



**INTERNATIONAL MOTOR  
SPORTS ASSOCIATION**

1394 Broadway Avenue  
Braselton, GA 30517  
Phone: (706) 658-2120  
Fax: (706) 658-2130  
Web: [www.imsaracing.net](http://www.imsaracing.net)



# COOPER TIRES PROTOTYPE LITES Championship

## Standing Supplementary Regulations 2011

V1

1 January, 2011

Changes incorporated from the 2010 Final version to the 2011 Final version are indicated by a unique double line as indicated on the left hand side.

This is an important document. All Participants should read these Regulations before completing the relevant entry form. Please contact IMSA if you have any questions in relation to these Regulations.

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## Introduction

IMSA is proud to sanction the COOPER TIRES PROTOTYPE LITES Championship, part of a rich tradition of sports car racing that spans five decades.

The COOPER TIRES PROTOTYPE LITES CHAMPIONSHIP is a series of Events contested by purebred sports racing cars. Elan Motorsports Technologies will be the sole supplier to Lites One with the DP02 and West Racing Cars will be the sole supplier to Lites Two with their WR1000 and WX10. The PROTOTYPE Lites series will act in a support capacity to the most prestigious and well-attended sportscar events in North America, the American Le Mans Series presented by Tequila Patrón.

This Championship and these competitions are sanctioned by IMSA under the IMSA CODE.

In order to provide for the orderly conduct of these competitions, these present Regulations are provided, in conjunction with the IMSA CODE, which is incorporated by reference herein. All participants in these competitions and any part of this Championship must be fully aware of and are subject to all these regulations and shall be bound by them, as they may be amended, supplemented or superseded from time to time, and all participants are responsible for compliance therewith.



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## **Article 1 General Regulations**

### **1.1 Organization**

The COOPER TIRES PROTOTYPE LITES CHAMPIONSHIP is sanctioned and organized by the International Motor Sports Association (IMSA).

### **1.2 General Rules of Competition**

The Championship shall be governed by "The Regulations" which include:

- The IMSA CODE
- These Standing Supplementary Regulations (SSR)
- The Event Supplementary Regulations (SR)
- IMSA Bulletins
- Chassis homologation specifications.

### **1.3 Control**

The Events are National Restricted Closed Events, under the definitions of the FIA International Sporting Code. The FIA has vested Sporting Power of events run in the United States to the Automobile Competition Committee of the United States (ACCUS), which in turn has delegated that Sporting Power to its member clubs, in this case, IMSA.

For The Championship, IMSA requires competitors to have an FIA license. IMSA also requires that all participants in whatever capacity, be properly licensed members of IMSA, and thereby do submit themselves to The Regulations.

As a condition of participation in The Championship, all competitors specifically acknowledge that this is a national championship and do specifically disclaim any rights to make any appeals, other than those provided for in these Regulations, and particularly disclaim and waive any right to appeal to the FIA International Court of Appeals, irrespective of their country of origin or FIA license.

### **1.4 Commercial Rights**

IMSA as the organizer of the Events, Series and Championship do hereby reserve all commercial rights to the same. All participants, in recognition of good and valuable consideration received, do provide IMSA an irrevocable, royalty free right to use their image, likeness, representations, name, logos, marks, and any other information related to their participation, in any form whatsoever, for any purpose in connection with the Series, including any commercial purpose; including, but not limited to, all media releases, television and radio coverage, interactive games, internet uses, Series merchandise, souvenirs and apparel. IMSA shall own, in perpetuity, the exclusive rights to film, tape, capture, photograph, collect, transmit, or record by any means, process, medium or device, whether or not currently in existence, all information, images, sounds and data, arising from or during the Series Events and any other works, copyrightable or otherwise created from the information, images, sounds and data arising from or during the Series Events. IMSA may reproduce, broadcast, transmit or distribute, by any means, process, medium or device, whether or not currently in existence, all information, images, sounds and data, electronic or otherwise, generated during and in connection with the Series Events and any and all copyrights and all other intellectual property and proprietary rights world wide in and to such information, images, sounds and data, electronic or otherwise, any recording, broadcast or transmission thereof, and any work derived there from. IMSA shall have the right to assign or sublicense any of its rights herein.



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**1.5 Use of Series Marks**

Participants may not use the IMSA logo, the Series mark, Cooper's marks or any other Series sponsor marks, except as required or permitted in the Regulations, without the express written consent of the respective rights holder. Any permitted use must comply with the specifications of the rights holder.

**1.6 The COOPER TIRES PROTOTYPE LITES CHAMPIONSHIP**

The COOPER TIRES PROTOTYPE LITES CHAMPIONSHIP (The Championship) is an annual calendar of races which determines Driver Champions and Team Champions. Every Event is organized according to The Regulations. The 2011 Championship is comprised of 14 races that will count toward the Championship:

Rounds One & Two	3/17 - 3/18	Sebring International Raceway
Rounds Three & Four	7/9	Lime Rock Park
Rounds Five & Six	7/23 - 7/24	Mosport
Rounds Seven & Eight	8/5 - 8/6	Mid-Ohio
Rounds Nine & Ten	8/19 - 8/20	Road America
Rounds Eleven & Twelve	9/17 - 9/18	Mazda Raceway Laguna Seca
Rounds Thirteen & Fourteen	9/29 - 9/30	Road Atlanta Motor Sports

**Minimum Car Count Per Class:**

IMSA will not conduct a class awards ceremony, distribute trophies or establish a separate classification if less than three (3) cars of a specific class compete in a given Event, however, class-specific points will accrue toward the year-end prize fund. Cars competing at an Event in a class with fewer than three participants will only be classified in the overall results.

**1.6.1 2011 Championships**

- a. There will be two (2) Championship classes in 2011: One each for Lites One (L-1) and Lites Two (L-2). The top 3 finishers of each class will be recognized in an award ceremony.
- b. Upon entry into the series, drivers must declare which Championship class they are entering and must enter the races in that type of car. Any driver who drives a car that is different from the class in which they are registered will not accrue points for their Championship, but will be classified in the race and be eligible for podium positions and awards in the class of car they are driving.
- c. Points are non transferable between Championships.

1.6.2 The Championship 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 or distance) will be specified in the SR.

**1.7 Driver Champions**

IMSA will recognize a Driver Champion in both classes based on the cumulative number of points earned in the Championship races.



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1.7.1 Points will be awarded in each Championship class race to the top fifteen (15) finishers that have met the eligibility requirements as follows:

1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>	5 <sup>th</sup>	6 <sup>th</sup>	7 <sup>th</sup>	8 <sup>th</sup>	9 <sup>th</sup>	10 <sup>th</sup>	11 <sup>th</sup>	12 <sup>th</sup>	13 <sup>th</sup>	14 <sup>th</sup>	15 <sup>th</sup>
20	18	16	14	12	10	9	8	7	6	5	4	3	2	1

1.7.2 Eligibility for point awards:

- a. Only one driver may be awarded points per car. The driver must be the driver nominated on the entry, or as amended and accepted by the Race Director, prior to the start of the Event. If a Driver, without proper nomination, competes in a car, they will forfeit awards earned in that Event and the car may be excluded.
- b. Drivers will be awarded points only in the car they drive during the race.
- c. "Guest of IMSA" drivers are not eligible for Championship points. For the purpose of awarding points, they are treated as though they did not participate. (Example; if a guest driver finished in 3<sup>rd</sup> place, the 4<sup>th</sup> place driver would receive 3<sup>rd</sup> place points, and so on.)

1.7.3 In case of a tie in the final point standings, the tie shall be resolved according to the Driver's record of first place finishes, and then if necessary, the number of second place finishes, and so on down to tenth place. If a tie still remains, the tie shall stand and awards will be shared equally.

1.7.4 Any car found to be out of compliance with the regulations may be removed from consideration for driver points and prizes.

1.7.5 IMSA's decision regarding any dispute or question regarding point awards will be final and not subject to protest or appeal.

1.7.6 Year-end Driver's Prize Money;  
A \$30,000 Year-end Prize Fund will be shared between the two (2) classes and will be awarded as a percentage of the number of participating cars with a minimum breakdown of L1=\$18,000, L2=\$12,000. In order to be eligible for the Driver's Championship prize fund, a Driver must enter and participate in a minimum of 5 of the 7 Events.

**1.8 Team Championships**

- a. Team Championship points will be awarded in both classes in each race. The team awarded the points will be the team registered in the entry form as being the Entrant's team.
- b. A team will only receive points awarded to the highest finishing car from their team.
- c. The team awards will be presented at the end of the year.

Points will be awarded to as follows:

1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>	5 <sup>th</sup>	6 <sup>th</sup>	7 <sup>th</sup>	8 <sup>th</sup>	9 <sup>th</sup>	10 <sup>th</sup>	11 <sup>th</sup>	12 <sup>th</sup>	13 <sup>th</sup>	14 <sup>th</sup>	15 <sup>th</sup>
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**1.9 Master Class Championships (Both Classes)**

- a. Drivers who have had their 40<sup>th</sup> birthday before March 1<sup>st</sup>, 2011 may enter the Master's competition. Master drivers will be scored separately in addition to normal Championship scoring. Standings will be published from race to race and year-end trophies will be awarded to the top driver that has accumulated the most points in each class.
- b. Each class will have a Master's class.
- c. Points for the Master's competition are awarded as follows: (in each class)

1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>	5 <sup>th</sup>	6 <sup>th</sup>	7 <sup>th</sup>	8 <sup>th</sup>	9 <sup>th</sup>	10 <sup>th</sup>	11 <sup>th</sup>	12 <sup>th</sup>	13 <sup>th</sup>	14 <sup>th</sup>	15 <sup>th</sup>
20	18	16	14	12	10	9	8	7	6	5	4	3	2	1

**Article 2 Definitions**

- Event – An entire program of IMSA sanctioned competitions.
- Series – The COOPER TIRES PROTOTYPE LITES CHAMPIONSHIP, sanctioned by IMSA.
- Championship – The annual calendar of COOPER TIRES PROTOTYPE LITES CHAMPIONSHIP Events
- The Car – An eligible PROTOTYPE Lites series chassis
- Homologated Chassis – A Chassis built by an approved constructor eligible for competition and with a homologation registered with, and accepted by, the Series.

**Article 3 Membership / License and Credentials**

- 3.1 IMSA is a private, member-based organization and reserves the right to reject or revoke the membership and license of any person at any time for any reason. Any person who applies for IMSA membership and to participate in the Championship understands and agrees to this condition.
- 3.2 The terms and conditions of the entry and license forms, as they may be amended from time to time, are incorporated by reference herein and must be abided by at all times.
- 3.3 Participants are responsible for submitting any required documentation on time and to have such documentation available for inspection at each Event. Failure to comply with this requirement may result in cancellation of the entry.
- 3.4 Failure to timely pay any penalty or obligation to IMSA or COOPER Tire or their designated affiliates may result in penalties including exclusion from further participation of the driver, Entrant and car associated with such debt. All outstanding obligations to IMSA must be paid prior to any participation in future Events or may be deducted from any prizes due.
- 3.5 Any monetary prizes will be distributed 30 days following an Event.



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**Article 4 Events**

**4.1 Events**

An Event shall generally consist of practice sessions, a qualification session (which ordinarily shall determine the starting positions for Race #1). The fastest lap of each car from Race #1 shall determine the starting position for Race #2 unless otherwise specified in the SR. All Events will consist of two (2) races, each of approximately 30 minutes or more in duration per Event, except the Sunday race at Mazda Raceway Laguna Seca which will be a 75 minute enduro Event.

**4.1.1 - Parc Fermé: SR**

**4.1.2 - Fuel:**

All fuel must be obtained from the "Official Fuel Supplier" as designated by IMSA at each Cooper Tires PROTOTYPE Lites Event

Place of Delivery: Race Fuel compound located in the IMSA paddock

Distribution: By Drum at Race Fuel compound

Storage: Approved 54 or 30 gallon drums

Schedule: SR

**4.1.3 - Team Managers' Briefing:**

Date: SR

Venue: SR

Attendance: Attendance of the team manager/crew chief meeting is mandatory.

Documentation: Each Team Manager and/or Crew Chief must personally sign the attendance documentation

Fine: Minimum fine of US\$250.00 per person late or not attending

**4.1.4 - Drivers' Briefing:**

Date: SR

Venue: SR

Attendance: Attendance of the drivers is mandatory

Documentation: Each Driver must personally sign the attendance documentation

Fines: Minimum fine of \$250.00 US - per person late or not attending and/or loss of starting position

**4.2 Minimum Qualifying Time**

Drivers shall achieve a lap time at least equal to 110% of the best time achieved by the fastest car in their respective class.

If qualifying is not completed for any reason, the same requirement shall apply to any time used to set the starting grid (such as practice times.) IMSA may, at its sole discretion, permit a car that does not comply with this regulation to start, so long as, in the Race Director's opinion, the car shall be reasonably able to compete in the race. If so permitted, the car must start from the back of the grid.



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#### 4.2.1 - Red Flag during Qualifying:

- 1 - Any driver involved in an incident that initiates a Red Flag may be required to forfeit their fastest timed lap recorded during that session.
- 2 - Any driver involved in a second incident that initiates a Red Flag during the same session may be prohibited from further participation in that session.
- 3 - Any driver involved in additional separate incidents during the same time period as an incident that initiates a Red Flag may also forfeit their fastest timed lap recorded during that session at the Race Director's discretion.

#### 4.3 Starting Grid

4.3.1 The **starting grid** will be in a staggered 2x2 formation and following the regulations set forth per IMSA CODE, Art. 6.

4.3.2 Pole position shall be the position on the front row according to the circuit homologation by the FIA, except at tracks without a homologation, where the position shall be determined in accordance with Art. 6.7.6 of the IMSA CODE.

#### 4.4 Penalty Box

There shall be a designated "Stop and Go" area, or "Penalty Box" in the pit lane, either at the pit out end of the pit lane or at another location identified in the SR or by the Race Director. Any penalty requiring the car to exit the course and stop in the pits or to stop and be held in the pits shall be served in the Penalty Box, unless otherwise directed by the officials.

Should Race Control stop a car with the **black flag** for a time penalty ("Stop and Go"):

4.4.1 The driver has 4 (four) laps maximum to drive their car to the "Penalty Box" area:

When the penalty is served, the driver shall rejoin the race **without making a stop at their pit**:

Additional penalty for each breach:

4.4.2 No one is permitted to come near the car for any check whatsoever or to talk to the driver:

Additional penalty for each breach.

#### 4.5 Motorhomes / Toterhomes

4.5.1 Motorhomes or Toterhomes not used as tow vehicles may be permitted in a competitor's paddock allotment when space is available on a first-come, first-serve basis and at an additional cost at each Event. Teams must contact the Series Manager via e-mail a minimum of three (3) weeks prior to an Event for Motorhome/Toterhome parking in the paddock. When space is limited for Motorhome/Toterhome parking in the paddock, other than as tow vehicles, teams must pre-arrange directly with the track and/or promoter for parking outside the paddock.

Motorhomes/Toterhomes used as race car tow vehicles must remain hooked to and in line with the race car trailer and may not be moved or removed from the paddock for the duration of the Event.

4.5.2 Any trailer containing two car entries for an Event will receive a maximum dimension of 75ft (not including tailgate) x 35 ft, including tractor and awnings. Any team with additional cars (over two) will be addressed on a case-by-case basis. For any trailer that only has one car entry for the Event, the



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maximum width dimension will be 30ft, including tractor and awning, when space available. However, for smaller rigs, this dimension may be further reduced by IMSA operations department. Competitors are required to inform IMSA operations department of their paddock requests no less than three (3) weeks in advance of the scheduled move-in date using the on-line paddock form.

#### 4.6 Paddock

- 4.6.1 The appearance of the racing series and of the teams involved must always meet a professional standard. Therefore, all team transporters must be of tasteful design and kept clean and in good repair, in IMSA's sole opinion.
- 4.6.2 With respect to teams, the layout and rules of the paddock are handled exclusively by IMSA's operations department and no other entity may give contrary direction.
- 4.6.3 No transporter may be removed from the paddock until permitted by IMSA, which may not occur until after the beginning of the ALMS race.
- 4.6.4 Defacement, damage or theft of racing facility property is strictly prohibited. Participants must leave their designated work area clean and free of trash or debris.
- 4.6.5 Unless specifically authorized by IMSA, advertising outside of the confines of the team's vehicles, uniforms and tent space, direct sales and marketing efforts to the public, sampling, exhibits and surveying are strictly prohibited. Food service at the team's transporters to anyone other than direct team personnel is prohibited. Providing catered meals, except through track-authorized vendors, is prohibited.

#### 4.7 Timing

4.7.1 IMSA requires each car to be fitted with a hard-wired timing transponder in an approved location and manner. It is subject to inspection at all times and must be surrendered or replaced upon request. The transponder must not be tampered with nor transferred to another car unless specifically approved by the Series. Transponders may be purchased through IMSA, or supplied by the competitor. Pre-orders may be placed with the IMSA office. Failure to obtain and install a transponder may result in the car not being scored.

##### 4.7.2 Wireless Timing

The Information Systems (IS) group at IMSA is offering, where possible, a wireless timing system for the 2011 season. Teams will have the ability to receive timing and scoring information via a wireless data stream with which they can view standings, integrate into custom software, or capture for later use. The data will be transmitted via a wireless pit lane network that will require a subscription and a computer. For questions and information, contact Lynda Polk at (713) 542-3712 or e-mail at [lyndapolk@imsatiming.com](mailto:lyndapolk@imsatiming.com)

##### 4.7.3 Transponder Location:

All Prototype Lites cars must have the timing transponder mounted between the rear wing support uprights. It must be mounted vertically and power up when the master switch is on.





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#### 4.8 Drivers

Only drivers who are entered in the Event may drive during the Event, and only in the car in which they are entered. The Event is defined as beginning with the first official timed practice. Alternate drivers are permitted at pre-event test days only if properly registered and licensed.

#### 4.9 Driver Uniforms

Driver's uniforms **MUST** carry the following logos in the specified locations: (Mandatory Embroidery/Patches)

- 1) **Series logo**, on the upper right chest
  - 2) **IMSA logo**, on the upper part of the left chest.
  - 3) **Cooper Tires logo**, on the upper part of either sleeve.
- VP Racing Fuel logo**, on the upper part of either sleeve. (Optional)

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Any Driver not having the mandatory embroidery or patches on the Driver's uniform during an Event will be subject to loss of points, loss of eligibility for year-end prize money and/or fines, etc.

No competing organization or sponsor signage will be permitted.



Embroidery tapes for most patches are available on [www.prototypelites.com](http://www.prototypelites.com) under the miscellaneous section.

### Article 5 Credentials

#### 5.1 Driver Age

Driver's minimum age is 16 years old. (see also IMSA CODE 3.3.1)



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**5.2 Driver Standards**

- 5.2.1 In order to be eligible for licensing in the Championship, drivers must be bona-fide Amateur or Semi-Professional Drivers (as defined). IMSA may, at its sole discretion, permit other drivers to participate in Events as "Guest Drivers". However, such drivers shall not be eligible for points. Drivers bearing other IMSA Driver's Licenses may also be eligible to compete as a "Guest Drivers".
- 5.2.1.1 A "Professional" driver is defined as one who earns their primary living, or whose primary profession is driving race cars.
- 5.2.2 Drivers must meet minimum eligibility standards, as may be determined by IMSA at its sole discretion, which may include relevant racing experience, driving schools, and/or other amateur racing series.
- 5.2.2.1 For L1 and L2, the minimum standards are an SCCA National Competition License, or equivalent, or equivalent experience (as recognized by IMSA).
- 5.2.3 All drivers are required to complete an experience sheet, documenting their eligibility for the series, establishing both minimum and maximum requirements. Incomplete, inaccurate or evasive answers may subject the driver to revocation of their license or other penalties under Art. 8 of the IMSA CODE.

**5.3 Provisional License**

Drivers may be issued a provisional license should their qualifications require further evaluation. As a condition of entry, these Drivers recognize that their license is subject to revocation at any time and such decision by the officials is not subject to protest or appeal.

**5.4 National / FIA License**

The Driver's license in the Series is a national license and a FIA license is required for 2011. Holders of international FIA licenses are required to have written permission of their home ASN to compete.

**5.5 Entrant License**

An Entrant license is required for each entered car. No Entrant may have more than two cars entered under one license.

**5.6 Driver Equipment**

Refer to 2011 IMSA CODE, Art. 5.10 regarding driver safety equipment. Driver's complete safety equipment must be presented at scrutineering for inspection by IMSA's technical department.

**5.7 ADVERTISING, PROMOTION, CONTINGENT AWARDS**

Refer to 2010 IMSA CODE, Art. 4.10

**5.8 BROADCAST EQUIPMENT AND BROADCASTERS**

Refer to 2010 IMSA CODE, Art. 5.11



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## Article 6 Racing Rules

### 6.1 Neutralization of the Race: "Safety Car" See IMSA CODE Art. 6.2

6.1.1 Responsibility: See IMSA CODE Art. 6.2.1

6.1.2 Identification: See IMSA CODE Art. 6.2.2

6.1.3 Procedure: See IMSA CODE Art. 6.2.3

6.1.3.1 Failure of the overall leader to slow down and take up position behind the Safety Car may result in a minimum one (1) lap penalty.

6.1.4 **End of Operation: See IMSA CODE Art. 2.6.6**

6.1.4.1 The car that is then immediately behind the Safety Car prior to the restart must maintain the speed of the Safety Car until the green flag is displayed, at which time acceleration and racing may begin. Any manipulation of this pace will be considered an infraction of these Regulations.

6.1.4.2 Modification: See IMSA CODE Art. 6.2.8

### 6.2 - Finish

6.2.1 The checkered flag will be displayed for a maximum of five (5) minutes.

### 6.3 Classifications

6.3.1 The overall winning car is the one which has taken the checkered flag on the race track and has covered the greatest distance first. The position of the cars on the starting grid is not taken into account.

6.3.2 For races run in two or more parts (red flag), the order will be determined by number of laps completed and the official time each car completed its final lap.

### 6.4 Awards Ceremony

6.4.1 Mandatory attendance by top three finishers in each L-1 and L-2 class and special award winners at the podium ceremony.

6.4.2 Drivers must wear series required patches as designated in these SSR. Drivers and crew members appearing at award ceremonies without required patches or with patches from competing series and/or sanctioning bodies may result in the forfeiture of points and or finishing position.

### 6.5 Conduct

See IMSA CODE, Art. 5.5, 5.6 and 5.7

### 6.6 Pit Stops

See IMSA CODE, Art. 6.6

6.6.1 Except at endurance Events (races over 60 mins.) or unless the Race Director instructs otherwise, the pit entrance will remain open and pit stops may be done at any time.



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Phone: (706) 658-2120  
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6.6.2 In case of endurance Events, or should the Race Director so instruct, the pit entrance will be closed from the beginning of the Safety Car intervention until the Safety Car has picked up the overall leader and main field. The Race Director will then instruct Officials to re-open the pits. Any car which enters while the pits are closed and receives assistance before the pits have been re-opened may receive a penalty of a minimum of one (1) lap.

6.6.3 Refueling may only be done in the competitor paddock. No fuel may be added to the car in the pit lane or on the race track unless otherwise specified in the SR.

6.6.4 Only four (4) persons may work on the race car at any one time. In many cases the crews and their equipment will be stationed in the pit lane in front of the wall. Therefore, it is the responsibility of the crews to clearly use only four (4) persons to work on the car, and the judgment of IMSA officials as to whether or not more have worked on the car, in accordance with Art. 9.1.2 of the IMSA CODE is not subject to protest or appeal.

6.6.5 Teams may not move equipment or personnel forward of the area designated by the pit lane officials prior to their car coming to a complete stop. Where a pit wall is utilized, this area is behind the pit wall.

6.6.6 Cars are not required to shut off their engines when pitting, (with the exception of fueling the car during an Endurance Event and then the engine must be shut off). However, outside assistance ("push starting", etc.) is prohibited when a car leaves the pit to rejoin the race. **Penalty:** Car must return to its designated pit box. The driver must switch off and restart the engine without assistance.

6.6.7 Unless otherwise specified by the Race Director, work will be permitted on cars during red flag periods in Qualifying.

#### **6.7 Pit Attire**

6.7.1 As fuel stops are not permitted, pit crews are not required to wear fire-resistant clothing, except in the case of an Endurance Event, when pit crews will be required to wear fire-resistant clothing and safety equipment. However, crews must at all times adhere to the requirements of IMSA CODE, Art. 6.6.1. It is in the best interests of IMSA, the Cooper Tires Prototype Lites series and its teams and sponsors, for teams and their equipment to appear professional at all times during the Event.

6.7.2 **Identification:** A team representative must wear an armband with their car number identifying them to officials as the principal spokesperson for the entry on officiating matters. This armband must be worn during all on-track sessions. IMSA will supply one armband per entry per season. If the armband is lost, it is the teams' responsibility to inform IMSA and ensure they acquire a replacement armband for all on-track sessions.



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**Article 7 Officials**

**7.1 Series Manager:** The Series Manager shall be the primary contact for Series questions. Final approval of technical issues remains with the Technical Director.

Steve Sewell  
[ssewell@imsaracing.net](mailto:ssewell@imsaracing.net)  
(706) 658-2120 ext. 248 (Office)  
(371) 430-4168 (Cell)

**7.2 Race Director:** Terry Dale  
[tdale@imsaracing.net](mailto:tdale@imsaracing.net)  
(613) 298-3692 (Cell)

**7.3 IMSA Administration Contact:** Responsible for directing questions at the Events. Located during Event operating hours at the IMSA trailers in the Paddock.

Pam Gratiot  
[pgratiot@imsaracing.net](mailto:pgratiot@imsaracing.net)  
(706) 658-2120 ext. 322 (Office)

**7.4 Registrar:** Wanda Simons  
[registration@imsaracing.net](mailto:registration@imsaracing.net)  
(706) 658-2120 ext 323 (Office)

**7.5 PR Contact:** Diane Swintal – located at the Media Center during Events  
[dswintal@imsaracing.net](mailto:dswintal@imsaracing.net)  
(949) 439-7871 (cell)

**7.6 Technical Director:** Charlie Cook  
[cc9115@flash.net](mailto:cc9115@flash.net)  
(850) 292-3573 (Cell)

**7.7 Technical Coordinator:** The Technical Coordinator shall be the primary contact for technical questions.  
Art Bruening - [litestech@imsaracing.net](mailto:litestech@imsaracing.net)

**7.8 Technical Staff** Mitchell Snelgrove  
Joann Carpenter  
Jake Randels



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**Article 8 Penalties**

Per IMSA CODE, Art. 8

**Article 9 Protests**

Per IMSA CODE, Art. 9

**Article 10 Appeals**

Per IMSA CODE, Art. 10

**Article 11 Technical Regulations**

**11.1 Concept**

The Series is designed to keep competition fair and cost low by minimizing the possible changes to the various Constructor's homologated chassis and engines. Therefore, any action by Constructors or competitors in contravention with these principals is subject to a penalty.

- 11.1.1 All chassis must conform to the pertinent Constructor's homologation form submitted to IMSA. This form represents how each Constructor's chassis will be configured for competition.
- 11.1.2 Except where specifically permitted herein, there are no permitted changes to the chassis from their original as-delivered configuration, as per the homologation. There must be no welding, cutting, machining, drilling, acid dipping or other chemical treatment of the car to change its mechanical properties. Any change to the cars that is not specifically permitted either in the Regulations or in writing by the IMSA Technical Director or Technical Coordinator is expressly prohibited.
- 11.1.3 Except where specified, all chassis components and bodywork must be as supplied by the Constructor. This is defined as the Constructor-designated parts installed as the car was delivered and parts listed in the Constructor's parts catalog for that car for that homologation. Transposition of parts from one homologation to another is not permitted except as specified herein. Modification of any supplied part, modifying their mounting or mounting position is prohibited.
- 11.1.4 If, in the sole judgment of the Technical Director, the cars do not meet the spirit or intent of these regulations, he may order them to be corrected to comply prior to any further participation in the Events. Any waiver of any technical requirement by the Technical Director or Technical Coordinator shall specify the length of time the waiver shall be in force and shall not constitute an ongoing waiver, or a waiver for any other cars for the same issue.
- 11.1.5 **Limits of Adjustments:** Except as may be stated in these regulations, the limit on any adjustment on the car shall be the range of adjustment permitted by the stock parts using the stock fixation points as supplied by the Constructor. No additional adjustment points within or outside the range may be created by altering parts from their as-manufactured configuration.
- 11.1.6 It is the responsibility of the participant to read, understand and comply with The Regulations. Failure to do so will not provide any relief from The Regulations.



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**11.2 Scrutineering**

- 11.2.1 Competitors are obliged to present their cars in accordance with IMSA CODE, Art. 11.4. Failure to do so may result in penalties up to and including: exclusion.
- 11.2.2 IMSA retains the right to impound any car for scrutineering at any point in the Event, and in case of doubt, may retain the car and/or any part after the Event until such matters have been resolved. Such scrutineering may include the disassembly of various parts of the car, including the engine. Competitors accept that in order to complete such inspection, the mandatory seals may be broken and it is the sole responsibility of the competitor to have any broken seals replaced prior to further competition.
- 11.2.3 IMSA: may collect any data from the cars; may require the teams to provide data from on-board data collection systems; may plug into and collect data from any data collection system. IMSA will not be responsible for any data lost during or as a result of this process.

**11.3 Mandatory Decals**

All decals must be applied in accordance with Appendix 1 prior to participation in the first on-track session.

All decals must comply with the standards established by IMSA for the Cooper Tires Prototype Lites.

Cars found without Series required decals will not be eligible for competition. Decals of other competing series, sanctioning bodies, and/or competing tire or car manufacturers, must be removed from cars prior to the first on-track session.

Decals of other competing series, sanctioning bodies, and/or competing tire or car manufacturers will not be permitted on any transporter in the paddock.

**11.4 Eligible Cars, Engines and Minimum Weights**

CAR	Engine(s)	Minimum Weight (lbs)
<b>L1 Class</b>		
Van Diemen / Elan DP02	Mazda MP2 2.3 Liter (as supplied and sealed by Elan Power)	1425
<b>L2 Class</b>		
West WR1000	2006 or 2007 Kawasaki ZX 10R as sealed by GDRE	1100
West WX10	2005 or 2006 Suzuki GSXR as sealed by GDRE	



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### 11.5 Eligible Cars -- Configuration

Please contact the specific chassis Constructor for the correct homologation specification.

- 11.5.1 All bodywork must remain stock and no alternate parts (except as provided for herein) are permitted. No unauthorized modifications are permitted to the bodywork.
- 11.5.3 Wings: homologated wings and wing mounts must be used. Neither may be altered in any way from their stock configuration. Nothing may be done to alter the position of the wing and wing mount in relation to the body of the car, from the stock position.
- 11.5.4 Notwithstanding the above, the position of the wing element angle may be changed within the stock adjustment range.

### 11.6 Fuel and Fuel Cells

- 11.6.1 Participants are required to use the required fuel specified and provided at the Event. At all Events, that fuel is the IMSA 100 E-10 provided by VP Racing Fuel.
- 11.6.2 All fuel cells must remain as homologated by their approved Constructor.

### 11.7 Weight

- 11.7.1 The minimum weight of car with driver, in required racing equipment and no fuel on board, must be adhered to at all times during the Event. Drivers must be present at the car's scrutineering appointment to be weighed in their required racing equipment. Teams may be required to pump out their fuel cell at any time during an Event.
- 11.7.2 No weight may be removed from the stock structure of the car and placed as ballast.
- 11.7.3 IMSA will work with the Constructors to determine the best competitive balance for the series. However, IMSA may, at its absolute discretion, determine an additional or lower weight that must be carried on each class of car.

### 11.8 Wheels

- 11.8.1 L-1 Class: as homologated: 10"W x 13"D front wheel, 12"W x 13"D rear wheel  
L-2 Class: as homologated: 8"W x 13"D front wheel, 10"W x 13"D rear wheel
- 11.8.2 All wheels must be clearly marked with car number.

### 11.9 Tires

- 11.9.1 The spec tire of the Series is the "COOPER LITES". Tires for the Series may only be obtained from Xtreme TM or their authorized distributor.



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- 11.9.2 Tires are to be obtained from Xtreme TM AT THE EVENT but may be pre-ordered. Each entered car must purchase four (4) tires per Event.
- 11.9.3 Tires used during any official Event session must be of approved PROTOTYPE LITES tire type. The number of tires used during practice sessions is not limited. The number of tires used during official qualifying will be one (1) set of four (4) marked tires, each team must complete a Qualifying Tire Declaration and present it to the Prototype Lites Tech official one (1) hour prior to the Qualifying pre-grid time.
- Teams may change one (1) tire during a Qualifying session if flat or damaged and approved by an IMSA Official. Each car must start race #1 on no less than three (3) of the officially marked tires on which it recorded its fastest qualifying time or the assigned grid position will be forfeit and the car will be moved behind all other cars which have official times. Each car must start race #2 on any approved COOPER LITES tire.
- 11.9.4 The number of wet tires used during an Event is not limited but must be only the approved COOPER Lites wet tire. Tires are subject to inspection for compliance at any time, at the option of the Technical Director or Technical Coordinator.
- 11.9.5 Wet Tires;
1. If a qualifying session is declared "Wet", competitors must start the session on wets and may not later change to a dry tire except at the declaration of the Race Director.
  2. If a race is declared a "Wet Race" prior to the start, competitors must start the race on the approved COOPER Lites wet tire.
- 11.9.6 Tire pressure is unrestricted; however, competitors are advised to run within Cooper Tire recommendations.
- 11.9.7 Tire warmers; grooving and/or chemical treatment of dry or wet tires is prohibited; Tire pressure control valves are prohibited.
- 11.9.8 Any action designed to alter the tires as supplied, or to use alternate tires, is prohibited.

**11.10 Miscellaneous**

- a) In-Car Cameras:
- Permitted, however:
  - Camera and mounting must be approved by IMSA;
  - IMSA has right to impound footage from competitor;
  - Camera equipment weight not included in minimum weight requirement.
- b) Pit to Car Voice Radios:
- Required in all phases of competition.
  - Frequencies must be registered with IMSA's frequency coordinator (form is available at [www.imsaracing.net](http://www.imsaracing.net)).
  - Teams are required to monitor IMSA Race Control frequency 451.1750 PL Code TPL 192.8.



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- 11.11 Technical Regulations Lites 1 / L-1  
(see Attachment 1)
- 11.12 Technical Regulations Lites 2 / L-2  
(see Attachment 2)



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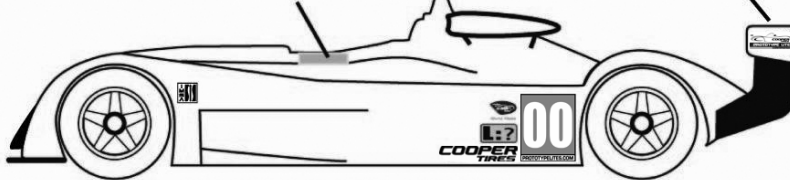


## APPENDIX 1 - Decal Location Side View

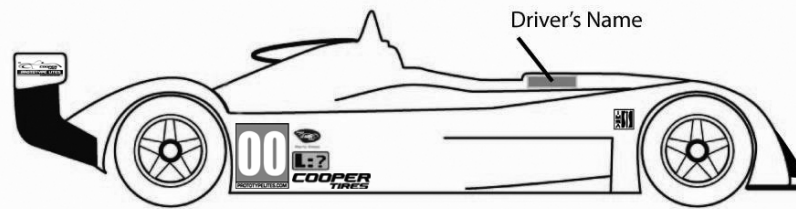
Elan's DP-02

Prototype Lites Logo - Both Sides

Driver's Name - Both Sides



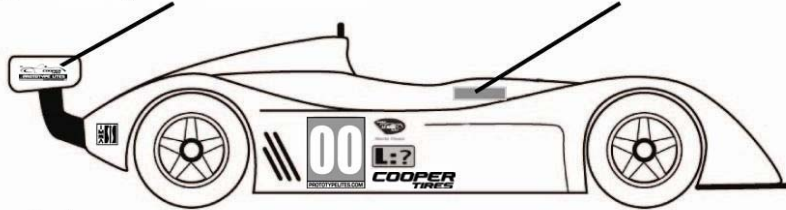
Driver's Name



West Cars

Prototype Lites Logo - Both Sides

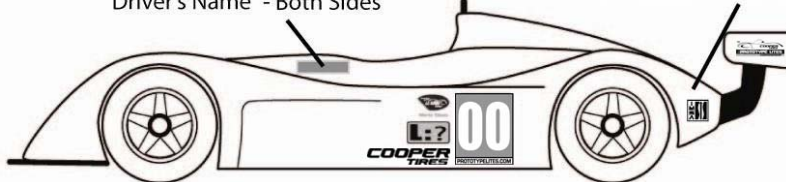
Driver's Name - Both Sides



SCCA Sports Racer

Driver's Name - Both Sides

IMSA 5"x 5" Logo - Both Sides

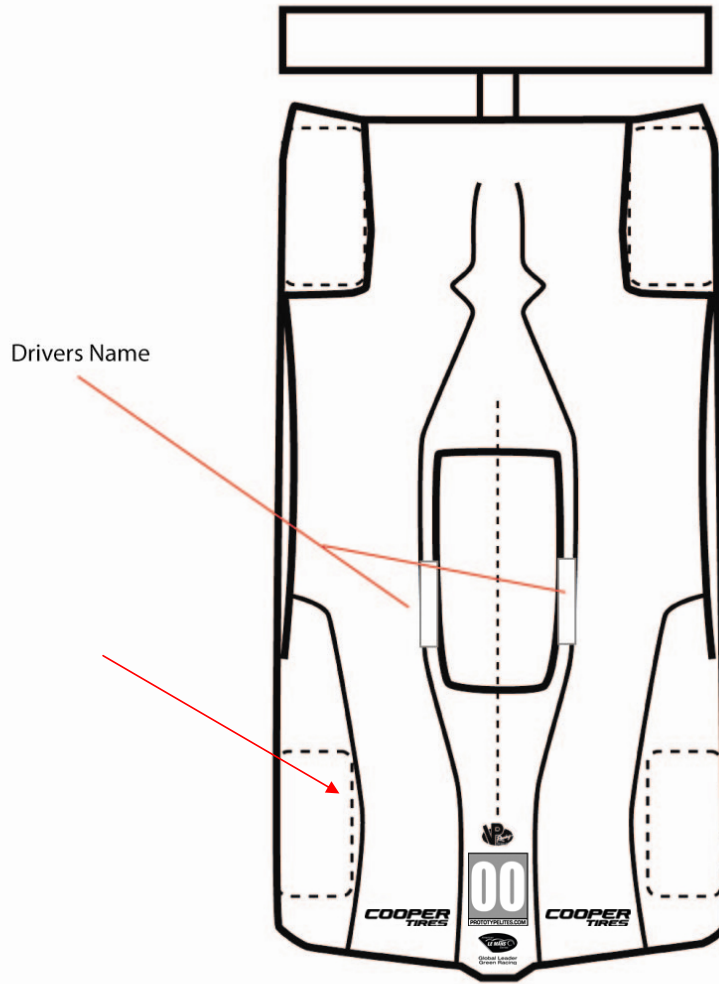




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### Decal Location Top View



Area Reserved for Numbers and Sponsor Decals