SSR) A Car entering a closed pit and working on the Car (typically crash damage) for an extended time is deemed to have met the Emergency Service obligation to pit again if such Car remains in the pit lane for two (2) or more laps (crossings of the S/F line by the overall leader after the Emergency Service Car enters pit lane).

46.3.2. (SSR) **First and Last 30 Minutes.** The Standard FCY is not in effect for any Safety Car period during the first or last thirty (30) minutes of the Race.

46.3.3. (SSR) **SHORT FCY.** A Short FCY is declared for any FCY initiated within 30 minutes of the Race start and for any FCY initiated within 15 minutes of a preceding restart green flag. For a Short FCY, after the Pass-Around, the pit lane remains closed until the last Car has passed the pit entry, the restart is announced by Race Control and the Cars are coming to the green flag. No Final Wave-By is performed.

A. (SSR) **Short FCY Emergency Service.** Emergency Service Cars are obligated to make a drive-through (although any service may be performed), directly after the pits are opened (**Penalty:** Stop plus ten (10) seconds for non-compliance with the obligation).

i. (SSR) Cars that take Emergency Service fuel/Stint Energy must pit for fuel/Stint Energy at the first permitted opportunity in lieu of the drive through.

ii. (SSR) For the Short FCY, a Car entering a closed pit and working on the Car (typically crash damage) for an extended time is deemed to have met the Emergency Service obligation to pit again if such Car remains in the pit lane for two (2) or more laps (crossings of the S/F line by the overall leader after the Emergency Service Car enters pit lane).

iii. (SSR) If the duration of a Short FCY exceeds fifteen (15) minutes, IMSA may elect to convert to a Standard FCY process.

46.3.4. (SSR) **More Than Emergency Service Penalty.** Any Car not disabled that enters while the pit lane is closed (or closed to that class) and receives assistance beyond Emergency Service may be penalized. **Penalty:** Stop plus sixty (60) seconds.

A. (SSR) **Cars Waiting in a Closed Pit.** For Cars in a closed pit waiting to perform work on the Car, the pits are not considered "open" for such Car(s) until the last of the same class of Cars behind the Safety Car has stopped in its pit box. If no Car from the same class enters the pit lane, the pits are considered "open" for such Car(s) when the last Car in the same class crosses the S/F line.

46.4. (SSR) Final Wave-By:

46.4.1. (SSR) **Final Wave By.** If deemed appropriate, the Race Director shall authorize the Final Wave-By (FWB) for any Car that has its class leader behind it in the order circulating behind the Safety Car. The order and eligibility is established at the time that Race Control announces to "Prepare for the Final Wave-By". Once announced, a Car's eligibility or ineligibility for the Final Wave-By shall not change, regardless if the class leader (and any subsequent Car) stops, exits the racetrack, and/or takes an improper Final Wave-By. It is the Competitor's responsibility to determine if their Car is eligible for the FWB.

Penalty for overtaking the Safety Car when ineligible: Stop and Hold for time equal to two (2) Race laps (As determined by Race Control).

46.4.2. (SSR) FWB Cars must throughout the procedure remain in Single File in the order initially established behind the Safety Car unless otherwise instructed by Race Control. Tire scrubbing is prohibited where Cars are in two (2) columns during the FWB.

46.4.3. (SSR) FWB Cars must, only when instructed, overtake the Safety Car on the right, in Single File and circulate as quickly as possible consistent with safety to rejoin the field at the rear of the Car(s) remaining behind the Safety Car. FWB Cars are permitted to pit. The restart may occur regardless of FWB Cars catching up to the field. The Safety Car does not physically direct Cars to overtake. Cars not following the instructions of Race Control in a timely manner may lose their positions to Cars responding as instructed. Cars may not be packed up prior to the GTP class split.

46.5. (SSR) Prototype/GT Category Split and GTP/GTD PRO Class Split: In a mixed-class Race, prior to the restart, Race Control shall conduct a Prototype/GT Category Split, followed by a GTP/GTD PRO Class Split, with the objective of a GTP/LMP2/GTD PRO/GTD class restart order.

Tire scrubbing during the Category/Class Splits is prohibited. Cars not following the instructions of Race Control may lose their positions to Cars responding as instructed.

46.5.1. (SSR) **Prototype/GT Category Split (Category Split).** Race Control announces "Prepare for the Category Split".

GTP and LMP2 Cars must move right. GTD PRO and GTD Cars must remain in Single File running order, move left, and fall back to facilitate the Prototype/GT Category Split.

Race Control announces "Commence the Category Split".

GTP and LMP2 Cars must, on the right and in Single File, pass any GTD PRO/GTD Cars to take position at the front of the field behind the Safety Car.

46.5.2. (SSR) **GTP and GTD PRO Class Split (Class Split).** Race Control announces "Prepare for the Class Split".

GTP and GTD PRO Cars must move right. LMP2 and GTD Cars must remain in Single File running order, move left, and fall back to facilitate the GTP and GTD PRO Class Split.

Race Control announces "Commence the Class Split".

GTP Cars must, on the right and in Single File, pass any LMP2 Cars to take position ahead of all LMP2 Cars and behind the Safety Car.

Simultaneously, GTD PRO Cars must, on the right and in Single File, pass any GTD Cars to take position ahead of all GTD Cars and behind the LMP2 Cars.

46.5.3. (SSR) **Conclusion.** Cars that pit and rejoin during the Prototype/GT Category and GTP/GTD PRO Class Splits may overtake Cars not in their class and pack up at the back of their respective class, but only prior to the conclusion of the GTP/GTD PRO Class Split.

The GTP & GTD PRO Class Split is considered concluded when the Safety Car lights are turned off and as each Car in the field reaches the point on the track designated by the Race Director, after which point overtaking is prohibited until the green flag is displayed for the restart. Alternatively, the Class Split may be concluded as instructed by Race Control if necessary.

46.5.4. (SSR) The restart may occur regardless of Cars not yet completing the Category and/or Class Splits.

46.5.5. (SSR) At Events without GTP and/or Prototype participation, the Splits are performed for those classes participating.

46.5.6. (SSR) Any Cars judged to have compromised the Category and/or Class Split process may be penalized.

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 FCY 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.

A. (SSR) For the first lap following the Race start or any restart, repeated changes of direction for the purpose of warming or scrubbing tires is prohibited.

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

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 (See also Art. 12.11.5).

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.

49.2. (SSR) After the checkered flag is displayed, a Competitor must not alter or modify the condition of the Car prior to Technical Inspection by any means, including but not limited to causing the Car to leave the racing surface and/or collect debris and/or foreign objects, in the sole judgement of the Technical Director.

ARTICLE 50 – IMPOUND

50. IMPOUND

50.1. (SSR) When the Checkered Flag is displayed, all Cars, as directed by the IMSA Officials, must proceed to Impound directly, with a Team representative if so directed, and under the supervision of the IMSA 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. The HV Safety representative, identified with an armband is required for a Hybrid GTP Car. Team representatives are prohibited to enter the Impound inspection area unless instructed by an IMSA Official, and Drivers must depart directly after delivering the Car. During voluntary technical inspection, one (1) team representative may be present in the inspection area with the Car during the scrutineering process unless otherwise instructed by an IMSA Official. During involuntary technical inspection, zero (0) team representatives are permitted unless otherwise instructed by an IMSA 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 Official.

50.5. (SSR) Computers and/or electronic equipment are prohibited in Impound unless otherwise instructed by an IMSA Official.

ARTICLE 51 – POST-RACE PROCEDURES / REQUIREMENTS

51. POST-RACE PROCEDURES / REQUIREMENTS. Competitors must adhere to the Minute by Minute (MxM) comprising the Post-Race procedures/requirements and the instructions of IMSA Officials. IMSA may give Event-specific directives as communicated in the Team Manager and/or 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 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 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 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 (classes joined together for overall results)

55.1.2. (SSR) Class-specific (results within class itemized)

A. (SSR) Prototype classes:

i. Grand Touring Prototype (GTP)

ii. Le Mans Prototype 2 (LMP2)

B. (SSR) Grand Touring classes:

i. Grand Touring Daytona Pro (GTD PRO)

ii. Grand Touring Daytona (GTD)

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 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 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 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 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 may determine that a Competitor's actions warrant the issuance of a warning prior to imposing a penalty.

57.3.2. **REPRIMAND** (blame): IMSA may assign blame/fault and issue a reprimand.

57.3.3. **PROBATION:** IMSA 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.

57.3.6. **POSITION:** A position penalty may be imposed as the Race Director may deem appropriate 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 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. 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 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. Any action or decision (or alleged inaction) by IMSA 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. **Publication.** IMSA 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. **Bad Faith.** If IMSA 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. **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, an Official, Competitor, or other person connected with the Event, as permitted in these RULES.

59.2.2. **Notice of Entrant Protest.** The protest must be delivered to the Race Director for Sporting matters or the 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 their 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, timepieces, 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 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

WEATHERTECH CHAMPIONSHIP SERIES SUPPLEMENTARY REGULATIONS ATTACHMENTS

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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	Using reverse gear in pit lane	33.4.1 & 35.1.3.A	Stop + 60 seconds
P16	Working in closed pit (more than Emergency Service)	35.8.3 & 44.3.4 & 46.3.4	Stop + 60 seconds
P17	Failure to abide by red flag/light at pit exit	45.7	Stop + 60 seconds
P18	Incorrect starting Driver (minimum)	43.5	Stop + 30 seconds
P19	Tire rotation in the air	36.2	Warning/Drive Through
	REFUELING		
R1	Fire extinguisher not properly manned	37.4.1.A	Drive Through
R2	Cutoff/Deadman valve not properly manned	37.4.1.B	Drive Through
R3	Refueling on stands, etc.	37.4.5	Drive Through

#	VIOLATION	SOURCE	PENALTY
REFUELING, CONTINUED			
R4	No helmet, goggles/visor up during fuel, improper attire	21.1.5	Warning/Drive Through
R5	Excessive fuel spill	37.4.7	Warning/Drive Through
R6	Top off autonomous tank while Car in Pit Box	37.4.4	Drive Through
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 at Pit Box	37.7.5	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	Drive Through
T8	Pass under yellow	27.2 & 27.3	Reposition/Drive Through
T9	Shortcut	30.1.1	Warning/Drive Through
T10	Not stop at chicane(s) when missed (shortcut)	30.1.1	Drive Through
T11	Blocking	30.2.2	Drive Through
T12	Incident Responsibility	30.2.3	Stop + 60 seconds
T13	Unjustifiable Risk	30.2.4	Discretion
T14	Drive-Time Infractions	12	Back of class
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
T17	Overboost Limits	22.3.12	Warning/D-T/S+10sec.
T18	Engine Parameters	22.3.11	Warning/D-T/S+10sec.
T19	Transponder Non-Functional	22.3.8	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	N/A		
B3	N/A		
B4	Change starting Driver before pre-Race deadline.	43.5	Back of Class, lose Q pts.
B5	Change starting Driver after pre-Race deadline.	43.5	Drive Through, lose Q pts.
B6	Change Driver combination / new Driver before pre-Race deadline	11.2.1.B	Back of Class start
B7	Change Driver combination / new Driver after pre-Race deadline	11.2.1.B	Drive Through
B8	Pit lane blend line violation	32.1	Warning/Drive Through
B9	Improperly served Emergency Service obligation	46.3.1.A or 46.3.3.A	Stop + 10 Seconds
B10	Unserved penalty after four (4) crossings	27.8.3	Drive Through added
B11	Late or absent from mandatory briefings	9.4.15 & 16	Warning/$500

2. ATTACHMENT 2 – BALANCE OF PERFORMANCE (BoP)

2.1. DEFINITIONS for BoP. The following definitions are applicable within Attachment 2 where different from the definitions listed in Art. 1 of the Sporting Regulations.

2.1.1. **BoP** means Balance of Performance.

2.1.2. **Car** means a singular representation of a Car Model using a Specific Homologation, entered by an Entrant in an Event.

2.1.3. **Car Model** means a specific model of a vehicle constructed by an IMSA-recognized Manufacturer Partner and intended for Competition.

2.1.4. **Class** means a category for Cars as determined by IMSA and differentiated from others by type of Car Model.

2.1.5. **Class Stratification** means the performance difference between Classes.

2.1.6. **Constructor** means an entity that designs and builds racecar chassis.

2.1.7. **Homologated** means a Car Model approved through the Homologation Process.

2.1.8. **IMSA Technical Committee (ITC)** means the committee within IMSA that governs the BoP process.

2.1.9. **Manufacturer** means a Manufacturer Partner constructing an approved Car Model.

2.1.10. **Manufacturer Partner** means a recognized IMSA Official Automotive Partner.

2.1.11. **Specification** means all technical characteristics of the Car Model defined by the Homologation and Technical Credential.

2.2. GENERAL PHILOSOPHY

2.2.1. **General**

A. The IMSA Technical Committee (ITC) is established to govern the IMSA Balance of Performance (BoP) process and may apply adjustments to Manufacturer Car Specifications to maintain competitive equivalency between representative Cars within the Class, and between Classes.

B. Processes used to establish BoP may use a combination of predictive and historical corrections.

i. Rolling processes may be used to drive corrections fron historical data established at past Event(s).

ii. Sources of information used in the BoP process include but are not limited totiming data, Car data, homologation deteils, wind tunnel data, computational fluid dynamics (CFD) data, center of gravity (CoG) measurements, and technical inspection records.

iii. Historical data may be filtered or sanitized for car damage, fuel load, power margin, race strategy, tire pressures, track condition, weather, Driver performance, and Driver weight.

C. Adjustments are recorded in Event-specific Technical Bulletins, as published by IMSA.

D. IMSA's methods, measurements and calculations are the official methods, measurements and calculations.

E. The ITC retains sole authority to determine the process used to establish BoP and any Car's eligibility for BoP adjustments.

2.2.2. **Process Overview**

A. Competitors, Manufacturer Partners, and Constructors are required to operate within the following process to ensure that the Balance of Performance process retains its integrity and trust amongst all stakeholders:

i. Manufacturer representatives are the nominated point of contact for customer feedback on BoP matters to ensure pertinent information may be brought to the attention of the ITC.

ii. The ITC establishes regular email and meeting forums with the Manufacturer groups related to BoP information exchange. All information exchange is documented and communicated transparently between IMSA and all other participating Manufacturers.

iii. Providing false information, failing to follow the process described in Attachment 2, or attempting to influence the BoP process by any means may be penalized.

2.2.3. **Conduct and Communications**

A. Manufacturers, Competitors, Drivers, Constructors, and any persons or entities associated with their entries must not attempt to influence the establishment of the Balance of Performance (BoP) or make any public comments regarding the BoP process, methodology, data, or outcomes, including but not limited to statements made through traditional media, digital media, or social media platforms.

i. The determination of whether any conduct or communication constitutes a violation of the above, regardless of intent, shall be made exclusively at IMSA's sole discretion.

ii. Any infringement may be penalized by IMSA Officials at any time before, during, or after an IMSA Competition.

2.3. APPLICATION OF PENALTIES

A. Any Competitor, Constructor, or Manufacturer may be penalized to the full extent listed in Art. 57.

2.4. FINAL AUTHORITY

A. IMSA is the final authority with respect to the Balance of Performance process and all related decisions.

i. Decisions of IMSA regarding BoP are Conclusive and not subject to protest or appeal.

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:

GTP:	Michelin
LMP2:	Michelin
GTD PRO:	Michelin
GTD:	Michelin

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 participation of any tire manufacturer must be pre-approved in writing by IMSA.

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. Enter into an Official Tire Partner Agreement with IMSA.

C. 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.

A. Tire manufacturers must only bring one type of Wet Tire Set for each class of Car they supply. That type must be available to all Cars they supply.

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 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.

A. Adding or enlarging grooves on Wet tires by the tire manufacturer may be permitted with written permission from the Technical Director, provided the wet tires met the requirements of Par. 3.3 of this Attachment prior to the alteration.

B. Use of Wet Tires during Practice sessions prohibited unless declared by the Race Director.

3.4. Entrant Tire Declaration & Allocations

3.4.1. **Declaration:** Each Entrant must declare their tire manufacturer in the Vehicle Registration Form and all tires on the Car must be supplied by the selected tire manufacturer.

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

3.4.3. New or used Dry tires matching the required specification of the current Event may be carried over from any previous test or Race in the current season and are counted against the Car's allocation. These tires must be clearly marked by the Team as carryover tires and must be tires purchased directly from the Tire Manufacturer at a previous test or Race.

A. All tires for an Event must be registered with the Tire manufacturer prior to use in any on-track sessions. Registration occurs in the following ways:

i. All tires purchased during the Event at the Tire manufacturer's tire workshop or as part of the Tire Cart service for the Event are automatically registered for the current Event at the time of purchase/mounting.

ii. Teams must register carryover tires at the Tire manufacturer's tire workshop, provided those tires are the correct specification as designated in the SR for the Event. Carryover tires must be brought to the tire workshop to complete registration.

B. Qualifying & Race Allocation: A maximum number of dry Tire Sets may be used from the beginning of the Qualifying Session, through to the conclusion of the Race.

i. Qualifying & Race Allocation does not include the Warm-Up Session (if scheduled).

3.4.4. The Dry tire allocation is limited for each Event as listed in the SR (Example table below).

Class	Event allocation	Qualifying & Race	Specification
GTP	XXXX	XXXX	XXXX
LMP2	XXXX	XXXX	XXXX
GTD PRO	XXXX	N/A	XXXX
GTD	XXXX	N/A	XXXX

3.4.5. Dry tire sets must consist of a single compound / construction.

3.4.6. Use of tires in excess of the allocations is considered Technical Non-Compliance for the Event and subject to penalties available per Art. 57.

3.4.7. Wet tires are not counted in a Car's allocation. Maximum wet sets available for purchase are listed in the Schedule/SR.

3.5. Tire Selection, Mounting & Marking

3.5.1. **Selection.** For wet tires, IMSA 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 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 from the Event and imposition of any other penalty deemed appropriate.

D. New or used Dry tires may be carried over from a previous Event for use at a subsequent Event (if the correct specification for that Event and subject to Par. 3.4.3 and 3.4.3.A.ii). Such tires must be clearly marked by the Team as carryover tires.

3.6. Tire Usage

3.6.1. Entrants must not transfer tires allocated (used during the Event, as determined by RFID or alternative means) for use by one Car to another Car, even if the same Entrant has entered the other Car. Penalties apply.

3.6.2. Any tire used during the Event, as determined by RFID or alternative means is charged against the Car allocation. Permission to exchange tires is at Michelin and the IMSA Official's discretion. Tracking of tires by RFID or bar code is utilized in place of tire stamping or marking whenever practical.

3.6.3. Used tires damaged in the course of the Event are not replaced except that at the sole discretion of the IMSA Technical Director, who may permit up to one (1) tire per Event per Car to be replaced exclusively in case of adverse circumstances, however this tire is considered part of the Car's original allocation. Accident or contact with another Competitor, unintentional or otherwise, whether caused by the Competitor or not, does not necessarily warrant replacement of tires. Only tires identified by the Officials as having been damaged are replaceable. Any replacement tire must be an exact replacement (i.e. position, type and specification).

3.6.4. **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. Anything not specifically permitted is prohibited.

3.6.5. **Permitted:** Cleaning rubber "pick-up" from used tires via heat gun and scraper.

3.6.6. **Operational Requirements:** IMSA will distribute Tire manufacturer's bulletins, through the IMSA notification system, specifying appropriate operational requirements. These bulletins may be issued to cover single or multiple Events and/or locations. Such bulletins shall include the following operational requirements (Subject to Penalty per Art. 22.7, Technical Non-Compliance):

A. Stabilized Pressure and/or Static Pressure;

i. Tire pressure control in the pit box (static measurement):

At any time, upon the request of IMSA, and under the supervision of an Official, a tire manufacturer technician will perform a manual static tire pressure check. When instructed by the Official, a Competitor must make the wheels and tires available for measurement in an area designated by the Officials. At that time, the tires are considered fully under the tire manufacturer's control. Competitors must fully cooperate with the Official's instructions. Wheels and tires must be placed in a horizontal and non-stacked position, with each valve stem facing up and with the valve cap in place. All static measured tire pressure measurements must respect the static pressure stated in the tire manufacturer's Bulletin, published for each Event. The tire manufacturer's measurements are the only official measurements of static tire pressure. Competitors must not influence the tire pressure in their last three (3) laps before coming to the pits (including but not limited to: changing brake balance strategy, changing recovery strategy (GTP), changing the brake/throttle crossing application, etc.). This process is not used if the track is yellow/red in the last three (3) laps prior to a Competitor pitting.

ii. For classes with TPMS requirements, TPMS must be functional and accurate to the satisfaction of IMSA officials.

B. Minimum and/or maximum front and/or rear camber settings;

C. Compliance with Tire Manufacturer operational requirements is mandatory, therefore Competitors are advised to utilize Michelin's Tire Gauge calibration service at each Event. Deviation from published requirements may only be granted by designated Tire Manufacturer representatives via published bulletin upon approval by IMSA. Noncompliance is subject to penalty.

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. This includes access to tire pressure data from Car telemetry systems. Tire Manufacturers and IMSA may perform comparisons of telemetry-reported tire pressures to actual measured tire pressures. Intentional application of offsets within the pressures being reported by the tire pressure monitoring system and associated Car telemetry system is prohibited and may be subject to penalty.

E. Failure to adhere to the Operational Requirements is prohibited and may result in the following **Minimum Requirement:** Stop and Repair (Black with Orange Disc per Art. 27.6). Stop and Repair is not eligible as Emergency Service.

Failure to adhere to the Operational Requirements may also result in any combination of the following **Minimum Penalties:**

i. Warning/Reprimand (not guaranteed, depending on timing/severity of violation; for penalties, paragraph vi. below shall apply).

ii. Drive-Through.

iii. Stop plus ten (10) seconds.

iv. Any violations may be penalized to the full extent listed in Art. 57.

v. A Penalty assessed during or after qualifying may result in qualifying times disallowed.

vi. An un-served Race Penalty or a Penalty assessed after the Race is added to the Car's Race finishing time and may include a lap count penalty.

3.6.7. **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.

3.6.8. **Radio Frequency Tire Identification (RFID)**

A. All Dry tires used in competition must be fitted with RFID identification tags by the Tire Manfacturer to control tire allocation.

B. Active recording of each tire RFID may be used in place of tire marking and/or for tracking of tire consumption relative to tire allocations for each Car.

C. 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.

4.1.2. The following Official Fuels are authorized by IMSA:

A. Gasoline: IMSA 100 (E10)

B. Gasoline: IMSA E20C

C. Ethanol: IMSA E85C

D. Renewable Fuel: VP R80

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. 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

5.1. LOGOS, DRIVER AND CREW MEMBER UNIFORM REQUIREMENTS (See Also Article 10)

5.1.1. IMSA requires specific logos to be on all Driver and Crew Member uniforms. Embroidered logos are acceptable provided they are the exact size, shape & colors of the required/supplied patch. Printed logos are acceptable for Crew Member uniforms.

5.1.2. Below are shown the official logos and only acceptable logos to be utilized on all Driver and Crew Member uniforms. All logos must follow the brand guidelines at imsacompetitors.com, retain the original logo aspect ratio, remain intact and must not be altered in any manner:

Required Logos:



IMSA WeatherTech Championship Series Logo

PMS	CMYK			
Red 186 C	C: 0	M: 100	Y: 100	K: 15
Black 3C	C: 75	M: 68	Y: 67	K: 90
White	C: 0	M: 0	Y: 0	K: 0



IMSA Michelin Endurance Cup Logo

PMS	CMYK			
Red 1797C	C: 0	M: 100	Y: 99	K: 4
Reflex Blue	C: 100	M: 70	Y: 0	K: 0
Yellow	C: 0	M: 5	Y: 100	K: 0
Black 3C	C: 75	M: 68	Y: 67	K: 90
White	C: 0	M: 0	Y: 0	K: 0



Red IMSA logo - standard IMSA logo

PMS	CMYK			
Red 1797C	C: 0	M: 100	Y: 99	K: 4
Black 3C	C: 75	M: 68	Y: 67	K: 90
White	C: 0	M: 0	Y: 0	K: 0



Michelin Corporate Logo - Solid blue and yellow background and white logo/Michelin Man are required

PMS	CMYK			
Reflex Blue	C: 100	M: 70	Y: 0	K: 0
Yellow	C: 0	M: 5	Y: 100	K: 0
Black	C: 0	M: 0	Y: 0	K: 100
White	C: 0	M: 0	Y: 0	K: 0



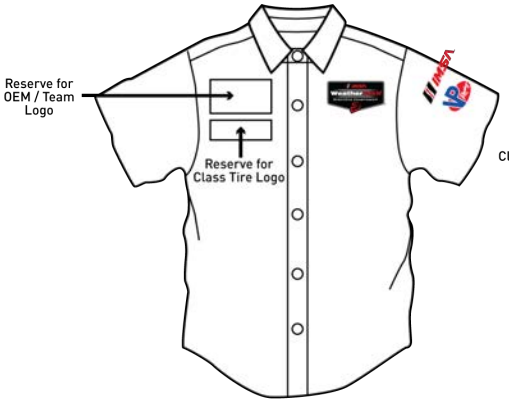
VP Racing Logo

PMS	CMYK			
Red 185	C:	M: 91	Y: 76	K: 0
Reflex Blue	C: 100	M: 70	Y: 0	K: 0
White	C: 0	M: 0	Y: 0	K: 0

WeatherTech Championship Team/Crew Uniforms

Exhibit A

Crew Uniform



Crew/Driver Fire Suit



Logos	Minimum Size (WxH)
WeatherTech Championship	3.75” x 2.1”
IMSA Logo	3.75” x .77”
IMSA Michelin Endurance Cup	3.75” x 2”
Tire Partner	4.5” x 0.9”
VP Racing	4” x 3”

5.2. Specifics: (See Exhibit A)

5.2.1. WeatherTech Championship logo must be in top position.

5.2.2. IMSA Michelin Endurance Cup logo is required at all WeatherTech Championship Events entered by any Driver participating in the IMSA Michelin Endurance Cup.

5.2.3. IMSA Michelin Endurance Cup logo must be in second position, directly below the WeatherTech Championship logo.

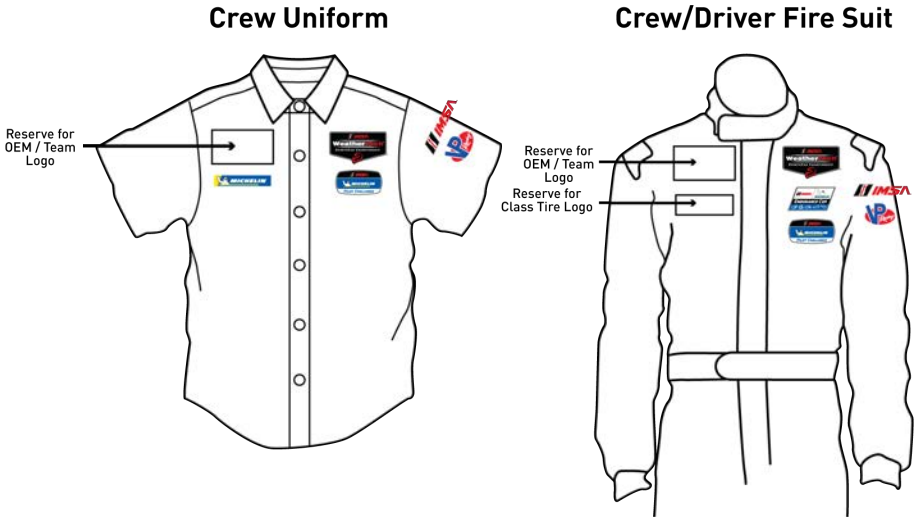
5.2.4. Tire Partner logo dimensions referenced in Par. 5.1.2 for minimum embroidered application size or must use the patch as provided by IMSA. Patches may be used to cover any outdated logos. Outdated logo patches prohibited.

5.2.5. IMSA logo must be located on the left sleeve.

5.2.6. VP Racing logo must be located on the left sleeve directly below IMSA.

Multiple Series Team/Crew Uniforms

Exhibit B



5.3. Teams/Drivers Participating in Multiple Series: (See Exhibit B)

5.3.1. Multiple Series patches/logos are permitted on the same fire suit provided they appear in the following descending order: (IMSA WeatherTech SportsCar Championship, IMSA Michelin Pilot Challenge, IMSA VP Racing SportsCar Challenge, Ferrari Challenge, Ford Mustang Challenge, Lamborghini Super Trofeo, Mazda MX-5 Cup, Porsche Carrera Cup North America) on the same side. Non-IMSA Series logos are prohibited.

5.3.2. Multiple Tire Partner logos are permitted on the same fire suit, however only the appropriate Series Tire Partner must be displayed when participating in the Series. Example, for Driver/Crew Member participating in the WeatherTech Championship and another Series, other Series Tire Partner logo must be covered when in WeatherTech Championship sessions.

5.3.3. VP Racing logo must be placed on the left sleeve directly below IMSA logo.

5.3.4. All other required logos must be displayed at all times.

5.4. Additional Specifications.

5.4.1. Entrant may receive a minimum $500.00 fine for logos not in compliance.

5.4.2. All logos must be in their full and correct colors and are available by contacting info@imsa.com or by visiting the branding page on the IMSA Competitor's site.

5.4.3. Blank areas where background shirt/firesuit colors are visible when embroidering logos are prohibited.

5.4.4. Failure to display required logos may result in penalties or ineligibility for Point Fund / Prize Money.

5.4.5. Uniforms must be of tasteful design and neat and clean in appearance.

5.4.6. GTP requirements per Att. 8.

5.5. IMSA REQUIRED LOGOS/DESIGNATIONS, TRANSPORTERS AND CARS:

5.5.1. IMSA requires specific decals & panels to be placed on WeatherTech Championship transporters and competing Cars. All logos and advertising are subject to IMSA approval. Please reference the IMSA and WeatherTech Championship brand guides at imsacompetitors.com.

5.5.2. One (1) set of series-specific decals are supplied by IMSA to each Premium Entrant. All other decals are the responsibility of the Competitor. Competitors may also be required to display Event-specific sponsor decals in an approved location on each side of the Car.

5.6. Required Logos:

5.6.1. Below are shown the only acceptable and official logos/class designations to be utilized on Team transporters and Cars.

Required Logos



IMSA WeatherTech Championship Series Logo

PMS	CMYK			
Red 186 C	C: 0	M: 100	Y: 100	K: 15
Black 3C	C: 75	M: 68	Y: 67	K: 90
White	C: 0	M: 0	Y: 0	K: 0



IMSA Michelin Endurance Cup Logo

PMS	CMYK			
Red 1797C	C: 0	M: 100	Y: 99	K: 4
Reflex Blue	C: 100	M: 70	Y: 0	K: 0
Yellow	C: 0	M: 5	Y: 100	K: 0
Black 3C	C: 75	M: 68	Y: 67	K: 90
White	C: 0	M: 0	Y: 0	K: 0



Red IMSA Logo - standard IMSA logo

PMS	CMYK			
Red 1797C	C: 0	M: 100	Y: 99	K: 4
Black 3C	C: 75	M: 68	Y: 67	K: 90
White	C: 0	M: 0	Y: 0	K: 0



Lockup IMSA Logo - White background and black border are required

PMS	CMYK			
Red 1797C	C: 0	M: 100	Y: 99	K: 4
Black 3C	C: 75	M: 68	Y: 67	K: 90
White	C: 0	M: 0	Y: 0	K: 0



Michelin Corporate Logo - Solid blue and yellow background and white logo/Michelin Man are required

PMS	CMYK			
Reflex Blue	C: 100	M: 70	Y: 0	K: 0
Yellow	C: 0	M: 5	Y: 100	K: 0
Black	C: 0	M: 0	Y: 0	K: 100
White	C: 0	M: 0	Y: 0	K: 0



PMS	CMYK			
Black	C: 0	M: 0	Y: 0	K: 100
White	C: 0	M: 0	Y: 0	K: 0

Michelin Sprinter Man - Should always be showin in conjunction with Michelin Corporate Logo, solid white background is required.



PMS	CMYK			
Red 185	C:	M: 91	Y: 76	K: 0
Reflex Blue	C: 100	M: 70	Y: 0	K: 0
White	C: 0	M: 0	Y: 0	K: 0

VP Racing Logo



PMS	CMYK			
Red 185C	C: 0	M: 91	Y: 76	K: 0
White	C: 0	M: 0	Y: 0	K: 0

Motul Logo

Class Decals:









5.7. LOGOS, TEAM TRANSPORTERS:

5.7.1. The following requirements are applicable to transporters in the IMSA Paddock at all Events:

A. One (1) IMSA logo on each side of transporter with a minimum width of 36" as well as appropriate clear space as determined by brand guide. Please use the IMSA Lockup Logo if Transporter design does not allow for clear space (i.e. a textured background will show through IMSA Logo).

B. One (1) WeatherTech Championship logo on each side of transporter with a minimum width of 36" as well as appropriate clear space as determined by brand guide.

C. One (1) IMSA logo on back of transporter with a minimum width of 18" as well as appropriate clear space as determined by brand guide. Please use the IMSA Lockup Logo if Transporter design does not allow for clear space (i.e. a textured background will show through IMSA Logo).

D. One (1) WeatherTech Championship logo on back of transporter with a minimum width of 18" as well as appropriate clear space as determined by brand guide.

5.7.2. Each Car entry is required to fly the following flags on top of each transporter in the Paddock:

A. One (1) IMSA logo.

B. One (1) WeatherTech Championship logo.

C. One (1) IMSA Michelin Endurance Cup logo, for Endurance Cup participants only.

D. Flags flown together must be in the above order from top to bottom.

E. Limited quantities of flags for each Team are supplied by IMSA. Flags must match the design, size and color as supplied by IMSA.

5.8. LOGOS, CAR:

5.8.1. IMSA exclusive areas. Competitors must leave three (3) empty spaces measuring 18" W x 18" H for the Car number panels, detailed below. The outside rear wing end plates, mirrors and upper windscreen banner areas are reserved for the exclusive use of IMSA upon request.

5.8.2. Class Color Designations. IMSA designates classes using a 5-color system: Black/White designates Grand Touring Prototype Cars (GTP); Blue designates Le Mans Prototype 2 (LMP2) Cars; Red designates GT Daytona Pro (GTD PRO) Cars; and Green designates GT Daytona (GTD) Cars. In the GTP class, the number plate background and class decals must be fully covered in the class designation color. In LMP2, the number panel background, outside rear wing end plates, mirrors, class decals and LMP2 lockup on the windscreen must be fully covered in the class designation color. In the GTD PRO and GTD classes, the number panel background, outside rear wing end plates, mirrors, class decals and the outer four inches (4") on each side of the windscreen must be fully covered in the class designation color. For the GTD PRO and GTD classes, the windscreen banner center (between the class color borders) for single-Car Teams must be white and for Teams with two (2) Cars in the same class, the second Car's windscreen banner center must be black. For LMP2 Teams running two (2) Cars with similar liveries, see the Series Manager for windscreen requirements. Sponsor decals are permitted on the outside rear wing end plates and mirrors, provided that the class color remains clearly visible. The designated colors for each class are:

A. GTP: Pantone White / Pantone Black 3C

B. LMP2: Pantone 7455

C. GTD PRO: Pantone Red 1797C

D. GTD: Pantone Green 354C

5.8.3. At the sole discretion of IMSA, a request for a special livery for significant cause may be approved for exemption of certain requirements stipulated in the RULES. Such requests must be made in detail, including renderings and supporting materials describing the significance of the livery and other aspects that IMSA may take into consideration. Such request must be submitted in full no later than 30 days prior to the date of desired first use to Brandon Huddleston, bhuddleston@imsa.com. Any IMSA decision regarding such request is Conclusive.

5.9. NUMBER PANELS

5.9.1. **Assigned Number Panels.** Three (3) number panels are required, one (1) on each side and one (1) clearly visible from the front. Side number panels must be unmodified, clearly visible and affixed in a horizontal orientation on flat and vertical surfaces in class-specific locations or as approved by IMSA in extraordinary circumstances. If not possible to read the numbers, the Car may be stopped by Race Control.

A. In addition to the options listed below, IMSA permits the front and side number panels to be broken down into separate elements, as long as all the relative sizes of each element is maintained and clearly visible on the Car. The permitted separated elements are:

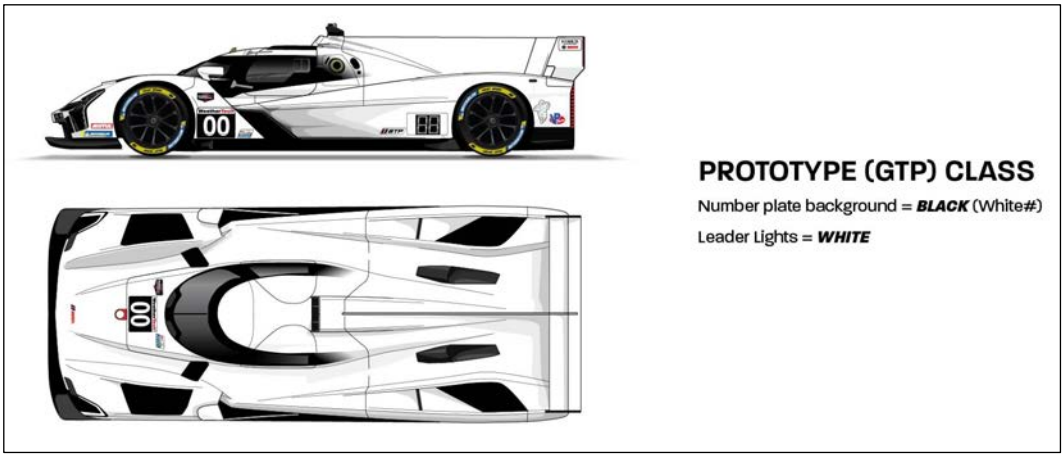
i. WeatherTech Championship logo

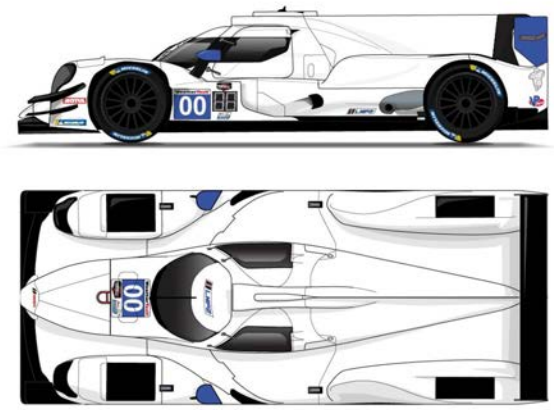
ii. IMSA Michelin Endurance Cup logo (if applicable)

iii. Lockup number panel with WeatherTech logo on top



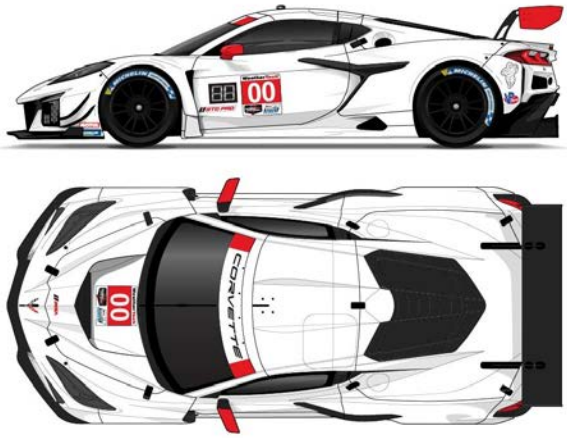
5.9.2. For Races taking place partly by night, Cars must be equipped with white light-emitting side number panels. The colored background must be cut out in the number shapes so that they are illuminated during the night.





PROTOTYPE (LMP2) CLASS

Number plate background = ***BLUE*** (White#)
Rear Wing Endplates = ***BLUE***
Mirrors = ***BLUE***
Leader Lights = ***BLUE***
Windscreen = ***BLUE***



GTD PRO CLASS

Number plate background = ***RED*** (White#)
Rear Wing Endplates = ***RED***
Mirrors = ***RED***
Leader Lights = ***RED***
Windscreen = ***RED***
- White center primary car
- Black center second car



GTD CLASS

Number plate background = ***GREEN*** (White#)
Rear Wing Endplates = ***GREEN***
Mirrors = ***GREEN***
Leader Lights = ***GREEN***
Windscreen = ***GREEN***
- White center primary car
- Black center second car

5.10. Driver's National Flags and Names.

5.10.1. For GTD PRO and GTD, the national flags of the Drivers as well as their names must be displayed on each side of Car above the door opening.

5.10.2. For GTP and LMP2, the national flags of the Drivers as well as their names must be displayed on each side of Car in direct proximity to the door opening.

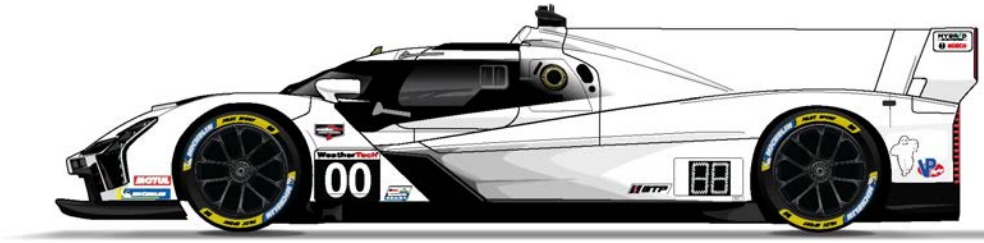
5.10.3. For all classes, the minimum height of both flags and names must be 1.25".

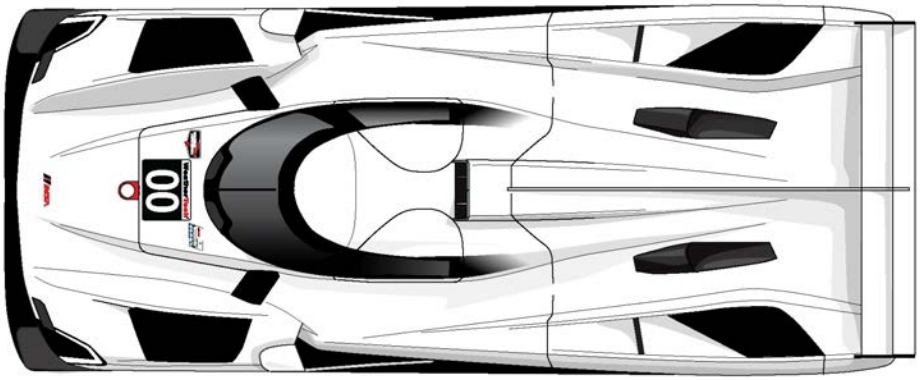
5.11. DECALS. Cars must follow the requirements below, with specified and preferred location per Par. 5.12, 5.13, 5.14, 5.15 and 5.16.

5.11.1. **Oil Exception.** If a Team secures or is working to secure a primary sponsor in the oil category, with appropriate branding presence on the Car, Entrant can apply to IMSA for exemption of requirement to display the IMSA Official Motor Oil partner decals (Par. 5.12.9, 5.13.7, 5.14.7, 5.16.8). Request for exemption must be submitted in writing, no later than fourteen (14) days prior to first participation at the applicable Event, to: Brandon Huddleston, IMSA VP, Partnership Marketing and Business Development at bhuddleston@imsa.com and include depiction(s) of the Car's branding. Should IMSA, at its sole discretion, agree to such display, Entrant shall forfeit any applicable award(s) specific to IMSA's Official Motor Oil partner.

5.11.2. **Tire Branding.** Teams participating in an IMSA Event (including but not limited to pre-race activities, on apparel, or outside entities visible to media at an IMSA Race) must not display or project or otherwise promote a company engaged in the production, manufacturing, selling, or distribution of tires without the prior written consent of IMSA.

5.12. Grand Touring Prototype





5.12.1. Number Panels

A. 10” H x 12” W for side panels and 14” H x 13.5” W for front panel

B. Three (3); one (1) number panel on nose, one (1) number panel on each side.

C. Number panels must match Series design and color. Changes or additional designs prohibited (i.e. stylized numbers).

D. Numbers must be white in color, Arial font, 7” tall with 1.25” stroke.

E. Side number panels must be placed on a flat surface directly behind the front wheel on both sides. If a flat surface is not available directly behind the front wheel, Manufacturer may request an alternative location, subject to IMSA approval.

F. Front number panel must be centered and placed below the tow hook, clearly visible when viewing the Car head-on.

G. **Branding Exception.** If a Team secures or is working to secure a primary sponsor, with appropriate branding presence on the Car, Entrant can apply to IMSA for exemption of requirement to display the IMSA front number panel in the specified location (Par. 5.12.1.F.). Request for exemption must be submitted in writing, no later than fourteen (14) days prior to first participation at the applicable Event, to: Brandon Huddleston, IMSA VP, Partnership Marketing and Business Development at bhuddleston@imsa.com and include depiction(s) of the Car’s branding.

5.12.2. **IMSA Logo**

A. 1.875”H x 8”W

B. One (1) decal on front, centered.

C. Must be clearly visible and affixed on a flat surface.

5.12.3. **IMSA WeatherTech SportsCar Championship Series Logo**

A. 3.5"H x 6.5"W

B. Two (2), one (1) decal on each side, forward of centerline

C. Must be clearly visible and affixed on a flat and vertical surface.

5.12.4. **IMSA Michelin Endurance Cup**

A. Required only for cars participating in the Endurance Cup

B. 3”H x 6”W

C. Two (2), one (1) decal on each side, forward of centerline

D. Clearly visible and affixed on a flat and vertical surface.

5.12.5. **Windscreen**

A. Minimum height of 6”.

B. Entire area is reserved for OEM use.

C. Windscreen may be any color matching the Car livery, subject to prior approval by IMSA, Eric Haverson ehaverson@imsa.com. Mirror color must match the predominant windscreen color.

D. Primary and secondary Cars may use any color (subject to approval) provided they contrast significantly from each other. Mirror color must match the windscreen color.

5.12.6. **Leader Lights**

A. 9” W x 8” H area must remain clear of any other decals, wrap or graphics.

B. Leader Lights must be clearly visible from side.

C. Leader Lights must be installed in accordance with the Technical Regulations.

5.12.7. **Class Decals**

A. 2” H x 8”W

B. Two (2), one (1) decal on each side, between the wheels, on the lower portion of each sidepod.

C. Must maintain original size aspect ratio.

5.12.8. **Tire Decals**

A. Two (2), one (1) 2.5”H x 12”W Michelin Corporate decal, placed on front fender, forward and below of the front axle centerline, each side.

B. Two (2), one (1) 8” H x 4.5” W Michelin Sprinter Man decal on each side along the vertical portion rear bodywork, behind rear wheel opening, clearly visible and on flat surface.

C. Michelin Tire decals must be of contrasting color.

5.12.9. **Oil Supplier**

A. 7.38" W x 2" H

B. Two (2), one (1) on each side, forward of centerline.

C. Must be clearly visible and affixed on a flat and vertical surface.

5.12.10. **Fuel Supplier**

A. 4.25"H x 6.25"W

B. Two (2), one (1) on each side of rear bodywork.

C. Must be clearly visible and affixed on a flat and vertical surface.

5.12.11. **IMSA Technical Conformity**

A. 3" H

B. Left top corner of the windscreen.

5.12.12. **Hybrid Electrified identification (LMDh Cars only)**

A. 9.5" W x 5" H

B. Two (2), one (1) each side on rear wing end plate.

C. Must be in uppermost position, above all other sponsor decals.

5.12.13. **Douse Port identification (LMDh Cars only)**

A. Pantone 13-0630 TN.

B. 1" stroke width.

C. One (1), ring shape, surrounding the douse port.

D. "ESS DOUSE PORT" identification - Calibri font, .75" H, Pantone 3C black.

5.12.14. **MSD Identification (LMDh Cars only)**

A. Pantone 13-0630 TN.

B. Location - Area surrounding MSD.

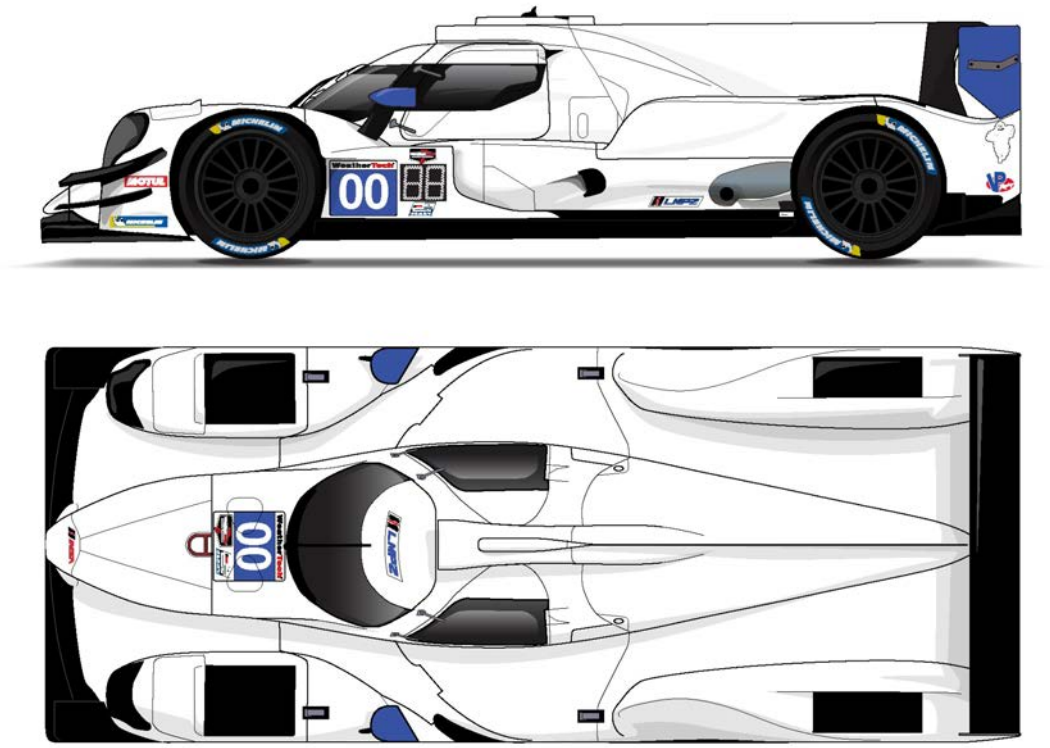
C. Any shape (e.g., circular, triangular or rectangular).

D. At least 100 mm diameter (or long side, as appropriate).

E. At least 7500 mm^2 area.

F. Knob to be same color.

5.13. Le Mans Prototype 2



5.13.1. Number Panels

A. 10” H x 12” W for side panels and 14” H x 13.5” W for front panel

B. Three (3); one (1) number panel on nose, one (1) number panel on each side.

C. Number panels must match Series design and color. Changes or additional designs prohibited (i.e. stylized numbers).

D. Numbers must be white in color, Arial font, 7” tall with 1.25” stroke.

E. Side number panels must be placed on a flat surface directly behind the front wheel on both sides.

F. Front number panel must be clearly visible when viewing the Car head-on.

5.13.2. IMSA Logo

A. 1.875”H x 8”W

B. One (1) decal on front, centered.

C. Must be clearly visible and affixed on a flat surface.

5.13.3. Windscreen

A. Minimum height of 6”.

B. LMP2 Lockup decal is mandated in center section with minimum height of 4”, maintaining at least 1” of clear space all around the Lockup. LMP2 Lockup must maintain original size aspect ratio.

C. Must be white. For Teams with two Cars running similar liveries, the center section on the first car must be white, the center section on the second Car must of contrasting color, subject to IMSA approval – contact Series Manager.

5.13.4. **Leader Lights**

A. 9" W x 8" H area must remain clear of any other decals, wrap or graphics.

B. Leader Lights must be clearly visible from side.

C. Leader Lights must be installed in accordance with the Technical Regulations.

5.13.5. **Class Decals**

A. 2"H x 9.5"W

B. Two (2), one (1) decal on each side.

5.13.6. **Tire Decals**

A. Two (2), one (1) 2.5"H x 12"W Michelin Corporate decal, placed on front fender, forward and below of the front axle centerline, each side.

B. Two (2), one (1) 8" H x 4.5" W Michelin Sprinter Man decal on each side along the vertical portion rear bodywork, behind rear wheel opening, clearly visible and on flat surface.

C. Michelin Tire decals must be of contrasting color.

5.13.7. **Oil Supplier**

A. 7.38" W x 2" H

B. Two (2), one (1) on each side, forward of centerline.

C. Must be clearly visible and affixed on a flat and vertical surface.

5.13.8. **Fuel Supplier**

A. 4.25"H x 6.25"W

B. Two (2), one (1) on each side of rear bodywork.

C. Must be clearly visible and affixed on a flat and vertical surface.

5.13.9. **IMSA Technical Conformity**

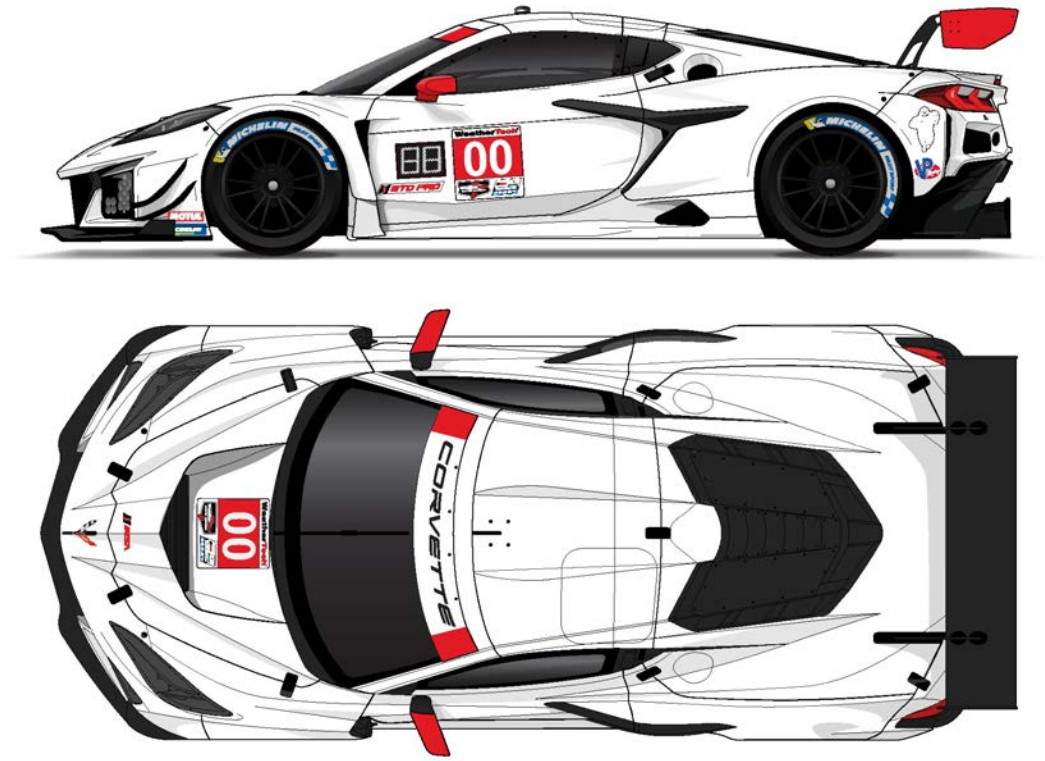
A. 3" H

B. Left top corner of the windscreen.

5.13.10. **Prohibited**

A. LMP2 branding by or reference to an automotive or manufacturer brand that is not an official automotive partner of IMSA.

5.14. GTD PRO



5.14.1. **Number Panels**

A. 14” H x 13.5” W

B. Three (3); one (1) number panel on nose, one (1) number panel on each side.

C. Number panels must match Series design and color. Changes or additional designs prohibited (i.e. stylized numbers).

D. Numbers must be white in color, Arial font, 7” tall with 1.25” stroke.

E. Front number panel must be clearly visible when viewing the Car head-on.

F. Side number panels must be placed on a flat and vertical surface

5.14.2. **Rear Number**

A. Arial font, 7” high with 1.25” stroke.

B. One (1) on rear.

C. Contrasting color.

5.14.3. **IMSA Logo**

A. 1.875”H x 8”W

B. One (1) decal on front, centered.

C. Must be clearly visible and affixed on a flat surface.

5.14.4. **Windscreen**

A. Minimum height of 6".

B. 4" section on each end of windscreen must be solid red.

C. Center section is reserved for OEM.

5.14.5. **Leader Lights**

A. 9" W x 8" H area must remain clear of any other decals, wrap or graphics.

B. Leader Lights must be clearly visible from side.

C. Leader Lights must be installed in accordance with the Technical Regulations.

5.14.6. **Class Decals**

A. 2"H x 13"W

B. Three (3), one (1) decal on each side, one (1) on rear

5.14.7. **Tire Decals**

A. Two (2), one (1) 2.5"H x 12"W Michelin Corporate decal, placed on front fender, forward and below of the front axle centerline, each side.

B. Two (2), one (1) 8" H x 4.5" W Michelin Sprinter Man decal on each side along the vertical portion rear bodywork, behind rear wheel opening, clearly visible and on flat surface.

C. Michelin Tire decals must be of contrasting color.

5.14.8. **Oil Supplier**

A. 7.38" W x 2" H

B. Two (2), one (1) on each side, forward of centerline.

C. Must be clearly visible and affixed on a flat and vertical surface.

5.14.9. **Fuel Supplier**

A. 4.25"H x 6.25"W

B. Two (2), one (1) on each side of rear bodywork.

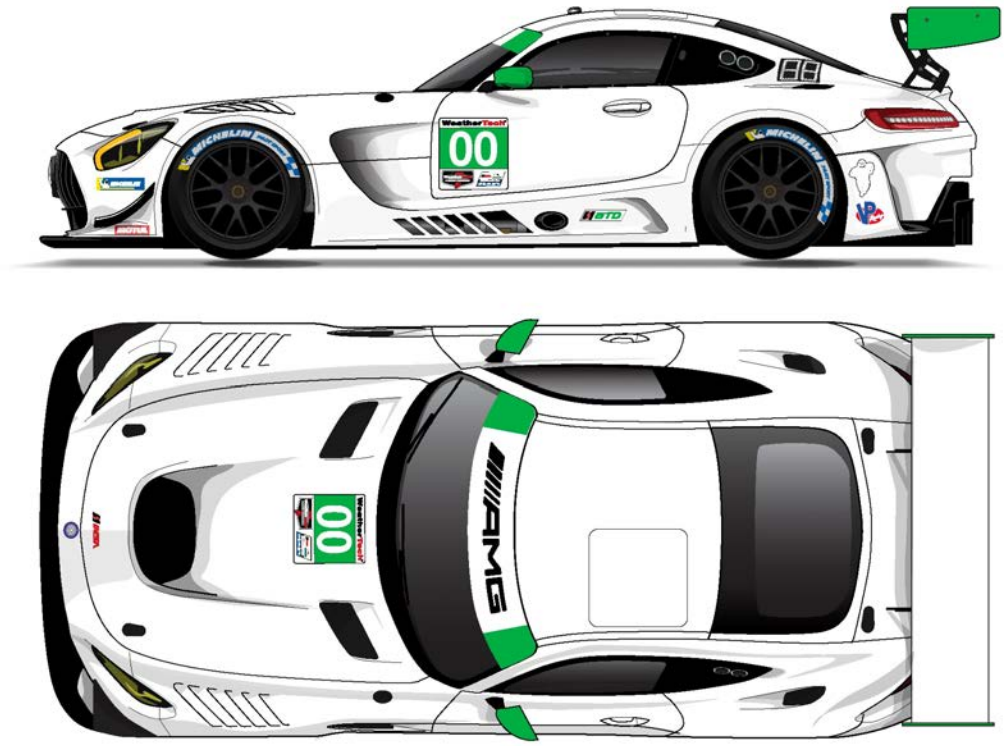
C. Must be clearly visible and affixed on a flat and vertical surface.

5.14.10. **IMSA Technical Conformity Sticker**

A. 3" H

B. Left top corner of the windscreen.

5.15. GT Daytona



5.15.1. **Number Panels**

A. 14” H x 13.5” W

B. Three (3); one (1) number panel on nose, one (1) number panel on each side.

C. Number panels must match Series design and color. Changes or additional designs prohibited (i.e. stylized numbers).

D. Numbers must be white in color, Arial font, 7” tall with 1.25” stroke.

E. Front number panel must be clearly visible when viewing the Car head-on.

F. Side number panels must be placed on a flat and vertical surface

5.15.2. **Rear Number**

A. Arial font, 7” high with 1.25” stroke.

B. One (1) on rear.

C. Contrasting color.

5.15.3. **IMSA Logo**

A. 1.875”H x 8”W

B. One (1) decal on front, centered.

C. Must be clearly visible and affixed on a flat surface.

5.15.4. **Windscreen**

A. Minimum height of 6".

B. 4" section on each end of windscreen must be solid green.

C. Center section is reserved for OEM.

5.15.5. **Leader Lights**

A. 9" W x 8" H area must remain clear of any other decals, wrap or graphics.

B. Leader Lights must be clearly visible from side.

C. Leader Lights must be installed in accordance with the Technical Regulations.

5.15.6. **Class Decals**

A. 2"H x 8"W

B. Three (3), one (1) decal on each side, one (1) on rear.

5.15.7. **Tire Decals**

A. Two (2), one (1) 2.5"H x 12"W Michelin Corporate decal, placed on front fender, forward and below of the front axle centerline, each side.

B. Two (2), one (1) 8" H x 4.5" W Michelin Sprinter Man decal on each side along the vertical portion rear bodywork, behind rear wheel opening, clearly visible and on flat surface.

C. Michelin Tire decals must be of contrasting color.

5.15.8. **Oil Supplier**

A. 7.38" W x 2" H

B. Two (2), one (1) on each side, forward of centerline.

C. Must be clearly visible and affixed on a flat and vertical surface.

5.15.9. **Fuel Supplier**

A. 4.25"H x 6.25"W

B. Two (2), one (1) on each side of rear bodywork.

C. Must be clearly visible and affixed on a flat and vertical surface.

5.15.10. **IMSA Technical Conformity**

A. 3" H

B. Left top corner of the windscreen.

ATTACHMENT 6 – IMSA MICHELIN ENDURANCE CUP

6. IMSA Michelin Endurance Cup

6.1. General.

6.1.1. The IMSA Michelin Endurance Cup (IMEC) is a special Competition encompassing IMSA WeatherTech Championship Races at five (5) racetracks: Daytona International Speedway, Sebring International Raceway, Watkins Glen International, Road America and Michelin Raceway Road Atlanta.

6.1.2. The IMEC is open to GTP, LMP2, GTD PRO and GTD Entrants (Teams), Manufacturers and Drivers, as entered for Races comprising the IMEC Events.

6.1.3. Cars must display any IMEC graphics as determined by IMSA at all Events.

6.2. IMEC Points and Point Fund / Prize Money Eligibility.

6.2.1. Teams (assigned Car number and Entrant) entered in IMEC Events are eligible for IMEC points.

A. Teams must enter and participate at all IMEC Events in the season to be eligible for IMEC Point Fund / Prize Money.

6.2.2. Manufacturers entered in IMEC Events are eligible for IMEC points.

6.2.3. Drivers entered in Cars at IMEC Events are eligible for IMEC points.

6.3. IMEC Point Distribution.

6.3.1. IMEC Points are awarded on a 5-4-3-2 basis to Drivers, Teams and Manufacturers in each class.

A. The first finishing position earns five (5) points, four (4) for second, three (3) for third, with two (2) points awarded for fourth and each subsequent finishing position.

B. **Race Ties.** Individual Race tiebreaker is Car at that Race in that class that is scored highest in the Official results. For the season-end IMEC championships, tiebreakers are per Art. 53 of the IMSA RULES using only the IMEC Event results.

6.3.2. **Points Intervals.** IMEC Points are awarded based on the standings in each class at specific intervals in each Race. IMEC points are awarded based on the standings of the next completed lap of the overall Race leader followed by all subsequent Cars after the designated time interval.

A. At the Rolex 24 at Daytona at Daytona International Speedway, IMEC points are awarded at six (6) hours, twelve (12) hours, eighteen (18) hours and at the finish.

B. At the Mobile One Twelve Hours of Sebring at Sebring International Raceway, IMEC points are awarded at four (4) hours, eight (8) hours and at the finish.

C. At the Sahlen's Six Hours of the Glen at Watkins Glen International, IMEC points are awarded at three (3) hours and at the finish.

D. At the Motul SportsCar Endurance Grand Prix at Road America, IMEC points are awarded at three (3) hours and at the finish.

E. At Motul Petit Le Mans at Michelin Raceway Road Atlanta, IMEC points are awarded at four (4) hours, eight (8) hours and at the finish.

6.3.3. **Individual Race Recognition.** An individual IMEC Race winner is recognized at the Event victory podium in each class, GTP, LMP2, GTD PRO and GTD.

6.3.4. **Team Points.** IMEC points are awarded to each Team (assigned Car number and Entrant) based on the assigned competition number.

6.3.5. **Manufacturer Points.** IMEC points are awarded for the highest-placed, highest-finishing Car from each Manufacturer, with that Manufacturer's additional Cars not counted in the standings and all other Cars advanced in the order.

6.3.6. **Driver Points.** Drivers are only awarded IMEC points specific to the class of Car they are nominated in at each Event. Where a Driver is nominated in two (2) Cars in the same class, IMEC points are only awarded to them in the Car in which they are declared for WeatherTech Championship Driver championship points for the Race. Where a Driver is entered in two (2) different class Cars, they accumulate IMEC points in each Car individually.

6.4. Additional Stipulations.

6.4.1. Any Car penalized Post-Race affecting the finishing position is subject to commensurate loss in the IMEC championship (additional penalties may apply), with all other Cars advanced in the order.

6.4.2. Season-end awards for the IMEC championship are presented to the winning Teams, Manufacturers and Drivers at the season-end awards ceremony.

6.5. All other IMSA RULES apply to the IMEC.

7. ATTACHMENT 7 – SPECIAL AWARDS (TRUEMAN & AKIN BRONZE CUPS / ROOKIE OF THE YEAR / VP RACING FRONT RUNNER AWARD / MOTUL POLE AWARD / IMSA MICHELIN SUSTAINABILITY IN RACING AWARD)

7.1. TRUEMAN BRONZE CUP (LMP2) & AKIN BRONZE CUP (GTD)

7.1.1. **Overview.**

A. The Trueman / Akin Bronze Cups recognize outstanding Drivers in the LMP2, and GTD classes who, while not professional Drivers, have established themselves and their driving credentials in the racing community through their talent, effort and determination. These awards are presented to those Drivers based on their individual performance, the performance of their Teams and their driving contribution to the Race result of their Car.

B. The Trueman / Akin Bronze Cups are intended for Drivers that have built a career outside of racing and contribute a substantial portion of the funding to a Team's budget. These Drivers may become Race winners and champions but they are distinguished by the presence of a business career or other professional pursuit away from the racetrack.

C. Trueman points and the Jim Trueman season-end trophy are awarded to eligible LMP2 class Drivers. Akin points and the Bob Akin season-end trophy are awarded to eligible GTD class Drivers.

D. Trueman / Akin Drivers compete for honors at each Event and for a special season-end trophy and the opportunity to earn an invitation to participate at the following year's 24 Hours of Le Mans. The Trueman Bronze Cup winner is eligible to earn an entry in the LM P2 class in a Car registered in the appropriate ACO homologated category. The Akin Bronze Cup winner is eligible to earn an entry in the LM GTE Am class at Le Mans.

E. To be eligible for Trueman / Akin Bronze Cup entry invitations to the 24 Hours of Le Mans, a Driver must, at minimum, compete in all five (5) of the IMSA Michelin Endurance Cup Events. While earned by the Driver, the entry invitations to the 24 Hours of Le Mans are delivered to the Driver's designated Team.

F. Should no Trueman Driver and/or Akin Driver compete in all five (5) IMSA Michelin Endurance Cup Events, the corresponding entry invitation is awarded at IMSA's sole discretion.

G. The Trueman / Akin Bronze Cup entry invitations to the 24 Hours of Le Mans are awarded exclusively for the use of the respective Driver earning the award. The entry invitations are not transferable and must only be used by the receiving Driver, who must participate as an entered Driver in the designated 24 Hours of Le Mans.

H. Awards declined or unused by the winning Driver as described herein shall revert to IMSA and may be awarded at IMSA's sole discretion. Entries (Trueman/Akin, or otherwise) are invitations at the discretion of the organizers of the 24 Hours of Le Mans and are not guaranteed.

7.1.2. **Eligible Drivers:** Only Bronze rated Drivers in the LMP2 and GTD classes are automatically qualified to participate (but may opt out by notifying IMSA in writing).

7.1.3. **Drive-Time & Standings.**

A. **Drive-Time.** Trueman / Akin Drivers must achieve the minimum drive-time listed in the SR for the Race and are subject to the Drive-Time Penalty Order Priority of Art. 12.12 for the purposes of awarding any Trueman / Akin Bronze Cups relative to all other Cars where a Trueman / Akin Driver has completed the minimum drive-time.

B. **Standings.** Trueman / Akin standings are scored separately from the LMP2, and GTD Team, Driver and Manufacturer championships and a Trueman / Akin Driver remains eligible for LMP2, or GTD Team, Driver and Manufacturer championship points on meeting the requirements of those classes.

7.1.4. **Point Distribution.**

A. Trueman / Akin Drivers only earn points in the Car(s) in which they are eligible for WeatherTech Driver championship points at each Event entered.

B. Points earned in one class do not transfer to another class.

C. Trueman / Akin points are awarded per Art. 12.20.

i. Earned qualifying points are included only for the Trueman Bronze Cup.

D. Trueman / Akin points are awarded based on class finishing position for each Car, with the finishing positions of Cars with non- Trueman / Akin Drivers not considered in the results and all other Cars with Trueman / Akin Drivers elevated in the finishing positions accordingly.

E. In case of a tie, the Driver with the greatest total permitted drive-time is placed ahead.

7.1.5. All other IMSA RULES apply to the Trueman / Akin Bronze Cups.

7.2. ROOKIE OF THE YEAR

7.2.1. A Rookie is a Driver who has in their lifetime competed in fewer than five (5) Races in the WeatherTech Championship and/or the TUDOR Championship and/or the IMSA ALMS Series and/or the Grand-Am Rolex Series or similar national or international series.

7.2.2. A Rookie typically would not meet the criteria of a Platinum rated Driver.

7.2.3. If a Driver begins their season as a Rookie, they remain a Rookie until the end of the season.

7.2.4. A Driver is a Rookie in any season of the WeatherTech Championship only once in their lifetime.

7.2.5. IMSA, in its sole discretion, shall make any final determination regarding a Driver's eligibility as a Rookie and such determination is Conclusive.

7.2.6. IMSA reserves the right to create a championship for the title of Rookie of the Year. If so awarded at the season-end ceremonies, the Rookie of the Year is determined by the total number of Driver Championship points accumulated per the table in Art. 12.20, tiebreakers per Art. 53.

7.3. VP RACING FRONT RUNNER AWARD

7.3.1. The VP Racing Front Runner Award is awarded twice (2X) during the season as follows:

A. The mid-year award comprises four (4) five thousand dollar ($5,000) fuel credits, to be used during the 2027 WeatherTech Championship season, with one (1) each awarded to the highest finishing eligible Team (Car number) in each class, GTP, LMP2, GTD PRO and GTD.

B. The end of season award comprises four (4) five thousand dollar ($5,000) fuel credits, to be used during the 2028 WeatherTech Championship season, awarded to the highest finishing eligible Team (Car number) in each class, GTP, LMP2, GTD PRO and GTD.

Please contact Max Rosier, Senior Manager, Partnership Marketing at mrosier@imsa.com for specific details of award payouts.

7.3.2. **Eligibility**:

A. The required VP Racing decal(s) and/or other materials provided by IMSA must be displayed throughout each Event and maintained in presentable condition in compliance with the VP Racing Front Runner guidelines, available at imsacompetitors.com. For questions please contact Brandon Huddleston, IMSA VP, Partnership Marketing and Business Development at bhuddleston@imsa.com.

7.3.3. **VP Racing Front Runner Award Points System:**

A. At each Event, the Car from each class that leads the most total laps in the Race(s) receives one (1) point.

B. Tiebreakers: For a tie at an Event, the tiebreaker is the Car with the highest finishing position in its class in that Race.

C. For a tie at the end of the award segment of the season to date, the tiebreaker is resolved per Art. 53 for the applicable Races for that award segment.

7.3.4. **Mid-Year Award Segment:**

A. The Entrant for the Car in each class with the most VP points from the 2027 Races preceding the Watkins Glen Event is awarded one (1) four thousand dollar ($4,000) mid-year fuel credit to be used during the 2027 WeatherTech Championship season.

B. The mid-year fuel credits are presented at the Watkins Glen Event.

C. After the mid-year award interval, the VP Racing Front Runner Award points for each Car are reset to zero (0) and the accumulation of points toward the end of season VP Racing Front Runner Award are re-started as at the beginning of the season.

7.3.5. **End Of Season Award segment:**

A. The Entrant for the Car in each class with the most VP points from the 2027 Races including and following the Watkins Glen Event is awarded one (1) end of season four thousand dollar ($4,000) fuel credit to be used during the 2028 WeatherTech Championship season.

B. The end of season fuel credits are presented at the season-end awards ceremony.

7.3.6. **Additional:**

A. Fuel credits are non-transferable.

B. Fuel credits are applicable for use at IMSA Sanctioned Events.

C. Outstanding VP Racing account balances must be settled prior to use of the fuel credit.

D. All other IMSA RULES apply to the VP Racing Front Runner Award.

7.4. MOTUL POLE AWARD

7.4.1. At each Race Event, Teams in each class compete for the MOTUL Pole Award.

A. Car must display the MOTUL decal on each side (Att. 5) at each Event.

B. If qualifying is abandoned or the grid for that class set by “other means”, the MOTUL Pole Award is not awarded for the affected class(es).

C. In a case where the qualifying order is set by a qualifying Race, the driver(s) of the class-winning Car are each awarded a MOTUL Pole Award.

7.4.2. A special award, the MOTUL Year End Pole Award, is presented at the year-end award ceremonies, with a trophy to the Driver winning the most pole positions for the season in each of the GTP, LMP2 GTD PRO and GTD classes, and a financial award to the Driver's Team. Tiebreaker per Art. 53.

A. Car must display the MOTUL decal on each side (Att. 5) at each Event.

B. Eligibility. Driver must participate in all MOTUL-specific post-qualifying marketing activities as directed by IMSA Officials. For questions, please contact Max Rosier, Senior Manager, Partnership Marketing at mrosier@imsa.com.

7.5. IMSA MICHELIN SUSTAINABILITY IN RACING AWARD

7.5.1. The IMSA Michelin Sustainability in Racing Award (Michelin Sustainability Award) is presented to the Grand Touring Prototype (GTP) Team in each Race of the IMSA WeatherTech SportsCar Championship and as a season-end Michelin Sustainability Award.

7.5.2. The Michelin Sustainability Award factors three (3) elements equally: tire use, energy use and running order/finish position, divided by three, to determine the GTP Team with the best overall sustainability achievement in a single Race.

7.5.3. The Michelin Sustainability Award measures Tire Use Rank, Energy Use Rank and Finish Position Rank by tracking real-time and Race finishing data from each Car to determine a Sustainability Score as determined by IMSA, whose decisions shall be Conclusive.

7.5.4. Tire Use Rank is based on the number of tires used throughout the Race, where fewer tires used results in a better rank.

7.5.5. Energy Use Rank is based on the quantity of energy used throughout the Race, where less energy used results in a better rank.

7.5.6. Finish Position Rank is the running position (real-time scoring) and final position (post Technical Inspection) of the Car, where the higher running/finishing position results in a better rank.

7.5.7. The Team with the lowest Race cumulative Sustainability Score in the Race is declared the Michelin Sustainability Award winner and recognized as part of the podium ceremonies.

7.5.8. The Team with the lowest cumulative Sustainability Score computed from all Races in the season is declared the Michelin Sustainability Award season champion and honored at the IMSA WeatherTech Night of Champions.

7.5.9. To be eligible for the per-Race Michelin Sustainability Award:

A. Must be a GTP Car.

i. Car(s) running/finishing the Race more than two (2) laps down to the overall GTP class leader/winner are assigned a last in class finishing position for the purposes of the Finish Position Rank.

a. Where more than one (1) Car is running/finishing the Race more than two (2) laps down to the overall GTP class leader/winner, the order is set by the higher number of total Race laps equals the higher Finishing Position Rank.

ii. Car(s) running/finishing the Race more than two (2) laps down to the overall GTP class leader/winner are assigned the maximum allocated quantity of tires for the purposes of establishing the Tire Use Rank.

iii. Car(s) running/finishing the Race more than two (2) laps down to the overall GTP class leader/winner are assigned the maximum allocated quantity of energy for the purposes of establishing the Energy Use Rank.

7.5.10. Tire use above the permitted allocation causes the Car to be assigned the maximum allocated quantity of tires for the purposes of the Tire Use Rank for that Race.

7.5.11. Energy use above the permitted quantity causes the Car to be assigned the maximum allocated quantity of energy for the purposes of the Energy Use Rank for that Race.

7.5.12. To be eligible for the season-long Michelin Sustainability Award:

A. Cars must participate in each GTP Race of the season.

7.5.13. Tiebreakers per Art. 53.

7.5.14. All other IMSA RULES apply to the IMSA Michelin Sustainability in Racing Award.

ATTACHMENT 8 – HIGH-VOLTAGE OPERATIONS

8. HIGH-VOLTAGE OPERATIONS

8.1. Scope

IMSA's GTP class incorporates hybrid powertrains utilizing a high-voltage system (HV system) in most Cars. These technologies entail specific electrical, chemical and fire risks that must be carefully managed.

ATT. 8 covers operational requirements for Cars fitted with high-voltage hybrid systems (hybrid).

Teams competing in IMSA Events but not running hybrid systems should read ATT. 8 for awareness.

IMSA has developed a list of requirements, training content and procedures to apply in order to ensure a high level of operational safety.

ATT. 8 identifies the requirements set by IMSA surrounding the operation of Cars including high-voltage propulsion components. Upon request from IMSA, any party involved below must provide any proof of compliance as required.

8.2. Operational Electrical Safety

The term operational electrical safety (HV safety) is intended, in this context, to cover the specific hazards associated with the technology of hybrid LMH/LMDh Cars used in the context of an IMSA sanctioned Event including the GTP class.

IMSA has established a list of procedures, recommendations and responsibilities covering this area of Car operation. For clarity and brevity, these procedures are gathered into ATT. 8, rather than spread throughout the Sporting Regulations.

8.3. Potential HV safety hazards

Potential safety hazards fall into two (2) categories:

8.3.1. **Specific to the LMDh/LMH hybrid systems:**

A. Electric shock: Life-threatening injuries, up to death;
B. Electric arc: First to fourth degree burns, explosion, evaporating gas, exposure to light (welding flash), blast trauma;
C. Electrostatic discharge: Electric shock, damage to electrical components (electronics).

8.3.2. **Non-specific to the LMDh/LMH hybrid systems:**

A. Lithium-Ion battery fire;
B. Lithium-Ion battery leak (liquid);
C. Lithium-Ion battery leak (gas).

8.4. Roles and Responsibilities

It is each individual's responsibility to ensure they are adequately educated, informed and aware of the risks are associated with HV Cars and how to mitigate against these for their and everyone else's safety.

All staff involved with the IMSA Weathertech SportsCar Championship have a role to play and an awareness is necessary for each.

It is each group's (e.g. Entrant, Technical Partner, or Promoter) role to define and deliver the level of training and associated equipment/material required for each individual that it is responsible for.

8.4.1. **Group Roles**

A. **IMSA**

IMSA nominates Officials according to the IMSA Sporting Regulations (see Art. 3.8.2.A). For HV safety, the following roles are allocated:

i. Senior Manager, IMSA Track Services - Part of on-track response team
ii. IMSA HV Safety Officer - Paddock HV safety lead
iii. IMSA Lead HV Technician - hybrid (hybrid supplier)
iv. IMSA Lead HV Technician - battery (battery supplier)

B. **Partners (tire supplier, etc.)**

Each Partner has responsibility for HV safety of all activities of its employees. This includes responsibility for all their invited visitors and guests (officials, partners and public).

C. **Promoter**

An application to promote and organise an Event is made by the Promoter to IMSA. Accordingly, HV safety measures must be taken in strict compliance with the IMSA RULES. The Promoter is responsible for the marshals, responders, recovery staff, and the medical/emergency staff that are hired for the Event and must ensure that all staff attend a suitable HV safety briefing and adhere to the accompanying work safe instructions as identified as suitable by Promoter.

D. **Entrants (Hybrid GTP)**

Each Entrant has responsibility for HV safety of all activities in the Team area and their staff. This includes responsibility for all visitors (officials, partners and public) visiting their area. Entrants are also responsible for the HV safety of their Car in between the Team's area and the pit lane/HV Quarantine area(s).

Below is the list of the Competitor's key responsibilities:

i. Train all their staff in appropriate HV safety training;
ii. Ensure the Car is in safe running order when it leaves the garage/Team area;
iii. Ensure adequate signage;
iv. Ensure adequate procedures and documentation;
v. Ensure adequate PPE is available;
vi. Create and complete comprehensive HV safety checklists for the high voltage components and associated operations;
vii. Communicate all HV issues and incidents to the IMSA HV Safety Officer.
viii. Ensure attendance of key staff at IMSA HV Operational Protocol Meeting and Team Manager/Driver briefings:
    a. Drivers
    b. Team Managers
    c. Team HV Safety Officer

Relevant material and associated logs must be made available to IMSA upon request.
In addition, Entrants must nominate a key contact person as the Team HV Safety Officer for each Car (may be the same person for more than one Car). Entrants are responsible for registering their nominated HV Safety Officer through MERG (Art. 13) and informing IMSA of any change of personnel in this role.

E. **Entrants (non-GTP)**

Exposure to HV for 3rd party Teams is minimal. Nevertheless, a level of awareness and preparedness is required.

Below is the list of the Entrant's key responsibilities:

i. Ensure attendance of key staff at IMSA Team Manager/Driver briefings:
   a. Drivers;
   b. Team Manager;
ii. Adequately brief Team on dangers of HV and use of PPE;
iii. Ensure knowledge of PPE locations.

8.4.2. **Individual Roles**

A. **Senior Manager, IMSA Track Services**

The IMSA Senior Manager, Track Services has sufficient experience, training and knowledge of the relevant standards and the HV systems of electric vehicles, including the appropriate level of technical knowledge of the GTP Car technologies, to be able to assess the HV state of a Car.

This person is nominated by IMSA and acts on-track and in the pit lane, monitoring and supporting any operations involving a GTP Car.

Responsibilities and duties:

On track, during rescue/medical/recovery interventions:

i. Familiarity with the safety measures and personal protective equipment required for emergency work on HV systems;
ii. Evaluate the condition of the Car and its HV systems and decommission/deenergize to a safe condition if possible;
iii. Ensure HV safety measures, protocols, and PPE are properly used on site;
iv. Report the situation to Race Control and support decision-making process;
v. May work in conjunction with the IMSA Lead HV Technician (Hybrid and battery supplier);
vi. Wear identifying armband as may be required by IMSA.

B. **IMSA HV Safety Officer**

The IMSA HV Safety Officer has sufficient experience, training and knowledge of the relevant standards and the HV systems of hybrid vehicles, including the appropriate level of technical knowledge of the GTP Car technologies, to be able to assess the HV state of a Car.

May work in conjunction with the IMSA Lead HV Technician (Hybrid and battery supplier).

This person is nominated by IMSA and acts in the Paddock area, monitoring and supporting any operations involving a GTP Car.

Responsibilities and duties:

At the Event, for off-track activity:

i. Familiarity with the safety measures and personal protective equipment required for emergency work on HV systems;
ii. Implement and enforce IMSA HV Safety regulations (including audit of Team garages or Paddock location);

iii. Deliver HV Operational Protocol Meetings, and IMSA HV safety briefings (to specialty working groups);
iv. Monitor efficacy of HV safety measures, protocols and PPE used on site;
v. To maintain an online presence on Discord for HV safety emergency communications at all times;
vi. Wear identifying armband as required by IMSA;
vii. Oversee and manage HVSA operations, access and admission/release or Cars;
viii. Ensure availability and efficacy of PPE across the Paddock.
ix. Oversee IMSA's HV PPE testing requirements.

C. **IMSA Lead HV Technician (Hybrid and battery supplier)**

An Electrical Specialist in Live-line Work (ESLW) is a person who is an electrical specialist who has undertaken additional live-line work training. Live-line work refers to any work on the HV system during which a worker's body or items (tools, devices, equipment, or apparatus) come into contact with live parts, or work during which the non-live state is not assured, e.g. working on the battery.

This person(s) shall normally be a representative of the Hybrid and Battery suppliers and designated by IMSA.

Responsibilities and duties:

At all times:

i. Reply positively to requests for intervention/support from IMSA's HV Safety Leads;
ii. Support IMSA HV Safety Leads on site for required intervention (on track, pit lane, Paddock, etc.);
iii. Help secure the workplace in case of electrical danger;
iv. Support the recovery of the Car from the track/HV Quarantine area(s);
v. Diagnose and monitor the Rechargeable Energy Storage System (RESS) in the HV Quarantine area after recovery operations;
vi. Use and carefully handle the supplied personal protective equipment (PPE);
vii. Maintain mandatory minimum competencies and qualifications for working on HV systems;
viii. Specialist knowledge of battery and HV systems with possible failures;
ix. Familiarity with the safety measures and personal protective equipment required for the respective live-line work;
x. To maintain an online presence on Discord for HV safety emergency communications at all times;
xi. Wear identifying armband as required by IMSA.

D. **Team HV Safety Officer**

The Team HV Safety Officer must have sufficient experience, training and knowledge of the relevant standards and the HV systems of electric vehicles. They must have the relevant technical knowledge of the Hybrid GTP Car technologies, be able to assess the HV state of a Car, deenergize it and make safe.

This person is nominated by the Team and acts in the Team area, monitoring and supporting any operations involving any Hybrid GTP Car.

Responsibilities and duties:
At the Event, for off-track activity:

i. Familiarity with the safety measures and personal protective equipment required emergency work on HV systems;
ii. Implement and enforce Team/OEM HV Safety regulations;
iii. Maintain adequate provision for:
   a. Training;
   b. PPE/Safety equipment (including records of maintenance);
   c. Documentation;
   d. Signage.
iv. Implement and enforce IMSA HV Safety regulations;
v. Deliver Team/OEM HV safety briefings;
vi. To recover the Car from HVSA/Quarantine area(s) as required by IMSA HV Safety Officer;
vii. To act as a central point of communication and liaison for all HV Safety related issues for the Team;
viii. To maintain an online presence on Discord for HV safety emergency communications at all times;
ix. Wear identifying armband as required by IMSA.

E. **OEM HV Safety Officer**

The OEM HV Safety Officer must have sufficient experience, training and knowledge of the relevant standards and the HV systems of electric vehicles. They must have the relevant technical knowledge of the GTP Car technologies, be able to assess the HV state of a Car, deenergize it and make safe.

This person is nominated by the OEM and acts across the OEM's Teams' area, monitoring and supporting any operations involving any GTP Car. In his absence, the OEM HV Safety Officer may delegate their responsibilities to the Team HV Safety Officer. In such case, the IMSA HV Safety Officer must be notified in advance of the Event.

Responsibilities and duties:
At the Event, for off-track activity:

i. Familiarity with the safety measures and personal protective equipment required emergency work on HV systems;
ii. Implement and enforce OEM HV Safety regulations;
iii. Maintain adequate provision across their Teams for:
   a. Training;
   b. PPE/Safety equipment (including records of maintenance);
   c. Documentation;
   d. Signage.
iv. Implement and enforce IMSA HV Safety regulations;
v. Deliver Team/OEM HV safety briefings, including distribution of HV documentation and briefings to all Entrants using that OEM's Car;
vi. To act as a central point of communication and liaison for all HV Safety related issues;
vii. To maintain an online presence on Discord for HV safety emergency communications at all times;
viii. Wear identifying armband as required by IMSA.

F. **HV Trained Person**

A HV Trained Person is any person who has an operational role on a hybrid GTP Car and who has attended the relevant training for his role, as defined by their employer. It is recommended as a prerequisite that the person is familiar with the necessary protective equipment and protective measures for HV safety.

Examples of roles where HV training may be justified, and to what level, are given in the table below.

Level	Level	HV Trained Person	Training type	Accompanying documents	All TEAM/IMSA staff required to work on UNSAFE HV vehicles	All TEAM/IMSA staff required to work on SAFE HV vehicles	All circuit/IMSA/Partner staff with possible contact with HV vehicles
High	HV Specialist Level	**Yes**	HV/EV Expert level specialist training E.g. DGUV Level 3	ALL HV safety documents	x		
Intermediate	Car Technician Level	**Yes**	Self taught online HV Safety course E.g. DGUV Level 1	HV Safety Briefing Work Safe Instructions HV Communication Protocol HV Emergency Response Protocol	x	x	
Basic	Awareness	**No**	Attendance at one of the IMSA on-event HV Briefings (available at each event)	HV Safety Briefing	x	x	x
					(1) OEM/Team Representative (2) Trained race team engineer/mechanic (3) IMSA-recognized HV trained person with special knowledge and training	(1) IMSA/Team/OEM HV Safety Officers (2) IMSA Track Services (3) Identified GTP race team members (4) IMSA technical inspectors (5) IMSA Pit Lane Officials (6) Technical partner staff (with car interaction/duties)	(1) Technical partner staff (with no interaction with car) course marshals (2) on-track response workers such as recovery services, clean-up, etc. (3) Broadcast/Radio personnel (pitlane) (6) Workers & IMSA staff that work Fan Walk, Pole Position, Podium, etc.

Duties of all HV trained personnel:

i. Follow the requirements of the Sporting Regulations and Attachment 8;
ii. Participate in annual mandatory training provided by their employer;
iii. Follow the instructions of the IMSA and Team HV Safety Leads;
iv. Follow the work instructions defined by their employer, the hybrid suppliers and IMSA;
v. Check and maintain the PPE and protective measuring equipment;
vi. Ability to communicate emergencies following the protocols laid out by IMSA;

8.4.3. **Identification of HV Safety personnel:**

A. (a) Anytime Car is out of team's tent/garage; (b) Anytime Car is considered "unsafe". The following personnel shall have HV armband identifier displayed, to include:

i. Senior Manager, IMSA Track Services - part of on-track response (in fire suit);
ii. IMSA HV Safety Officer - Paddock HV safety lead;
iii. IMSA Lead HV Technician - hybrid (hybrid supplier);
iv. IMSA Lead HV Technician - battery (battery supplier);
v. Team HV Safety Officer for Car;
vi. OEM HV Safety Officer for Car (if functioning as Team HV Safety Officer).

8.5. HVSA and HVII

8.5.1. **HVSA**

High Voltage Safety Area (HVSA) or HV Quarantine, is a location at each track where Cars in an UNSAFE condition is driven/recovered to (either from the track or from the Paddock) if it is safe to do so.

It is surrounded by barriers and a set of PPE/HV Safety equipment is available within. Once inside this area, the IMSA Lead HV Technician (battery supplier) works to diagnose and advise of the issue so that corrective action can be taken by the Entrant. Once this is complete, and the IMSA HV Safety Office is satisfied, the Car is released to the Team HV Safety Officer (see HVSA Release Form, available from the IMSA HV Safety Officer).

HVSA may be located through an exit in the track or pit lane which must remain open. Cars entering HVSA must be driven, towed or pushed up to the "HVSA - Pull up to here" board to maintain access to critical safety routes.

If the car cannot be made safe, the IMSA HV Safety Officer may request that Track Services transport the car to HVII.

In case of rain, Entrants may provide and request for an Ez-Up to be placed over the Car, if a work tent is not supplied.

8.5.2. **HVII**

Should a Car suffer a HV issue resulting in the Car experiencing a battery thermal runaway or deemed UNSAFE to remain in the HVSA, the Car is taken to the High Voltage Isolation Impound (HVII). It is only released to the Entrant by the IMSA HV Safety Officer after the Car is deemed in a SAFE HV condition and after any other required investigations are complete. If a Car deemed UNSAFE cannot be moved for an extended period, it is the responsibility of the Team's Entrant to work with the track on remediation plans and costs.

8.6. IMSA HV Operating Protocol Briefing

8.6.1. **General Information**

A. The IMSA HV Operating Protocol briefings are only intended to inform and provide relevant information relating to IMSA's hybrid GTP operations and procedures. They are not a substitute for a structured high-voltage qualification.

The IMSA HV Operating Protocol briefings are delivered by the IMSA HV Safety Officer (or designee) to the group below:

i. OEM/Team HV Safety Officers;
ii. IMSA Lead Technician;
iii. IWSC Team Managers;
iv. IWSC Drivers;
v. Key competent persons from each technical partner with access to the Cars;
vi. IMSA Senior Manager, Track Services;
vii. IMSA Management.

B. This briefing is carried out prior to the first GTP on-track Session of the Event. Further briefing sessions are also scheduled at the beginning of each Event for persons taking part in Events for the first time in the season. The briefing is mandatory.

The above representatives are expected to hold internal briefings to relay the IMSA HV Safety briefing to provide Paddock-wide coverage. This should be done in conjunction with their own material. Anyone undertaking a role as described below shall receive this briefing from their organization at least once per year before taking part in an Event. If a new member of staff joins the Championship during the season, they must receive this briefing from their organization, before taking part in the Event.

The IMSA HV Safety Officer, or designee, provides a HV Operating Protocol Briefing prior to the first on-track Session to the following groups at each Event. These personnel are usually associated with the promoter and expected to work near or with the GTP Cars. In addition to a HV briefing conducted by trained IMSA staff, the IMSA HV Safety Handout (described in Par. 8.6.3) is used as a training template.

i. Marshals;
ii. Recovery Team;
iii. Rescue/Extrication Team;
iv. Medical Team;
v. IWSC technical partner staff, if applicable;
vi. Circuit staff with responsibility for potentially coming into contact with a Car during an incident on track or in the Paddock;
vii. Any other staff or participant that IMSA deems necessary.

8.6.2. **IMSA HV Safety Handout**

A. The IMSA HV Operating Protocol briefing Safety Handout is a summary of the HV Operating Protocol briefing in the form of a short document.

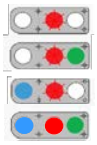
It is a concise description covering the identification and actions to be taken in the Event of an HV incident.

These sheets are distributed to all participants, if applicable, in the IMSA HV Operating Protocol briefing, preferably as a printed version or via an electronic version.

The handout should be made available to all holders of a valid IMSA hard card or SEC.

8.7. HV Condition and Condition Lights

Hybrid GTP Cars are fitted with three (3) pairs of red/green HV condition lights.

HV Safety Light Status	INDICATION	DESCRIPTION	STATUS
GREEN		High Voltage System OK	CAR SAFE
RED		High Voltage potentially present on the surface of the car	UNSAFE TO TOUCH
OFF		High Voltage System Status Unknown	UNSAFE TO TOUCH * Unless green cone present

* Whenever a Car is powered down from an HV safe condition (even for a short length of time) a green cone (or alternative marker) must be placed on top of the Car. On restart, if one of the RED conditions in the above table occurs, the Car remains UNSAFE and appropriate protocols followed (Par. 8.10.2).

At any time, IMSA Officials may declare a Car UNSAFE and take appropriate further action.

8.8. Hybrid Supplier Documentation

A set of documentation from the hybrid hardware suppliers must be included as part of the material required to operate the Car. Note that this material should be used in conjunction with the material contained in Attachment 8.

8.8.1. **Commissioning and Decommissioning**
https://bosch-motorsport.com/content/downloads/LMDH/Membersonly/Index.htm

8.8.2. **Work Safety Instructions**
https://bosch-motorsport.com/content/downloads/LMDH/Membersonly/Index.htm

8.8.3. **Fault Reaction Matrix**
https://bosch-motorsport.com/content/downloads/LMDH/Membersonly/Index.htm

8.8.4. **PPE (recommended by Hardware Suppliers)**
https://bosch-motorsport.com/content/downloads/LMDH/Membersonly/Index.htm

A. Access for GTP Entrants can be requested via email to: Support.IMSA@us.bosch.com

8.9. Responsibility

8.9.1. The defined procedures are listed below and indicate the main party responsible for each:

A. Driver extrication - Track Services
B. Pushing the Car clear of the track - Track Services
C. Track cleaning process – Designated track support staff/Track Services
D. Recovery operations - Track Services
E. Medical intervention - Track Services
F. Rescue operations - Track Services
G. Protocol for Drivers - Driver
H. Decommissioning procedure - Team HV Safety Officer

8.9.2. UNSAFE HV (red light) procedures:

A. On track - Race control/Track Services
B. In pit lane - Race control/Team HV Safety Officer
C. In Paddock - IMSA HV Safety Officer/Team HV Safety Officer
D. Team area - Team HV Safety Officer
E. HV Safety Area access control and release - IMSA HV Safety Officer

8.10. Operational Protocols

The responsibility for monitoring HV safety - via observation, telemetry, or any other means - at all times resides with the Entrant (see Art. 5.3).

8.10.1. **Car in SAFE Condition** (See Par. 8.7 above)**.**

A. At any time when a Car is in any area outside of the Team garage/tent (including but not limited to):
   i. Paddock;
   ii. Technical Inspection;
   iii. Podium;
   iv. Grid;
   v. Staging to go on track;
   vi. Post-Race (either in pit lane or in Scrutineering, as required by IMSA).

The following must be observed:

vii. PPE must be available (as defined in Par. 8.12);
viii. Telemetry must be transmitting. When a Car is in the Technical Inspection area, telemetry may be temporarily switched off while the system is restarted (and a green cone is in place per Par. 8.10.1.A.ix.).
ix. HV Condition lights must be illuminated (Note that if the power is cycled to restart the HV safety light time-out, a green cone/marker must be placed on the Car during this process. The HV condition lights must not be off for more than thirty (30) seconds or the Car will be considered unsafe);
x. The Team HV Safety Officer or a delegate (an HV Trained Person) must be present.

A jump battery may be used to facilitate this, for example: on the grid, or at podium.

B. When the Car is on the grid (pre-Race) a temporary cordon must be established to minimize public access to the Car.

C. Whenever a Car is being moved and outside of the Team's controlled area (Technical Inspection, Paddock/garage), the following must be observed:

i. PPE must be available (per Par. 8.12) in the pit box;
ii. Telemetry must be transmitting;
iii. HV Condition lights must be illuminated;
iv. The Team HV Safety Officer or designee (an HV Trained Person) must be present.

D. When the Car is on display outside of locations per Par. 8.10.1.A, the following must be observed:

i. PPE must be available (per Par. 8.12) in the pit box;
ii. Car must be cordoned off with the required barriers;
iii. HV Condition lights must be illuminated;
a. At off-site IMSA-supported activities, the use of a green cone signifying "last known SAFE state" is permitted;
iv. The Team HV Safety Officer or designee (an HV Trained Person) must be present.

8.10.2. **Car in UNSAFE condition**

See Par. 8.7 above. The Car is considered UNSAFE once a red light has been illuminated by the Car's control system OR the green light has been extinguished and there is no green cone/marker on top of the Car). These protocols apply even if the lights revert to a SAFE condition and continue to apply until the IMSA HV Safety Officer has indicated that the issue has been resolved.

A. **When Car is in Team garage, Paddock location, or under the Team's awning**
If the Car becomes UNSAFE at any time when the Car is inside the Team area:

i. The Team HV Safety Officer or a delegate (an HV Trained Person) must be present;
ii. Team communicates condition/issue on "Emergency Discord Channel";
iii. Team must act, following a set of pre-planned procedures defined by the Team and submitted in advance of the Event to the IMSA HV Safety Officer, to either make the system safe or safely move the Car to the HVSA for investigation by an IMSA Lead HV Technician;

iv. If fire occurs, Car may be pushed out of the garage using full PPE under the supervision of the Team HV Safety Officer and a cordon erected. If internal battery fire is suspected, the douse port should be used.

B. **When Car is in Public Areas**

If the Car becomes UNSAFE at any time when the Car is in any area outside of the Team garage/tent (including but not limited to):

i. Paddock;
ii. Tech;
iii. Podium;
iv. Grid;
v. Staging to go on track;
vi. The Team HV Safety Officer or a delegate (an HV Trained Person) must be present.

The priority is to keep people away from the Car. A cordon must be established around it and all efforts made to clear the immediate area. This cordon must remain in place until the issue is resolved.

If the Car has an occupant, they should remain in the Car until the Car is restored to a known SAFE condition, or should exit the Car using the Driver HV Emergency Exit Protocol if it becomes necessary.

The issue must be immediately reported on the "Emergency Discord channel" stating the location, Car number, and nature of the emergency.

The Team HV Safety Officer and IMSA HV Safety Officer must attend and act, following a set of pre-planned procedures defined by the Team and submitted in advance of the Event to the IMSA HV Safety Officer, to either make the system safe or, using the proper procedures, move the Car to the HVSA for investigation by an IMSA Lead HV Technician. The IMSA HV Safety Officer may permit the Entrant to move the Car to their Team area instead for investigation under the supervision of the Team HV Safety Officer.

C. **When Car is On-Track**

If the Car becomes UNSAFE at any time when the Car is on track:

i. Driver informs Team via radio;
ii. Team HV Safety Officer communicates condition/issue on "Emergency Discord Channel";
iii. If directed by Team, Driver stops Car immediately - otherwise proceeds as instructed straight to HVSA using track access point;
iv. If Car stopped, IMSA Track Services will arrive at Car and lead recovery;
v. Driver to engage neutral, switch off Car to P1 (Driver switches), open the Master Service Disconnect (MSD). If Car is at risk of rolling, Car to be left in gear;
vi. If Car can be towed to HVSA/Quarantine, Driver remains in Car and awaits instruction from Track Services;
vii. If no injury or danger (from track or HV), Driver waits for IMSA Track Services to deploy rubber shroud for Driver exit;
viii. If no injury but danger, Driver exits using Driver HV Emergency Exit Protocol;
ix. Extrication/recovery occurs as required, led by IMSA Track Services;

x. Car is moved to HVSA and remains there until HV system is made safe by Team with assistance of IMSA HV Safety Officer and IMSA Lead HV Technician.

Entering the pits with a Car that has been in an UNSAFE condition without going first to HVSA is subject to **Penalty**: Stop plus time in pit lane (minimum five (5) minutes).

D. **If Car is in Pits**

If the Car becomes UNSAFE at any time when the Car is in the pits:

i. Team must act to keep unprotected personnel away from the Car;
ii. Team communicates condition/issue on "Emergency Discord Channel";
iii. Car may remain powered to aid initial fault diagnosis and rectification. Otherwise, Driver to engage neutral, switch off Car to P1, open MSD. If Car is at risk of rolling, Car to be left in gear;

If HVSA is directly accessible from the Pits:

iv. If Car can be pushed to HVSA/Quarantine, Driver remains in Car and Car is moved to HVSA using appropriate PPE under IMSA HV Safety Officer supervision;
v. When instructed by IMSA HV Safety Officer or Track Services, Driver exits using Driver HV Emergency Exit Protocol;

If HVSA is not directly accessible from the Pits and Car is capable of moving under its own power:

vi. Car drives through the pits and around the track to HVSA entry - use of any "disabled Car' shortcuts is permitted but such lap shall be disregarded if in accordance with prior instruction from the Race Director;
vii. When instructed by IMSA HV Safety Officer or Track Services, Driver exits using Driver HV Emergency Exit Protocol;

If HVSA is not directly accessible from the Pits and Car is not capable of moving under its own power:

viii. Driver remains in Car and awaits instruction from Track Services;
ix. Car is recovered by Track Services to HVSA using correct PPE.
x. When instructed by Track Services, Driver exits using Driver HV Emergency Exit Protocol.

8.10.3. **In Case of Thermal Runaway**

A. The douse procedure defined by the hybrid system supplier must be followed.
B. Team communicates condition/issue on "Emergency Discord Channel".
C. In any case, if fire is suspected, the protocols surrounding all other types of fire apply.

8.10.4. **Driver HV Emergency Exit Protocol**

A. In case of need to exit a Car in an UNSAFE condition:

i. Do not touch ground/earth and Car at the same time;
ii. No assistance to be given;
iii. Exit via door onto sidepod;
iv. Stand on sidepod;
v. Jump away from Car and onto ground with one clear motion;

vi. Do not touch Car.

Should this not be possible, Track Services will lead extrication.

8.11. HV Paddock Check

The HV Paddock Checks may be done at any time but are initially conducted at the start of each Event in the Entrant's Team area(s).

8.11.1. **Hardware Checks**

A. Hardware Checks are conducted by the hybrid hardware supplier under the direction of the IMSA Lead HV Technician (Hybrid and battery supplier).

Items to be checked include:

i. Correct use of the installation procedures;
ii. Douse port accessibility;
iii. Burst disc integrity;
iv. Telemetry operation;
v. Isolation value;

8.11.2. **Operational Checks**

A. These are conducted by the hybrid hardware supplier under the direction of the IMSA HV Safety Officer.

Items to be checked may include:

i. Correct operation of HV Condition Lights;
ii. Presence and condition/maintenance records of PPE/HV safety equipment;
iii. Correct storage and prominence of PPE in garage/under Team awning;
iv. Integrity of system including:
    a. MSD;
    b. Low Voltage Service Disconnect (LV SDC).
v. Adequate signage;
vi. Correct system and vehicle labelling;
vii. Safe storage of spare parts;
viii. Evidence of training and knowledge of correct PPE usage;
ix. Presence of armband on Team HV Safety Officer.

Review of submitted documents and protocols:

i. Entrant HV Safety Briefing;
ii. Availability and knowledge of correct documentation from Hybrid Supplier;
iii. Paddock incident plan;
iv. Garage incident plan (including evacuation plan);
v. Details of intended overnight storage protocols;
vi. Paddock movement protocols;
vii. Daily HV checklist.

8.12. HV Safety Equipment (PPE)

8.12.1. All safety equipment (PPE) defined in the IMSA HV safety briefing is mandatory and must be made available in each Entrants' area:

A. Class 0 gloves;
B. Rescue hook;
C. Green cone;
D. Rubber matting;
E. Water extinguisher fitted with correct douse port fitting;
F. Adequate provision for HV measurement in line with hybrid vendors' recommendations;
G. Quick deployment barriers.

8.12.2. In addition, the items are available in the following common locations:

A. HVSA;
B. Technical scrutineering.

8.12.3. The condition (wear and tear, cleanliness, etc.) of this equipment is critical for its efficiency and it must be kept in excellent condition. The IMSA HV Safety Lead - Paddock creates and follows a checklist of all the equipment made available on site and checks them periodically.

In addition, IMSA reserves the right to inspect the Team's garage/Paddock area and require the Team to provide any proof of compliance.

The equipment should be clearly marked and in a prominent location within the garage/Paddock area. In addition, adequate signage should be in place:

A. Dangers of HV;
B. Location/Usage of PPE.

8.13. HV Communications Protocol

8.13.1. In order to quickly inform key members of the Paddock about HV emergencies, a text-based communication system is used:

A. Discord server (phone and PC based interfaces available);
B. Invitation to server: https://discord.gg/rkUtHEhnzv
C. One login per GTP Team to be shared by Team Manager, Team HV Safety Officer and his/her delegates;
D. Username format must be Car number(s)_Team name (e.g. "10_WTR" or "6_7 Penske");
E. In an emergency:

i. Use "Emergency Discord Channel";
ii. Focus on clear, short text messages relaying the key information;
iii. Begin message with "Emergency";
iv. State location;
v. State nature (fire, red light, medical, shock, etc.);
vi. Keep channel clear of all except essential messages.

9. ATTACHMENT 9 - GTP TESTING REGULATIONS / GLOBAL LMDh PLATFORM

PART A - PREAMBLE

9.1. GENERAL PRINCIPLES

9.1.1. These Regulations apply to all Official and Private Collective Testing listed in Parts B and C ("the Testing"). They are applicable from 1 January until 31 December of each calendar year. They are directed at Manufacturers and Competitors entered in the FIA WEC and/or IMSA Championship season (the "Championships"). Championship-specific blackout periods may be added by the ACO/FIA and/or IMSA as specified elsewhere in the respective regulations.

9.1.2. A Manufacturer is defined as the one who homologates a Car.

9.1.3. A Car is defined to be a vehicle homologated by each Manufacturer for participation in the Championships. For the purposes of this Attachment, a Car is considered as homologated from the moment it effectively participates in its first Competition, as evidenced by the completion of the administrative checks. Each Car is associated with a racing number ("Car number").

9.1.4. For the purposes of these Testing Regulations, a Team is defined by a Car number entered by a Competitor in the Championships.

9.1.5. Once a Car is homologated, testing is permitted only for Manufacturers and Competitors officially entered in either of the Championships.

9.1.6. Excluding fundamental changes, if the Car has minor deviations and/or parts variations from the homologated Car, it shall not be considered to be a different Car for the purposes of these Testing Regulations as determined solely by the ACO/FIA/IMSA. Such a determination shall be final and not subject to protest or appeal.

9.1.7. Any Car presenting fundamental changes shall be considered a Remodeled Car, the exploitation of which shall be governed by a commercial agreement concluded between the Manufacturer and ACO, FIA and/or IMSA.

9.1.8. Manufacturers and/or Teams must not test and/or Race the Car as homologated by the Manufacturer in any other Championship except the Championships or the Asian Le Mans Series. Specific and additional testing restrictions will be included in the Asian Le Mans Series regulations validated by the ACO/FIA/IMSA.

9.1.9. The cost of any investigation by ACO/FIA and/or IMSA may be charged to the Manufacturer and/or Competitor.

9.1.10. A Manufacturer or Competitor entered in one or both of the Championships for a specific season year may undertake testing during the preceding calendar year, however such testing shall accrue to the season allocation in which the Manufacturer or Competitor is entered.

9.1.11. The amount of permitted testing is limited through the allocation of tire quantities, and the allocation of Test Days (further defined and described in Part B below). For the purposes of this Attachment, a Test Day is defined as a continuous 24-hour period from 8:00 am to 7:59 am the following day.

9.1.12. Allocations in days as defined below are attributed only to the Manufacturers/Competitors entered in the Championships for the season.

9.1.13. Any Testing conducted before the first Hypercar homologation of a Manufacturer will not be taken into account in the allocation of the Test Days listed in these Test Regulations. However, any test must be declared by the Manufacturer, at the latest by 2:00 pm CET, thirty (30) days before the first day of testing (inclusive) to the ACO/FIA and/or IMSA.

9.1.14. Manufacturers and/or Competitors must not test on a circuit within the following time frames: within 14 days prior to the last day of on-track activity for that circuit in question in an IMSA Championship Event; within 30 days prior to the opening of the administrative checks for the circuit in question in a FIA WEC Competition, except for the 6 Hours of Imola and 6 Hours of Spa-Francorchamps Competitions where this period will be reduced to 14 days preceding the opening of administrative checks.

9.1.15. Participation in Competitions and Official Collective Tests of the Championships are not considered towards allocations described below.

9.1.16. Any testing must be declared and approved according to the conditions described below. The ACO/FIA and/or IMSA may impose any further conditions they deem necessary when approving a test.

9.1.17. The ACO/FIA is the binding authority for Competitors participating in the FIA WEC, and the IMSA is the binding authority for Competitors participating in the IMSA Championship. Where joint approval is required, a joint response will be sent.

9.1.18. All declared and approved testing will be made public by each Championship.

9.1.19. The relevant contact points for testing declarations and requests for approval are the WEC Committee for the FIA WEC: comite.wec@lemans.org and Paul Walter for the IMSA Championship: pwalter@imsa.com. Both email addresses must be placed in copy of any related communications.

9.1.20. The testing declaration must be done through the online form available in the following link: https://www.imsa.com/competitors/2027-team-portal/ - by clicking on 2027 GTP & HYPERCAR TESTING REGISTRATION FORM.

9.2. PROVISIONS REGARDING THE USE OF TIRES

9.2.1. Tires used for Testing must only be supplied by the designated tire manufacturer, in compliance with these Regulations.

9.2.2. Unless stated otherwise in these Regulations, Testing must be carried out on tires of the specifications declared for the corresponding Championship's Competitions. Upon the agreement between the Competitor and the tire manufacturer, it will be allowed to use specification of the previous range, with a maximum of one (1) tire sets (four (4) tires) per day per Team; those tires will not be counted within the allocations defined in Par. 9.2.3.

Upon the agreement between the Competitor and the tire manufacturer, it will be allowed to use development tires, with a maximum of five (5) tire sets (twenty (20) tires) per year per Team. Those development tires will be supplied free of charge to the concerned Team and will not be counted within the allocations defined in Par. 9.2.3.

9.2.3. Maximum yearly numbers of new usable dry-weather tire allocations will be determined for Manufacturers and Teams. The maximum number of dry-weather tires that can be used for the tests defined above is defined as follows:

	Yearly Allocation (Sets)		
	Manufacturer Test	**Manufacturer Collective Test**	**Team Test**
LMH / LMDh	120 (30)	48 (12) [Per Team]	84 (21)

Transport tires are not counted towards the above allocation.

9.2.4. These tires must not be sold or transferred in any way from any Manufacturer and/or Team to another.

PART B - REGULAR TESTING

9.3. MANUFACTURER TEST DAYS

9.3.1. A Manufacturer may be held responsible for infringements relating to the Testing Regulations, including those of its customer Teams. When relying on customer Teams for Manufacturer testing as described in Par. 9.3, Manufacturers must distribute Test Days equitably across those Teams. Participation in Manufacturer Test Day is not counted against a Team's allocation.

For the purposes of these Testing Regulations, a Team is defined by a Car number entered in either the FIA WEC and/or the IMSA Championship. In the FIA WEC, a Competitor may oversee up to two (2) Teams.

9.3.2. Manufacturer Test Day limitations are expressed in numbers of Car days: one (1) Car on track equals one (1) day consumed.

9.3.3. This limitation is defined per Manufacturer and is not Championship-specific.

9.3.4. Manufacturer Test Days must be declared by the Manufacturer organizing the test at the latest by 2 p.m. CET, thirty (30) days before the first day of testing (inclusive) to the ACO/FIA and/or IMSA. Any other Manufacturer / Team joining this test must declare its participation at the latest by 2 p.m. CET five (5) days before the first day of testing (inclusive). Any rescheduling of such Test Days must be communicated to all parties at the time that alternative dates are sought. From 12:00 pm local time on the day before the test day, it is prohibited to cancel or reschedule that Test Day, and the Test Day shall be charged against the allocation, unless in case of force majeure.

9.3.5. Allocations are limited as follows, per Manufacturer:

i. FIA WEC 2027: Two (2) days

ii. IMSA 2027: Two (2) days

9.4. MANUFACTURER COLLECTIVE TEST DAYS

9.4.1. Manufacturer Collective Test Day limitations are expressed in track days per Manufacturer. This means that one (1) rental day per day of testing shall be charged against the Manufacturer's allocation regardless of the number of Cars on track.

9.4.2. This limitation is Championship-specific.

9.4.3. Only entered Teams are permitted to take part in these Manufacturer Collective Tests (as per Par. 9.1.6), but participation in Manufacturer Collective Test Days is not counted against a Team's allocation.

9.4.4. Any Team using a Car from the Manufacturer organising the Manufacturer Collective Test Day must be invited to join that test. A Manufacturer cannot deny the participation of an eligible Team.

9.4.5. Manufacturer Collective Test Days must be declared by the Manufacturer organizing the test at the latest by 2 p.m. CET, thirty (30) days before the first day of testing (inclusive) to the ACO/FIA and/or IMSA. Any other Manufacturer / Team joining this test must declare its participation at the latest by 2 p.m. CET five (5) days before the first day of testing (inclusive).

9.4.6. These tests cannot be cancelled, except in case of force majeure or extraordinary circumstances at the ACO's/FIA's and/or the IMSA's sole discretion. If cancelled, the day(s) shall be charged against the Manufacturer's allocation.

9.4.7. Any rescheduling of such Test Days must be communicated to all parties at the time that alternative dates are sought. From 12:00 pm local time on the day before the test day, it is prohibited to cancel or reschedule that Test Day, and the Test Day shall be charged against the allocation, unless in case of force majeure.

9.4.8. Allocations are limited as follows, per Manufacturer, per Championship entered:

i. FIA WEC 2027: Two (2) days

ii. IMSA 2027: Zero (0) days

9.5. TEAM TEST DAYS

9.5.1. Team Test Day limitations are expressed in numbers of Car days: one (1) Car on track equals one (1) day consumed.

9.5.2. This limitation is defined per Team and is not Championship-specific.

9.5.3. A Team may invite any other Team to join a test organised by the Team in the interest of cost sharing. This includes Teams competing in other categories. Test Day(s) shall be charged against both the inviting and the invited Teams' allocations where applicable, and as per these Regulations.

No Team is entitled to refuse the participation of another Team, unless the number of participants exceeds the maximum number of Cars admitted to the circuit.

9.5.4. Team Test Days must be declared by the organising Team at the latest by 2 p.m. CET, thirty (30) days before the first day of testing (inclusive) to the ACO/FIA and/or IMSA. Any other Manufacturer / Team joining this test must declare its participation at the latest by 2 p.m. CET five (5) days before the first day of testing (inclusive). From 12:00 pm local time on the day before the test day, it is prohibited to cancel or reschedule that Test Day and the Test Day shall be charged against the allocation, unless in case of force majeure.

9.5.5. Allocations are limited as follows, per Team:

i. FIA WEC 2027: Two (2) days

ii. IMSA 2027: Zero (0) days

PART C - OTHER TESTING

9.6. TIRE MANUFACTURER TESTS

9.6.1. Subject to the approval and conditions set by the ACO/FIA and/or IMSA, the designated tire manufacturer for the category may organise tire testing.

9.6.2. The designated tire manufacturer must submit its test plan to the ACO/FIA and IMSA no later than 1 December for the following calendar year, applicable for both the ACO/FIA and IMSA Championships.

9.6.3. The ACO/FIA and/or IMSA may request the designated tire manufacturer to organise dedicated testing sessions.

9.6.4. Any Tire Manufacturer Test not part of any ACO/FIA or IMSA sanctioned test, Manufacturer Test Day, or Manufacturer Collective Test Day shall be in accordance with Team Testing, and counted against the testing Team's allocation.

9.7. SPECIAL TESTING

9.7.1. Special Testing means testing, or activity organised by a Manufacturer or a Team, including but not limited to: rollouts, straight line testing, wind tunnel testing, seven-post testing, commercial, VIP and/or media sessions.

9.7.2. On-track activity is limited to one (1) hour maximum, unless otherwise approved by the ACO/FIA and/or IMSA for extraordinary circumstances or events.

9.7.3. Special Testing must be conducted on transport tyres supplied by the designated tyre manufacturer, and as approved by the ACO/FIA and/or IMSA. Confidential tyres may be used for off-track testing (such as private wind tunnel or seven post testing sessions) without detracting from the tyres allocations.

9.7.4. Special Testing are not taken into account in the allocation of other Test Days listed in these Test Regulations.

9.7.5. Special Testing must be declared and approved by the ACO/FIA and/or IMSA, which must receive the request at the latest by 2 p.m. CET, five (5) days before the beginning of the special testing or activity. The decision of the ACO/FIA and/or IMSA regarding approval of any Special Testing is final, and the ACO/FIA and/or IMSA are not obliged to provide justification in case of refusal.

9.7.6. Off-track special Testing carried out on transport tyres are not subject to prior declaration or approval by the ACO/FIA and/or IMSA.

9.7.7. Specific case of Rollouts

i. Any Rollout declaration must specify the event (Competiton, Test) for which it is being carried out. Only one rollout per Team will be authorised ahead of a Competition or a declared Test day, except for the 24H of Le Mans where 2 rollouts are allowed. Rollouts can be postponed or moved forward from 1 day upon request to the ACO / FIA.

9.8. OFFICIAL COLLECTIVE TESTS

9.8.1. Participation in Official Collective tests scheduled by the ACO/FIA or IMSA is not counted against other Test Day allocations listed in these Testing Regulations.

9.8.2. Official Collective test participation may be mandatory, as required by the ACO/FIA or IMSA.

9.8.3. FIA WEC Official Collective tests, 2027:

i. 21 or 22 March - Prologue - Qatar
ii. 25 March - Promoter Collective Test - Qatar
iii. 7 November - Rookie Test - Bahrain

9.8.4. IMSA Official Collective Tests, 2027:

i. 10 - 13 December, 2026 - Daytona International Speedway - IMSA Sanctioned 2027 Pre-Season Test

ii. 17 - 18 February, 2027 - Sebring International Raceway - IMSA Licensed Test

iii. 30 - 31 August, 2027 - Michelin Raceway Road Atlanta - IMSA Licensed Test

iv. 1 September, 2027 - Michelin Raceway Road Atlanta - IMSA Rookie Test (TBC)

PART D - REMODELED CAR

9.9. DRIVING ACTIVITIES WITH REMODELED CARS

9.9.1. A Remodeled Car is defined by a specific homologation (called "Remodeled Homologation") approved by ACO/FIA/IMSA. This car will be considered different from the Car homologation defined in Par. 9.1.3 of this Appendix.

9.9.2. Any Manufacturer wishing to commercialise a Remodeled Car shall contact the ACO, FIA and/or IMSA to conclude a commercial agreement setting out the car's specifications, the technical restrictions and the required elements of the annual declaration.

9.9.3. The Remodeled Car will be permitted to participate in track activities under the conditions of the commercial agreement. In no case the Remodeled Car is entitled to participate in any Competition or can be used for Testing for the purpose of improving the performance or reliability of the homologated Car.

9.9.4. The use of tire from the specifications used in the Championships is prohibited on these cars.

9.9.5. The Manufacturer is responsible for Remodeled Cars and for compliance with these regulations for the entire homologation period, even if the Manufacturer is no longer the owner of the Remodeled Car. Any violation will be charged to the Manufacturer and reported to the Stewards.